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A MONTHLY NEWSPAPER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

FEDERAL AVIATION AGENCY, LOS ANGELES, CALIFORNIA

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APRIL, 1959

### HOME-BUILT AIRCRAFT

by

Richard D. Freeland  
General Operations Branch Chief  
General Safety Division

Maule Bee Dee, Myers Little Toot, Taylor's Topper, Pitts Yellow Jacket, Hansford Bee, St. Rita's Baby Ace. What are they? Bees? Automobile horns? Ladies' short coats? Or small playing cards? - No! They are home-built aircraft. Just another of the many and sometimes unusual activities that fall within the responsibility-scope of the General Safety Division.

It may be surprising to know that even in this day and age aircraft are being built by people in all walks of life - in garages, barns, and other unlikely places. They are being built for personal use by the builders, and the number under construction throughout the country may be conservatively estimated as in excess of one thousand. Many of these aircraft are already certificated and are flying all over the United States.

The quality of design and workmanship is often outstanding, especially in the midget racer group. Many of the planes built for this purpose exceed 200 miles per hour with engines of as little as 85 hp, and have been flying accident-free for many years. The racer type however, is but a small field in the home-built aircraft group. Many others are being built simply for the fun of doing it and the satisfaction derived from flying them.

What can be done by the owner after completion and ultimate certification is governed by his own desires. There is a national organization composed of the home builders and at regular intervals they conduct events of interest for their members. Principally this consists of any activity they label "the fly-in". This would compare somewhat with the organized activities that are planned for the owners of private aircraft at most airports catering to them, such as breakfast flights, week-end tours, etc. At the "Home-Built Fly-In"  
(continued on next page)

often 50 or more aircraft will participate.

You might ask "Does all this activity go unsupervised"? It does not. FAA is involved from the very beginning of the builder's efforts. The quality of materials and workmanship are under surveillance at various stages during the aircraft's construction.

Upon completion the aircraft is certificated in the experimental category and during the outset many operations limitations may be imposed. Upon satisfactory completion of the necessary inspections and testing on the ground, the FAA representative will issue an amateur-built aircraft experimental airworthiness certificate. Only day VFR flights may be authorized and a flight area will be restricted to minimize any hazard to the general public. In no case will the initial permissible flight area extend beyond a 25-mile radius from the applicant's base. Since flight over thickly populated areas will be prohibited, it is sometimes necessary to specify an airport in the "boon docks" as the aircraft base during this period. Upon completion of a certain number of specified flight hours and further proving by flight test demonstrations that various airworthiness requirements are met, the aircraft may be permitted much greater latitude of use. The majority of the home-built aircraft eventually reach this status.

The home-built enthusiast quite often contributes in a major way to the progress being made in light aircraft design. The fact that many builders are limited in their finances requires that in order to get reasonable performance from their machines, they develop better design features so as to enable them to accomplish their purpose without expensive increases in horsepower.

In other words there is still room for the rule-of-thumb builder to contribute in a major way to aviation progress, especially in the personal transportation field.

\* \* \* \* \*

#### ERNIE HENSLEY DOING FINE!

Our genial Deputy, Ernie Hensley, is making what Doc Gunther describes as a "remarkable" recovery from his heart attack.

He has been home for some weeks now and is taking daily strolls down to Palisades Park in Santa Monica.

Our news sleuth reports that Ernie has made good use of his recuperation reading up on the "Odds and Psychology of Poker". In fact, we learn that at last Friday night's "Board Meeting", he gave the "boys" a very convincing demonstration of the book's value.

\* \* \* \* \*



## REGIONAL ADMINISTRATOR'S COLUMN

I have recently returned from a meeting at the Aeronautical Center in Oklahoma City called by our Administrator, Elwood R. Quesada. The purpose of the meeting was to give Mr. Quesada an opportunity to discuss general objectives of the FAA with his Flight Standards field organization. Attending the meeting were all FAA Regional Administrators, Regional Attorneys, Bureau of Flight Standards Washington and Field Division Chiefs and their Supervising Inspectors from 121 District Offices.

In outlining certain objectives of the new agency, Mr. Quesada spoke at some length on the need for continued improvement of safety in the air. While he does not subscribe to a so-called "get tough" policy, he introduced his programs of the four "Fs" designed to speed up and improve our safety functions. In the future all reports, investigations and decisions on action to be taken will be - - - - -

F A S T - - - - F A C T U A L - - - - F A I R - - - - F I R M.

Using specific examples, Mr. Quesada explained in detail how the four "Fs" will provide for FAST action in our reporting procedures, for thorough and FACTUAL investigations, for FAIR and unbiased treatment of all concerned and for a FIRM stand on our final decisions. While obviously directed at our safety program, I submit that these same four "Fs" should also be applied to all our operations.

Mr. Quesada also outlined the new procedures designed to centralize information on near collision incidents. All reports of near collisions will now be telephoned immediately to a newly established "clearing house" facility located in the ARTC Center in Washington, D. C. This facility, to be known as the Central Reporting Office, will be operated around the clock, seven days a week.

It will be manned by a staff of five highly trained specialists capable of analyzing the basic information relayed from all traffic control facilities around the country to which near collision incidents are initially reported. These reports will be processed through the Central Office to the Washington headquarters for investigation by appropriate FAA offices. This new system will enable us to quickly evaluate all reports and ascertain what action may be needed.

In connection with the near collision discussion it was pointed out that of 1800 incidents reported, 50% were unfounded. Of the remaining 50%, 35% were found to have had legal separation, leaving only 15% of the total as actual near collision incidents. Also mentioned at the meeting was the fact that the term near collision is a more appropriate term than near miss when describing this action.

In closing, I would like to emphasize my desire that all Fourth Region personnel conscientiously apply the Administrator's four "Fs" to their own area of FAA's increased responsibilities. Only the sincere efforts of our field people to quickly recognize and correct deficiencies in our own operations, as well as those of the industry, will enable us to "stay on top" of the new and greater tasks which face all of us.

SUGGESTION PROGRAM

Five Suggestion Awards were granted in March. Four of the winners are in ANF Division and one in the Office of the Regional Flight Surgeon. These awards totalled \$150.00. The winners were:

William A. Abbett, ANF Division, Los Angeles -- suggested a modification of Voltage Regulator CA-3108. Washington officials felt that mounting the top panel on hinges on the right side would improve safety and ease of maintenance and adopted this suggestion. Award: \$25.00

George J. Fischer, ANF Division, Los Angeles -- suggested some time ago that greater use be made of parcel post to eliminate the cost involved in processing Government Bills of Lading. Investigation by Washington officials revealed that his suggestion had been instrumental in revising Section 4B38 of the MANOP to delete the mandatory requirement for shipping small items on Bills of Lading. Award: \$25.00

Virgil Hosler, ANF Division, Ogden, Utah -- suggested an improved way of neutralizing the TZI Transmitter. Washington evaluators agreed that Mr. Hosler's suggested method provided an added convenience and that more accurate neutralization could be achieved with the side panels in place. Award: \$25.00

Virgil Hosler, ANF Division, Ogden, Utah -- suggested installation of a friction device to hold rotors of neutralizing capacitors. Washington evaluators reported that technicians at numerous locations had already taken some kind of action to accomplish the same result. They felt however, that this method was worthy of publications as a "hint and kink" for optional use. Award: \$25.00

Mary J. Prescott, Office of Regional Flight Surgeon -- suggested that in the case of defective color vision Form ACA-7999 be used in making out waivers for both second and third class airmen. The Medical Division in Washington felt that this proposal had merit and adopted it on a Nation-wide basis. Award: \$25.00

\* \* \* \* \*

NEW FAA APPOINTMENTS

The following Washington appointments have been announced by Mr. Quesada.

Brigadier General Carl Irven Hutton, U.S. Army - Director of Training, Office of  
Personnel and Training.

Raymond B. Maloy - Chief of the Office of International Coordination.

Ward Masden - Chief, Operations Division, Bureau of Flight Standards.

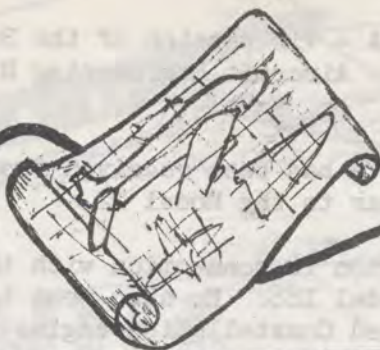
Roland (Rod) Sturtevant - Chief of FAA's Military Command Liaison Staff in the  
Office of Air Traffic Management.

S.A. Kemp, Executive Officer, Bureau of Flight Standards

A. L. Coulter - Chief, Safety Regulations Division, Bureau of Flight Standards

Arthur E. Jenks - Chief, Flight Inspection Procedures Division, Bureau of  
Flight Standards

J. Meisel - Personnel Officer, Office of Personnel and Training. Mr. Meisel  
served as Personnel Officer of the former CAA.



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

## Aircraft Engineering

### JOHN BEDNAR AWARDED AIR MEDAL

Flight Test Engineer John Bednar, who is in the Air Force Reserve, was awarded the Air Medal for "perilous and precision flights" in a nuclear-testing F-89 Scorpion all-weather interceptor. The decoration, which is rare in peacetime, was given to Lt. Bednar by Capt. Gordon K. Rendall, Commander of the West Los Angeles Air Reserve Center. Despite having no flight operations training, Mr. Bednar volunteered to serve as an observer-navigator aboard the F-89 in 1957 in combat capability flights during nuclear tests at Mercury, Nevada. He guided the 40,000 pound airplane to predetermined positions in the atomic cloud mushroom while being permitted a margin of error of only two seconds. Congratulations!

### PRE-FLIGHT TYPE BOARD HELD ON DC-8

The Pre-Flight Type Board on the Douglas DC-8 was held in the Regional Office on March 17th. The purpose of the Board Meeting was to examine the status of the project prior to authorization of the official flight tests by FAA personnel. Charles Hawks, Deputy Division Chief, Roy Peterson, Chief of Flight Test, Dick Bache, Chief of Power Plant, and Bill Williamson, DC-8 project engineer, participated in a flight test in the DC-8 on Thursday, March 26th. (Prior to this date, Engineering test personnel Tymczyszyn, Bugbee, and Jacobson have flown in this airplane) A. G. Heimerdinger, formerly a CAA Flight Test Pilot, was first pilot on the flight which took off from the Long Beach Airport and proceeded up the coast of California to the vicinity of Santa Barbara. During the flight, miscellaneous maneuvers and tests were conducted during which time systems operations were observed and general flight operations and techniques were examined. The noise levels in the airplane during the flight did not appear excessive and the lack of vibration, as contrasted to piston-engined aircraft, was impressive. Roy Peterson piloted the airplane for a preliminary check of the slow-down capabilities in the high speed cruising configuration and a general evaluation of the handling qualities.

### NEWS BRIEFS

The CAB Hearings on the Lockheed 188 accident at La Guardia were held in New York during March. Stan Yagiela and Dick Sliff participated as witnesses

in the Hearings.

USAF CTCI meetings for the VC-137A - VIP version of the Boeing 707 - are scheduled for April 9th and 10th. Aircraft Engineering Division personnel will participate.

An Application for Type Certificate has been received from Convair for a new Model 31. This airplane is similar to the Model 22.

Tony Vergilio has been in Washington in connection with the investigations of propeller stresses on Lockheed Model 188. He also went to Miami to attend the CAB Hearings on the recent Lockheed Constellation engine compartment fire.

#### SCHOOL DAYS

During the past two months, it has been "back to school" for Division Chief Klikoff, Deputy Chief Hawks, Branch Chiefs Bache and Bogert and engineers Williamson, Gaines, Spelman, Grix, Yagiela, Bulmer, Strehl, Cardone, and Davis. They have been attending the DC-8 Familiarization Courses at Douglas. In addition, a number of engineers have attended Aeronautical Center courses and Regional orientation courses.

\* \* \* \* \*

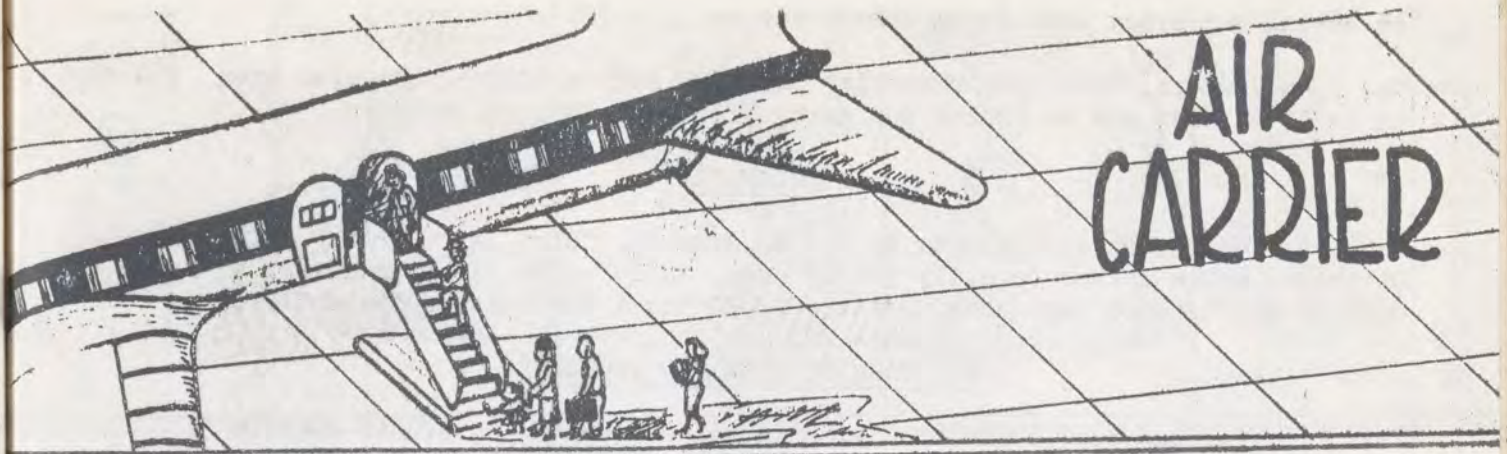
#### WON'T ACCEPT--

Three monkeys sat in a cocoanut tree  
Discussing things, as they're said to be.  
Said one to the other, "Now listen you two!  
Here's a certain rumor that can't be true.  
--That man descended from our noble race--  
The very idea is a rank disgrace."

"No monkey ever deserted his wife,  
Starved her babies and ruined her life.  
And you've never known a mother monk  
To leave her babies with others to bunk,  
Or pass them on from one to another,  
'Till they scarcely know their very own mother."

"And another thing you'll never see,  
Is a monk build a fence 'round a cocoanut tree,  
And let the cocanuts go to waste,  
Forbidding others to take a taste.  
Why, if I put a fence 'round my tree,  
Hunger would force you to steal from me."

"Here's another thing a monk won't do  
--Go out at night and get on a stew,  
Or use a gun, a club, or knife  
To take some other monkey's life.  
Yes, man descended--the onnery cuss;  
But brother, he never descended from us!"



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

#### MAINTENANCE REVIEW BOARD DC-8

Mr. E. S. Stadden, Chief, Air Carrier Maintenance Branch, Mr. Griffith, (Electrical/Electronics) Supervising Inspector, Regional Office and Mr. Stan Quick, Air Carrier Maintenance Inspector, San Francisco, participated as members of a preliminary meeting of the Maintenance Review Board recently held in Washington, which covered a four day period. This Board is charged with the responsibility of establishing the initial overhaul and inspection periods to be utilized by the airlines in the maintenance program for the Douglas DC-8 aircraft.

#### NEW PERSONNEL

Mr. Robert Wilkinson reported for duty as an Air Carrier Flight Operations Inspector at the Los Angeles Air Carrier Safety District Office, on February 24, 1959. Mr. Wilkinson was formerly a captain on DC-6 aircraft for Slick Airways. We would like to take this opportunity Bob, to welcome you to the Division and wish you the best of luck in your future with the FAA.

#### TRANSFERS

Inspector Tom Barber, Burbank Air Carrier Safety District Office, was selected as Airways Operations Specialist and is in the process of transferring to Ankara, Turkey. Tom, you have done an excellent job for the Division and we regret to see you leave. We do want to wish you all the success in the world in your new assignment.

#### RESIGNATION

Mr. Larry Dickey (EE) Air Carrier Inspector, recently tendered his resignation to the Los Angeles Air Carrier Safety District Office. It is our understanding that Larry proposes to enter into business for himself. Larry served with the Air Carrier Safety Division in Seattle, San Francisco, and Los Angeles District Offices, as well as Paris and San Francisco IDOs. Larry did an excellent job for CAA and FAA and we wish him every success in his new venture.

#### SICK LIST

Mr. Robert Blanchard has been on the sick list for the past couple of weeks and

we extend our every wish for a speedy recovery.

Mr. John Vickers, Seattle Air Carrier Safety District Office, has also been on the sick list and we extend our every wish for a speedy recovery.

#### SYMPATHY

Deepest sympathy is extended to Mr. L. W. Ashwell, Chief, Air Carrier Safety Division, whose mother recently passed away. Also to Mr. A. W. Baarley, Air Carrier Maintenance Inspector, Seattle ACSDO, over the loss of his mother.

#### AIR CARRIER WORKLOAD INCREASES

This Division has been confronted with increased monitoring of air carrier training programs, conducting proving runs and evaluating of air carrier programs. This is a result of a recent increase of several thousand new air carrier route miles, the delivery of new aircraft, including turboprop and jet aircraft and the inauguration of new services by several carriers for which this Division is responsible. This has created heavy demands on our field Inspectors since this is additional aircraft to current fleets including expanded operations. Currently this Division is responsible for a total of 50 air carrier operating Certificates.

#### AIR TRUCK SERVICE

The Flying Tiger Line, Inc., recently completed agreements with 33 of the nation's leading regional motor truck carriers providing for an integrated air-truck service to more than 100 cities. The new combination air-truck program, called "Sky-Highway Service," will provide through transportation between all air terminal points on the trans-continental system of The Flying Tiger Line.

#### INSTRUMENT APPROACH PROCEDURES

The Burbank Air Carrier Safety District Office reports that a review of all instrument approach procedures for this area have been completed. Charts have been prepared of proposed revisions to improve the procedures and these will be flight checked as personnel and aircraft time become available.

#### HELISTOPS

A special meeting of the Los Angeles Chamber of Commerce Helicopter Subcommittee was attended by Los Angeles Air Carrier Safety District Office personnel on February 27. It was held for the purpose of evaluating the City's most recent proposal for building code amendments setting forth minimum standards for the construction of rooftop helistops. The structure values proposed by the city far exceed those considered practical by most other interested parties.

#### ACCIDENT

Personnel of Seattle Air Carrier Safety District Office participated in the investigation of General Airways' DC-3 fatal accident near Kerrville, Texas, which occurred February 1, 1959, resulting in the death of the captain, co-captain and one passenger.



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

KALOS ORISES  
 VAUGHN CLAYTON  
 TORA MILISE ANGLIKA  
 „NOX OL KEERH“

The familiar smiling face you see, in LA-625, is our own Vaughn Clayton just returned from a two year duty tour of Greece, with ICAO. Mr. Clayton's position, prior to that assignment, was in this Region in the Maintenance Engineering Branch. He returns to us, enriched with his experience in building navigational aids in Greece, to assume his new duties as Chief, Electronics Engineering Branch. Watch this column for a most interesting account of Vaughn's travels, in a future issue.

STORK FLIES RIGHT!

Stork's flight to home of Mr. and Mrs. Bob Kelly was checked out as satisfactory by Bob (Flight Inspector, Salt Lake City). After four successive visits to the Kellys' down the Blue Airway, the Stork finally found the pink path. Congratulations!!

MEMO TO THE SECTION WHEEL

TO : Section Wheel

FROM : Peon No. 665.6A

SUBJECT: Procedural Suggestion for Time of Stress

1. Whereas, it is often required that P. E.'s (Project Engineers) and Assistant Project Engineers (let's not abbreviate this one) fare forth to the more remote areas of the region and do business with the primitive inhabitants thereof (i.e. CATFOS, CATDOS, etc.), a procedural hint may alleviate some of the attendant hazard.
2. It is suggested that a small package of trade goods (one dozen ballpoint pens) has been found of great value in appeasing the more warlike tribesmen. These nomads are normally pleasant and gentle but have been known to display ferocity. The cause of this belligerent attitude can generally be traced to any one of several causes, including:

- (a) General cussedness.
  - (b) R. O. nostalgia
  - (c) A belief that they have been abandoned by their Great White Fathers and are doomed to eternal monotony without supplies or cheering visitors.
3. These pens, experience has taught the writer, are practically an "open sesame" to gaining the tourist's ends. Usually snaffling transportation. If correct tactics are used, the visiting fireman will soon be barreling on his way in the CATFO's jeep while the Chief stands clutching his little box of pens, completely dazzled by such generosity.
  4. The basic principle behind all this goes back to General Sherman's maxim, "You can't shoot a man while you are drinking his whiskey."

Peon No. 665.6A

#### STANDARDIZE FAA?

Don Wright, SES/Relief from ATDO-11, Casper, Wyoming, temporarily assigned to LA-675 to assist in the heavy workload, was heard to remark: "Small wonder it's difficult to standardize anything around here; why look at the Regional Office workers - quite a heterogenous group - big ones, little ones, blondes, brunettes, fat ones, skinny ones, hot ones, cold ones, funny ones, not-so-funny ones, slow movers, fast movers. How can one produce uniformity with such tools?"

Maurice Mosely, District 8 Relief Specialist, is also on detail to LA-675 and is helping them reduce their backlog workload. "Bud" is a familiar sight around the office these days being readily identified by his "lil brown hat!" Field contribution to above described group!

#### A PAGE FROM HIS DIARY

The following is a verbatim excerpt from an R. O. Engineer's diary of a conversational exchange between him and an Electronic Technician in a remote RCAG. The discussion relates to the establishment of "on site" living quarters.

TECH: What the \*-\*-\* do we need a trailer up there for?

ENG: Living quarters, old boy.

TECH: I don't want to live up on that \*-\*-\* mountain.

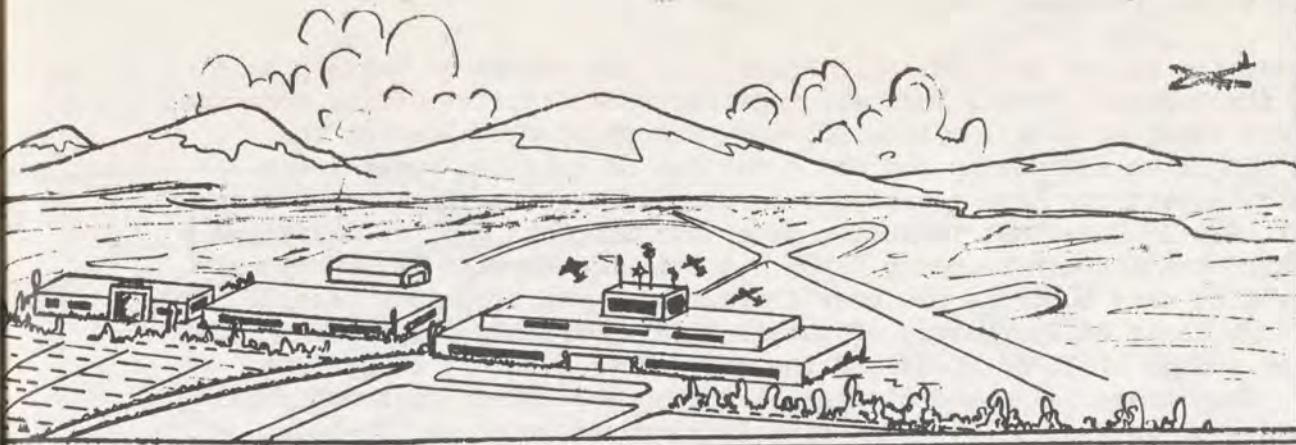
ENG: Well, I'm here to find a place to put it.

TECH: I can suggest where you can put it.

ENG: We think it would serve its purpose better on the mountain.

P. S. And it did!

Ed.'s Note: We will gladly give equal space to any and all rebuttals from the field.



AIRPORTS

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

AIRPORT PAVEMENT EVALUATION STUDY

By Guy E. Jarrett,  
Paving Engineer

Can a DC-6 land on the Kanab, Utah Airport? Is the pavement on the Mesa, Arizona Airport strong enough for a fully loaded DC-3? These and numerous similar questions are common to FAA personnel and they usually land in the Airports Division for reply. For those airports developed under the Federal Aid Airport Program and previous programs involving our predecessor Administration, CAA, the answer is usually relatively simple because adequate construction records are available. Many public airports though were constructed by other agencies such as WPA, local communities, and of course a large number by various military and naval units during World War II.

Recognizing that our records were not complete and that many inquiries were not being properly answered prompted the Airports Division late in 1957 to set up a program to catalog or evaluate the pavement of all public airports in the Region and to establish the estimated single wheel loading of each segment of pavement on each public airport. First came the drudgery of pouring through all available records and tabulating the engineering design, soil analysis reports, and the existing thickness of the various components that make up airport pavement. These are sub-base, base, bituminous surface or cement-concrete surface. As airport pavement is nothing more than a roof placed over the runway and other paved areas to assist the existing soil in supporting the weight of an airplane, the thickness of the roof depends on the quality of soil and the weight of the airplane which will use the airport. In other words, airports such as Los Angeles International, San Francisco International and Stapleton Field, Denver with concentrated heavy aircraft traffic will require heavier roofs than small airports like St. George, Utah, Wolfs Point, Montana or Flagstaff, Arizona where traffic is limited to DC-3 class or lighter aircraft.

To determine the adequacy of pavement bearing capacity for various classes of aircraft, a basic estimated wheel loading unit is established. As the load of multiwheel gear planes is distributed over larger areas of pavement, the pounds per square inch (PSI) loading for dual and dual-tandem gear planes could be the same as lighter two wheel type aircraft. Thus, it can be seen that establishing the estimated single wheel loading in units of 1000 lbs. is

the key to such a pavement evaluation program.

After exhausting all of the available records on the design of these public airports, the Regional Paving Engineer together with District Office personnel make a field check at each location for the purpose of reevaluating the estimated single wheel loading and the condition of existing paved areas. These field inspections have revealed some many interesting facts regarding the amount of wild life that inhabit some of our airports and feel safe and secure behind the airport boundary fence. At the Los Angeles International Airport we find many hundreds and ever increasing numbers of jack rabbits going through their daily routine of rabbit life apparently oblivious of the comings and goings of 707s, DC-7s and the many other aircraft using this terminal. Then there is a herd of deer living on the Ogden, Utah Municipal Airport and over in Wyoming you will find Antelope browsing on the lush grass of the Cody Municipal Airport. Up Reno way you will always find a brood of wild ducks taking life easy on the Municipal Airport under the protective and perhaps envious eye of Airport Manager Joe Hicks.

With these observations put to rest the pavement evaluation team continues with its investigation of the pavement survey. Occasionally the currently accepted estimated single-wheel loading is increased or decreased depending on any pavement distress reflected from its use by aircraft.

This has been a long drawn-out program involving many man hours of labor. The results, though, are sure to be worth the effort and when the survey is completed a ready estimated single wheel loading reference will have been made on all paved public airports in the Region. Thus, when future requests by the military, airlines, and other agencies as to the adequacy of pavement are received, the information will be readily available. This record will be revised and perpetuated as airports are further developed and on all new airports that are constructed.

\* \* \* \* \*

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.

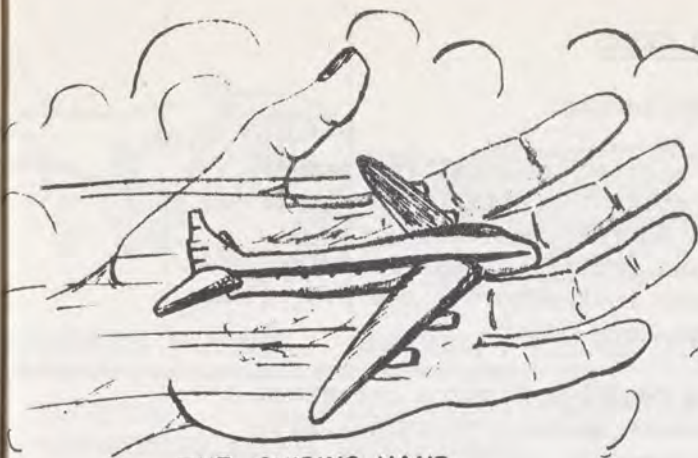
\_\_\_\_\_ Also, I wish to apply for a loan of \$\_\_\_\_\_ to be repaid in  
\_\_\_\_\_ monthly payments.

Entered on Duty CAA  
Date: \_\_\_\_\_

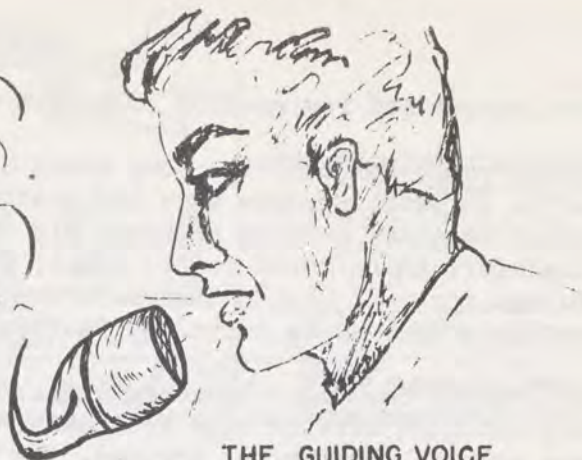
Name \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_



THE GUIDING HAND



THE GUIDING VOICE

DIVISION Roy McElroy  
REPRESENTATIVE: LA-524.5, Ext. 519

## Air Traffic Control

### FLASH

Reclassification has the go-go-go green light for April 19, 1959.

### INDIANAPOLIS ADVENTURE

The last simulation study at the Technical Development Center is the current Denver area traffic study. McAfee, Cox, Hill, Meade, Kingsley and Hodges of the Denver Center, Ebert and Lunstrom of the Denver Tower and Moore and Munsenreder of the Colorado Springs Tower handled the control work under the jaundiced eye of Don Davis (LA-530 monitor).

### BABY-SITTER PROBLEMS

"F.P." Florence Packard signed off her last watch at the Salt Lake Center March 28, 1959, because as put it - "my baby-sitter moved". Seriously, she felt that more of her time should be spent with her two year old daughter at home. Florence was a senior controller when she resigned after almost 17 years of Federal service. Except for a hitch in the Marine Corps - gals Division - her time was spent at SLC. Adios, and best wishes.

### VISITORS

Ever notice how so many things run in cycles? Well, March was one of the driest on record in the Los Angeles area, but elsewhere it must have been ruff judging from all the new faces seen in these parts: Floyd Goble, George Durand, Chet Church, Stu Halsey, Charles McGowan, Frances Lamb, Mauri Walters, Ruth Dennis, Doug Parker, Dick Geiser, Willys Gilbert, Ric Cassell, E. Daniels, Royce Robbins, Walt Porter, Lindell Davis, Francis Roesch and Lee Ward. Others we missed - let us hear about it. In fact, one of the reasons so few news items were received was probably because so many facility specialists were on the road to the R.O. or Radiological schoolin.

### COLOR SCHEMES

Leo Yuckert, Monterey Resident Inspector, wagers that Monterey possesses the only Outer Marker installation in the country, painted brown to blend with the surroundings of Asilomar Park.

## ADIOS - 145 YEARS

Retirement and resignation took from us the following:

John Pratt, Chief of the Long Beach Station, elected optional retirement after 36 years service when his station was integrated with LAX April 1. After Military service he began his career at Moline, February 7, 1929; transferring-he moved to St. Louis, Tucson, and arrived at LGB in July, 1944. Except for an 8 month stint as a communications instructor at the R.O. (then at Santa Monica) he served as Station Chief at Long Beach.

William F. Burton, former communicator at the Wendover Station requested a discontinued service type retirement effective on station closure. Bill was born in Kensington, England. He began government service about 31 years ago. He served in the Navy; Air Corps, Air Material Command and Weather Bureau as well as at the following CAA/FAA facilities - Boeing Tower, Medford Tower, Daggett, Winslow and Wendover Stations. During this time he acquired over 2000 solo flight hours and a commercial pilot's license with multi-engine instrument rating.

John L. Prater, Chief of the Lovelock Station resigned February 21, 1959. After the Navy and a stint with the Ford Motor Company, he accepted a position with the U. S. Lighthouse Service at Lone Rock, Wisconsin, June 1, 1932 at \$1200 per year. John served at Goshen, South Bend, Moline and Columbus, Ohio before trekking west to Lovelock, where he became Station Chief, March 1, 1944. He is married, has two sons and is prominent in Masonic Order activities.

Al Frazier, Assistant Chief of the San Francisco IATCS, retired on disability April 1, 1959. Born an Iowan he removed the "landlubber" label in the Navy from 1928 to 1937. Buffalo Valley, Nevada was his first CAA assignment at a yearly \$1620 in silver. His trail leads through Elko, Red Bluff, Oakland, San Francisco to Gila Bend then back to San Francisco IATCS in June 1947. Al became Assistant Chief in March of 1958.

Clair Lakin, controller at the Spokane Center, retired on disability February 28 after 17 years of separating air traffic. He began as an Air Traffic trainee at Seattle in February 1942. As a Tower Controller, he served 6 years at Pendleton before transferring to Spokane.

## SPRING AND STUFF

In the Spring, as the saying goes, a young man's fancy turns to gals etc. Don't know what the "young" has to do with it, but did you know that in the Fourth Region ATC Division there are:

- |                                     |  |
|-------------------------------------|--|
| 1. 66 seductive stenos.             | 5. 33 cute Communicators                 |
| 2. 5 tantilizing Tower Controllers  | 6. 9 alluring administrative assistants. |
| 3. 11 curvaceous Center Controllers |  |
| 4. 70 teasin TPO's                  |  |

Total pulchritude - 194. Now maybe this doesn't add up to too many compared to the male total so let's rephrase it--"they sure stack up better than the fellows".

For news and information next publication how's about the gals warming up the typewriters with some local scoop about you-all that is printable?



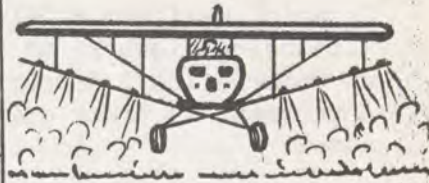
BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

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

## General Safety Division

### OPERATION SNOWBOUND

Inspector Wesley O. Vandewark of the Billings, Montana GSDO reports that unusually heavy snows in the eastern section of Montana, which are as high as the tops of fence posts in some sections, have virtually cut off all ground transportation to many ranches. This has resulted in many of the ranchers using their ski-equipped light aircraft for transportation to town for weekly shopping, medical care, etc., and for hauling feed for their stranded cattle. Some ranchers in the Wolf Point area of Montana have been snowbound for five weeks and the flight operators in this district have been busy on emergency calls. These have included the transportation of school personnel to and from the rural school buildings. For a period of about three days Billings was the only airport in the eastern section of Montana that was open to aircraft without skis. In all operations only one minor accident has occurred as a result of adverse weather of ski flying.

### TWIN FALLS SAFETY FORUM WELL ATTENDED

The Twin Falls Flyers, a flying club at Twin Falls, Idaho joined with the local operator, Charles Reeder, and the airport manager, in sponsoring an aviation safety meeting February 25, 1959. Ninety pilots from Twin Falls and the surrounding area attended the meeting. Supervising Inspector A. G. Witter and all other inspectors of the Boise GSDO participated. Other participants were the Chief of the Burley, Idaho Communications Station and a designated medical examiner.

### THE TV WESTERN COMES TO MARIPOSA

The little mountain airport at Mariposa has received an influx of executive-type aircraft since the decision of a major television movie producer to film western-type productions in the Mariposa area. The major portion of equipment and personnel is brought to Mariposa in aircraft. Mariposa is located in the service area of the Fresno GSDO, Supervising Inspector J. S. Zentner in charge.

### PEPSI COLA HITS THE SPOT --- TWO MILES UP

Frank A. Allen, Supervising Inspector of the Long Beach GSDO, has advised that the Aero Advertising Company, Torrance, California, is adding four more sky-writing Boeing Stearmans for use on the Pepsi Cola Sky Game. Three two-plane teams will go on location at various cities throughout the country to write the grids and numbers across the sky. Numbers are 7/8 mile high and grids 3 miles square. The entire game, including the Pepsi name, is 5 miles high.

## ONTARIO HAS KITES, MODELS AND YOUNGSTERS

Ontario International Airport is being plagued with flying kites within the traffic pattern states Supervising Inspector Charles A. LeFevre of the Ontario, California GSDO. One in particular was an approximately 10' box kite being flown at an altitude between 1500' and 2000' on the downwind leg of Ontario Int'l Airport. It was necessary to request the airport fire department to track down the ground pilot and request he discontinue flying same.

A complaint was received by the Ontario GSDO from the management of Brackett Field, La Verne, California that radio-controlled model airplanes being flown in the Puddingstone Dam area near Brackett Field were creating a serious hazard to air traffic. When advised there was no Federal Regulation prohibiting such operation, they stated that a movement was on foot to have Los Angeles County pass an ordinance prohibiting flying of these model aircraft within certain distances of any established landing area. The Ontario GSDO states personnel of that office have observed the flying of these radio-controlled model aircraft and they are deemed a serious hazard. Ontario has requested the model enthusiasts to discontinue operations near Brackett Field and have explained the hazard and liability involved.

Another newsworthy item from the Ontario GSDO concerns Mrs. Zaddie Bunker of Palm Springs, California. She is 74 years young (believed to be the oldest active pilot in the USA), obtained her private pilot certificate on her 65th birthday. Mrs. Bunker owns her own aircraft (Navion) and although she has made two belly landings, is a very enthusiastic aviation booster. After the last such landing at March AFB she stated she believed she would obtain an aircraft with a fixed gear so she would not forget to lower the gear. We concurred with her thinking and strongly recommended she do so. February 25, 1959 Mrs. Bunker was guest on NBC-TV program "This Is Your Life". She is also scheduled for a jet ride at George AFB in the very near future.

## READY FOR COUNT DOWN

Junior missile scientists residing in the Palo Alto GSDO area, Supervising Inspector Eugene S. Gull in charge, will test the thrust, range, control, etc., of their rockets at one of the Ft. Ord firing ranges soon if they can obtain permission from the Commanding Officer. The science departments of many schools in the Monterey area are looking for a common firing range where firing teams may feel free to satisfy the need to experiment and observe the results of their work without jeopardizing the surrounding populace. The people of Monterey and Seaside pay little attention to the cannonading and fireworks that accompany the simulated battles fought on the reservation of Ft. Ord, but the ceiling on the restricted area would need to be raised above its present 3000' to protect air traffic from below.

## OREGON PICKS "MR. OX-5 OF 1959"

Supervising Inspector John Gebelin of the Portland, Oregon GSDO reports Danny Grecco, old-time A&E Mechanic (No. 1183), received the "Mr. OX-5 of 1959" trophy from the Oregon Wing of the OX-5 Club of America. Inspector Byrd, Vice President of the Oregon Wing, made the presentation at a dinner February 7 in recognition of Danny's contributions to aviation since 1911. Danny is now eligible for national recognition. He is remembered by many of the old timers in the Bureau of Air Commerce, CAA and the new FAA. He is presently employed by McKinnon Enterprises, Sandy, Oregon.

GENERAL SERVICES DIVISION

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

IT WAS FRIDAY THE 13TH TOO - - - - -

It was on Friday the 13th of March on the 13th hour, when our brave Regional Administrator, Walter P. Plett, waved good-bye from the front of the Regional Office building and started out on his driving examination to secure his coveted U. S. Government Motor Vehicle Operator's Identification Card. Why Friday the 13th? Well Public Law 766, of the 83rd Congress, required that the license be secured and our Deputy Regional Administrator, Ernest S. Hensley, had the honor of receiving the first one in the Region back in 1957. Since that time some 3,000 regional employees have completed the examination and have been certified as safe and qualified drivers. It seemed only fair that the honor of receiving the last one to be issued before the deadline date of March 15, 1959, should go to the Chief---if he could pass.

A HAPPY START



The start of the five mile road test that checks driving skill in all types of traffic. That's Ted Rodarm, Chief, Property Management Branch, in the left hand seat, who braved the jinx of the 13th to give the examination. The car is a 1956 Ford and according to the Boss, "a real dog". Ted told us later that he figured if the Chief could handle this one, he could drive any in the pool.

DID LA-1 PASS-13TH OR NO? SEE NEXT PAGE

A SUCCESSFUL FINISH!!!



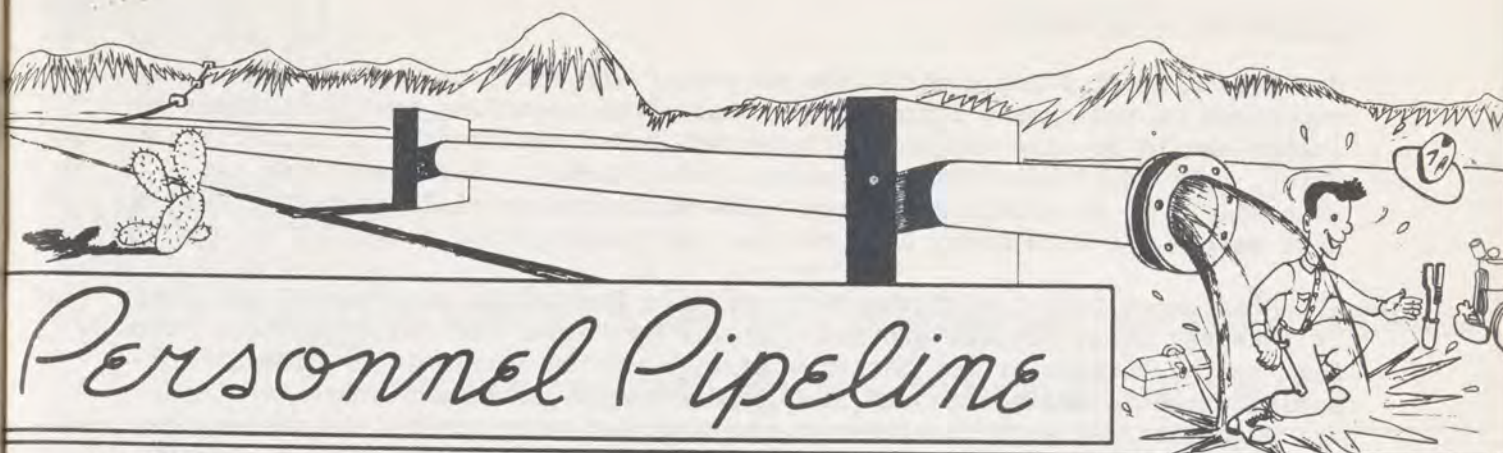
Ted hands the Chief his driver's license after the successful completion of the road test. How did he do? (How naive can you get? Would you expect him to flunk?) According to Ted, the boss really is a safe driver and well qualified to hold his rating. Ted admits, though, that he had his Form 52 ready just in case he had to flunk the Chief.

The Chief's license was the last one issued in the Region and perhaps the last one issued in the country before the deadline.

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"A THOUGHT FOR TODAY"

Love your enemies -  
It will drive them nuts.



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

### BATTLE OF SEMANTICS

In referring to types of appointment, the terms permanent or classified are no longer in good taste - at least not according to the book. Chances are your listener will know what you mean if you ask him: "Say, do you have a permanent status appointment?" Technically the term "competitive status" is now correct. I say now because this ball has bounced back and forth several times.

A competitive status is acquired by Career-Conditional Appointment in which the person successfully competes in an open examination and satisfactorily completes a probational period. In rare cases the status may be granted by a special executive order or statute. The advantage of having a competitive status is the absence of red tape in moving the person from one position to another. A person with such a status may be promoted, transferred, reassigned, reinstated, or demoted without taking another open competitive test. Any such movements are of course subject to the conditions set forth in the Civil Service rules and regulations.

We also detect some confusion on the difference between leave without pay (LWOP) and absence without leave (AWOL). The basic difference is that LWOP is an authorized absence whereas AWOL is an unauthorized absence. LWOP is granted upon the employee's request whereas AWOL results from the Agency's determination that it will not grant any type of leave (including LWOP) for any absence which the employee failed to obtain authorization in advance. A case of AWOL can also result when a request for leave, on the basis of alleged sickness, has been denied.

### PROMOTION PLAN

We informed you previously that the FAA had obtained authorization to postpone any changes in our promotion plan until July 1. However, you will be interested to know that the promotion plan was an agenda item on the Personnel Officers' Conference just completed in Washington, D. C. As we went to press there was no information available reflecting what specific changes will be proposed.

RETIREMENT INFORMATION

The Personnel Division contributes as one of its services that of counseling employees on retirement information. Questions regarding your retirement status should be directed to the Personnel Relations Branch, to either its Chief, Bill Sullivan or his Assistant, Frank Cleary. Such questions as: When will I be eligible to retire? How much annuity will I get if I retire next year? How much money do I owe the retirement fund? etc.

The Retirement Division of the Civil Service Commission has pointed out that it receives about 225,000 queries a year from former Federal employees. The Commission, because of not having a service record available or other information which is needed, is not in a good position to answer these questions and suggests that such inquiries can more suitably be replied to within the Federal agencies. There is also the factor that the Retirement Act changes effective in 1956 increased the work of the Commission's Retirement Division quite sharply. As much as possible, we recommend that you refer your retirement questions to LA-94.

WAGE BOARD POSITIONS RECLASSIFIED

As most of you know the Army-Air Force Wage Board System was revised recently and all Region IV Wage Schedule positions were subject to review. The review has now been completed and all positions are classified in accordance with the revised standards. A few changes in titles, series, and grades resulted but the majority remained the same. No one suffered a loss in pay. The last phase of the project entails the conversion of our positions to the new 15 grade level Wage Schedules. This will be accomplished on a staggered basis during the next 12 to 18 months as new locality schedules are received. So far we have the 15 level Wage Schedules for the Boise, Dubois, and Idaho Falls area; the Denver and Boulder, Colorado area and the Los Angeles and Sacramento, California areas.

FIGURES! FIGURES! FIGURES!

As of March 31 the Region had 5,901 paid employees. Of this number, 278 are Professional Engineers broken down into the following categories: In the Air Navigation Facilities Division there are 194 - 101 Electronic, 6 Electrical, 60 Civil and 27 in Mechanical Airways etc. In Airports there are a total of 37 - 34 Airport, 2 Electrical and 1 Architectural. The Aircraft Engineering Division has 47 - 32 Aeronautical, 1 Electrical, 10 Flight Test, 2 Mechanical, and 2 Electronic. The Region has 1,021 Electronic Maintenance Technicians. In Air Traffic Control there are 3,281 Air Traffic Control Specialists. Of this number 937 are in Stations, 1,342 in Centers and 1,002 in Towers.

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A Dayton, Ohio, policeman found the following remarks on a piece of paper fastened by a rubber band to an obviously defective parking meter: "I put three nickels in this meter --95PG (License number)."  
"So did I--532QD."  
"I'm not going to pay a nickel to find out if these guys were lying--8842X."

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