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

VOL. I NO. 5

MAY, 1959

SUPPLEMENTAL TYPE CERTIFICATES

by

Engineering Field Specialist
Aircraft Engineering Division

If you were a bit disappointed last week when that little Rambler "took" you as you breezed along on the freeway in your new Cadillac, you may have thought of installing a higher horse-power engine with high-lift cams, eight carburetors, and a 4-speed supercharger. If you did "soup up" the old bus in that manner, you might still have trouble taking the Rambler but you wouldn't have much trouble getting the installation approved; (until you asked the "little lady" for money to pay for the job).

The situation is different with your airplane, however. If you decide to make a major alteration to your old Jenny or to your new Cessna 310C you must receive an approval from the FAA Aircraft Engineering Division, whose responsibility it is to determine that your aircraft, as altered, is as strong and safe as it was originally. If that responsibility were not present, you as a pilot, your unsuspecting passengers, and the general public on the ground might be subjected to haphazard changes that could weaken the structure or affect the flight capabilities of your aircraft.

What are some of these major alterations that aircraft owners make? They may be as simple as the installation of a different model propeller, or be as complex as converting a piston-engine powered transport to one driven by a turbo prop. Between these two extremes there are fuel system changes, installations of higher horse-power engines, radome installations, interior rearrangements, changes to control systems, and even addition of extra wings to monoplanes.

Most approvals of major alterations are granted through the issuance of a Supplemental Type Certificate, (STC). The legal purpose of the STC is to describe and approve the particular major alteration. The STC together with the original Type Certificate serve to describe and approve the aircraft as altered. The approval given under an STC may be for one specific airplane or for any number of airplanes of the same model. The determination of whether the approval

(continued on next page)

can be extended to more than one airplane depends upon whether the descriptive data for the alteration is adequate to permit an exact duplication of the prototype to be made.

Since the inauguration of the Supplemental Type Certificate Program in January 1956, the Fourth Region Aircraft Engineering Division has issued over 600 Supplemental Type Certificates. It may be interesting to note that, although only slightly over half of all aircraft in the Fourth Region are in California, more than 600 of the 800 STC's were issued to California aircraft. We are not sure whether this indicates a trend toward progress by California aircraft owners or whether it is a sign of greater stability in non-Californians, but we are sure that it indicates a sizeable workload for the Aircraft Engineering Division. The Engineers, Flight Test Pilots, and Manufacturing Inspectors of the Aircraft Engineering Division all have a hand in the approval of alterations, and issuance of supplemental Type Certificates. We also get a terrific assist from General, Air Carrier, and International Offices in the field, but nevertheless we would be lost without the gals who see to it that the mountain of paper work concerned moves along on schedule.

The present trend is toward an increase in the number of major alterations and the number of Supplemental Type Certificates issued in the Region. Before too many months have passed, we are certain to be faced with major alterations of many kinds to jet powered aircraft now in service or soon to be certificated. Many requests for approval of rocket engine additions to existing aircraft have been received and are being evaluated. It is not difficult to foresee that, before many years have passed, the alterations which we receive for approval could involve atomic engines or other advanced changes which at the present time seem quite remote.

* * * * *

LAUGHING THROUGH LIFE...

By Edna W. McElwee

A laugh is just like sunshine and just as necessary to your health. Perhaps you are wondering what you shall do to be funny. Of course, it is easier to laugh when there is an exciting stimulus, but you can't always wait for such an opportune occasion to present itself.

You need daily laughing exercises. Have a regular period for them, just as you do for your daily dozen. Open your mouth wide and let it ring out heartily several times. You will be surprised how much better you feel and how much brighter things look. And when the boss springs the same old chestnut, you can put enthusiasm in your appreciation of his humor.

Or do you feel a little self-conscious about what the folks in the adjoining apartment might think? Then you will have to resort to smiling. They can't hear you do that and there will be no danger of your being considered loco. So, pucker up your lips together, then twist them from side to side, up and down and around. No go to the mirror and notice the change in your chin line, as the corners of your mouth turn up in a smile.

You see, there is a selfish motive in laughing and smiling. By exercising the muscles of your face, you keep that serious expression from becoming a fixture. Why take life so seriously? Others have heavy burdens to carry, too. Laugh and
(continued on page 19)



REGIONAL ADMINISTRATOR'S COLUMN

NEW PROCEDURES ADOPTED FOR ALLOCATING AIRSPACE

New procedures for allocation of airspace to meet civil and military requirements and to provide maximum and more efficient use of the Nation's airspace became effective on May 15. The new procedures will simplify and expedite the handling of requests for the allocation of navigable airspace for special uses. Because of the importance of this major operational change, I am devoting my column to the subject so that I might explain just what the new procedures mean to us here in Region Four.

The changes were made following a very careful and thorough study by the Agency aimed at developing methods of handling airspace matters in line with our responsibilities under the Federal Aviation Act. The study showed that to carry out the letter and spirit of the law, the FAA Administrator must act independently of the Air Coordinating Committee on airspace matters. Consequently, Part 409 of the Regulations of the FAA was adopted to replace regulations issued by the Administrator of the former CAA. The new regulation serves to inform all interested parties how they should proceed in making requests for use of the airspace and in submitting their views. It also establishes procedures to conform with provisions of the law requiring that assignments of airspace be made by rules issued in accordance with the Administrative Procedure Act.

Under the new procedures, the Air Space Division of the ACC and its regional counterparts will no longer process airspace matters and authority over such matters is now solely vested with the Federal Aviation Agency.

FAA personnel in Washington and in the regions will, however, be available to assist, on an informal basis, any agency, group, or person, with their airspace problems or with preparation of their request for airspace assignments. Eventually there will be Air Traffic Advisory Committees set up at each ARTC Center. These offices will then become the focal points for initial coordination of area airspace problems.

Present plans call for the Regional Air Space Utilization Officer and his staff to be transferred to the Planning Branch of the Air Traffic Control Division. This Branch now becomes the contact office for offering assistance on airspace matters at the regional level.

As you can see, the new procedures provide all public and private agencies and interested parties an equal opportunity to present their views and opinions on proposals for the designation of areas of airspace for such purposes as Federal airways, controlled airspace and special use areas. In the event we feel that public hearings would be helpful in resolving any differences arising during informal discussions, we have the right to instigate such proceedings.

While the new procedures cover all major airspace matters, they do not apply to matters concerning radio and television towers. The FAA and FCC will continue to handle such cases under existing procedures pending further study by the two agencies. (continued on the next page)

I urge all of you, particularly supervisors, take particular note of this change in procedure, in order that the proper information on this important phase of our work is passed on to the public.

* * * * *

CIVILAIR DANCE

Evening With Lawrence Welk

The employees of the FEDERAL AVIATION AGENCY region-wide are invited to attend the Aragon Ballroom on the night of Friday, June 5, 1959. The dance to the music of Lawrence Welk and his Orchestra, begins at 8:00 p.m. and continues through 2:00 a.m. During the evening there will be two evening radio shows, one at 8:45 p.m. and the other one at 9:30 p.m.

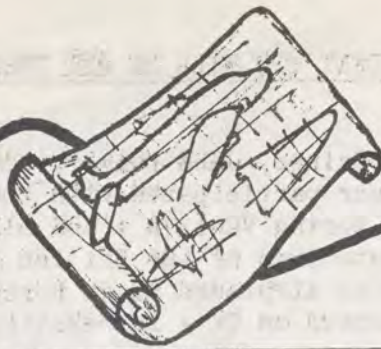
There will be a particular section of the ballroom for our employees over which will be posted a banner reading "Federal Aviation Agency". Other than our employees, the attendance at the ballroom that evening will be made up in its entirety of Aviation Employees from the Los Angeles area.

The tickets will be at a discount rate of \$1.10 each. Those of you who are interested should obtain your tickets from your Civilair Representative or from Bill Sullivan, Personnel Relations Officer. The ticket should be surrendered at the door and payment made then.

The Aragon Ballroom is located at Pacific Ocean Park, Santa Monica, California and there is parking available on Lick Pier.

This promises to be an interesting evening and one which your family may enjoy.

* * * * *



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

Aircraft Engineering

JAMES E. MCKESSEN RETIRES



After more than 35 years of faithful and dedicated service to the Federal Government, Mr. James McKessen retired on April 30th. During that time, Mac served with the U. S. Army Air Corps in the Philippine Islands from 1920 to 1923, and at Richards Field, Kansas City, Missouri; Wichita, Kansas; Fort Worth, Texas; and Farmingdale, Long Island, New York, from 1929 to 1947. He had a short break in service from Dec. 1926 to June 1929, during which time he worked in private industry. In June 1948, Mac joined the CAA as an Aircraft Factory Inspector, Washington, D. C.

From there he moved to Region 1 (New York and Middle River, Maryland); to Region 5 (Wichita, Kansas); and then to Region 4 where he worked in Seattle, San Diego, and finally Fort Collins, where he was at the time he retired.

We were sorry Mac was unable to come in to the Regional Office for official ceremonies before leaving; however, the Regional Administrator forwarded a letter of appreciation to him, and his fellow workers presented him with a Remington "22" rifle. On May 9th, Mac plans to leave for the Ozark Region in Missouri where he will eventually make his home.

THE JETS TAKE OVER

The airplanes are rapidly being filled up with the new jets - turbo-jets and prop-jets. At this writing approximately 18 Boeing 707's have been delivered to PAA, AA, TWA, and other airlines, while approximately 43 Electra prop-jets have been delivered to EAL, AA, and National. The airlines' timetables have to be revised almost weekly to keep pace with the rapid delivery of these airplanes as they take to the air on regular schedules. The public's reception of these airplanes has been most enthusiastic. The speed, comfort, and luxurious appointments are really the "new look" in air travel. And they are paying off, too. For instance, one B-707 will do the work of four DC-6's in carrying people from here to there and back again. Not to be forgotten, of course, are two more newcomers in the jet field. The Douglas DC-8 and the Convair CV-880 are undergoing their flight test programs now and, according to all reports, everything is turning out fine. They, too, will make their mark in the growing era of air travel. Now, where in the world do you want to go?

THE PRESIDENT TOO WILL BE JET PROPELLED

Roy Peterson, Rocco Lippis, Benny Gaines, Jack Bulmer, Jack Acampora, Dick Sliff, Harry Parker and Vern Gardner participated with the USAF in inspection of the President's airplane - the Boeing VC-137A - and also attended a meeting with Boeing personnel and representatives of the British ARB to review certification problems in connection with airplanes to be purchased by BOAC. The President's airplane - which was shown on TV - is beautifully appointed.

NEW HELICOPTER INTRODUCED AT WORLD CONGRESS

The Final Type Certification Board meeting was held on the Hughes Model 269 helicopter, and Type Certificate 4H12 was issued to Hughes on April 9th. The prototype helicopter was then flown to Las Vegas for demonstration during the World Congress of Flight.

WELCOME ABOARD

Welcome to new personnel in the Division: Shirley Floback, Mr. Holman's new secretary, Ronald Puckett in Flight Test Branch, Allen Young in Power Plant Branch, and Rex Kelly who reported for work in the Santa Monica AEDO. Nice to have you with us.

* * * * *

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

Date _____

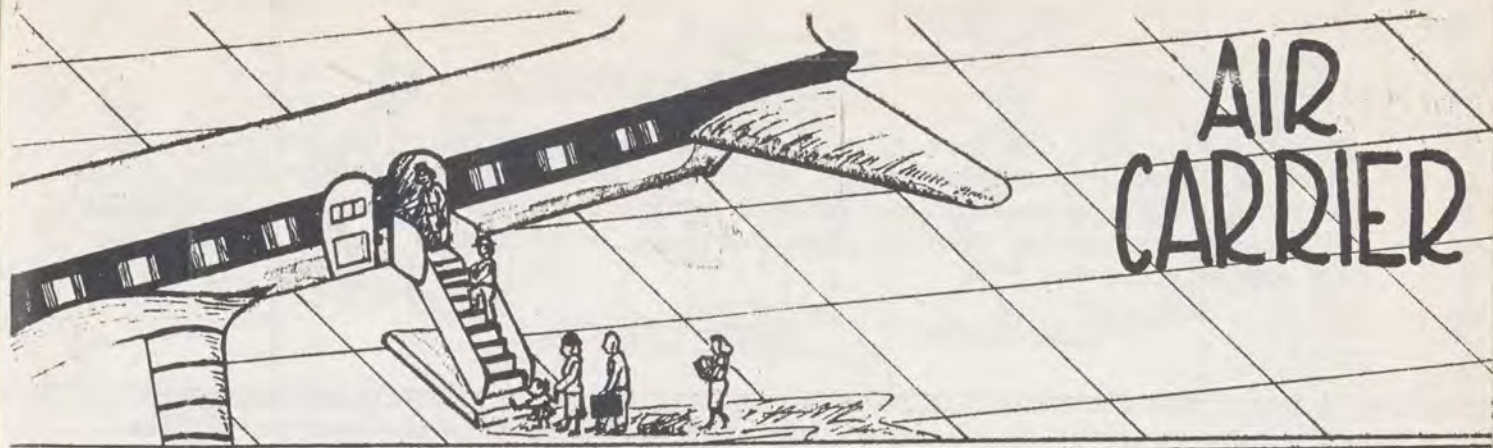
_____ I desire to become a member of the Credit Union. Please send me membership signature card and additional information.

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

Entered on Duty CAA
Date: _____

Name _____

Address: _____



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

ATA CONFERENCE

L. W. Ashwell, Chief, Air Carrier Safety Division, attended an Air Transport Association Operations Conference April 23 and 24 in San Francisco, California. Several hundred top airline and Air Transport Association officials, as well as FAA officials, were in attendance. James Pyle, Deputy Administrator, was a guest speaker and William B. Davis, Director and Ward B. Masden, Chief Air Carrier Operations Branch, Bureau of Flight Standards, were also in attendance.

DC-8

The Maintenance Review Board for the Douglas DC-8, consisting of ATA, Douglas Aircraft Company and FAA representatives, was held April 14 to 16. This Board establishes the initial overhaul and inspection periods to be used by the airlines on new transport category aircraft. Paul Fruehauf, manager of Engineering, United Air Lines, acted as Chairman for the ATA. Ray Brown, Deputy Chief, Air Carrier Maintenance Branch, Washington, was Chairman of the Board. R. S. Stadden, Chief, Air Carrier Maintenance Branch, LA-223; Merrill Griffith; Max Pierce, Air Carrier Safety Division, Region Four; Washington Air Carrier Safety Division; and Region Four Engineering representatives were also in attendance. A closed meeting of FAA personnel was held April 9-13 prior to the Industry FAA Meeting.

FAIRCHILD F-27 TURBO-PROP

Proving runs were completed and both Bonanza Airlines and Pacific Airlines received approval and inaugurated F-27 turbo-prop service over their routes. Air Carrier Safety Inspectors Ralph Parker, Harry Summerton, and Larry Dickey handled the Bonanza Air Lines program and service was inaugurated April 26. Inspector Alex Ward, George Rounds and Ed Kilbride handled the PAC program and service was inaugurated March 29.

WASHINGTON DUTY

C. L. "Clancy" Schmid, Chief, Air Carrier Operations Branch, LA-227, has been selected for temporary duty in the Air Carrier Flight Operations Division, Bureau of Flight Standards, Washington, D. C. It is reported that Clancy is enjoying the cherry blossoms and so forth, plus his assignment.

The WCA
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6, 5:00
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AIRCRAFT MODIFICATION

The Fairchild Aircraft factory had a crew of mechanics modifying the WCA F-27 fleet at Seattle in the first part of March. Between forty and forty-six modifications were accomplished on each aircraft on pressurization, electrical, de-icers, instruments, landing gear, fuselage, stabilizers, windows, wings and engine controls.

RADIOACTIVE SIGNS

Inspector Max Pierce participated in an examination of radioactive emergency exit signs prepared by UAL in company with personnel from the Regional Office Engineering Division. Certain recommendations were made to UAL as a result of the inspection to improve the use of these signs in certain aircraft to meet Civil Air Regulations.

EXCLUSIVE

Confirmed rumor has it that the Burbank Office, on their own, now have a Hi-Fi FM radio installed in their office with two portable speakers; one located in the south end and the other in the north end of the building. They have music while they work and advise that they are almost as exclusive as the Regional Office. "Happy Days"?

AIR CARRIER COMMENTS

Western Air Lines completed the last of their operations with the DC-3. The last DC-3 is to be disposed of at the completion of service for March. Lockheed Electra 188 Turbo-prop aircraft are to be delivered to WAL soon.

Pacific Northern Airlines, Inc., purchased their sixth Lockheed Constellation L749 from the Babb Corporation.

TWA and AAL started 707 jet service at San Francisco, the former on March 20, 1959 and the latter on March 22, 1959. Prior to the start of TWA's operation, personnel of the San Francisco office assisted FAA Kansas City ACSDO personnel in monitoring maintenance training and servicing activities on TWA's 707 at San Francisco prior to the start of operation.

ACCIDENTS

Flight Operations Inspector Nelson, Burbank ACSDO and Al Anthony, Seattle ACSDO, covered the Flying Tiger Line C-46 accident at Portland, Oregon, on April 8, 1959. Heavy cargo became unsecured in flight, causing damage to aircraft.

Inspectors Jordan and Rigsbee of the Denver Air Carrier Safety District Office, conducted an investigation of Continental Air Lines nose wheel tire and gear failure on a Viscount Aircraft at Albuquerque, N. M., April 19.

Inspector Gates, Denver ACSDO, participated in an investigation of an accident experienced April 9 at Houston, Texas, when a CAL Viscount Aircraft ran off the runway.



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

THEY SAID IT COULDN'T BE DONE!

As an outstanding example of the varied activities and services required of the Federal Aviation Agency, the recently completed Hanksville, Utah water demineralization project is unique. The remote but vital ATCS at Hanksville has been operated for years under the greatest handicap to human effort, lack of potable water.

Trucked water quenched the thirst of operating personnel and their families dwelling at the lonely post, but a cynical boast of the assigned operators claimed they had a supply of the best weed killer in the world readily available in the wells at their own door. Hanksville water could kill weeds, coat piping with an impervious layer of minerals, or be used to keep down dust. But it had one fatal fault, the human body could not absorb the stuff.

The problem of obtaining potable water at the Hanksville site was studied and reported upon intermittently until the summer of 1958 when a decision was reached by our Plant Engineering Branch to use the existing water supply and install equipment above ground to eliminate the offensive characteristics of the fluid. The most effective means of demineralization was found to be an "ionizing" process, in which an electric membrane system of charged plates is used to remove the dissolved minerals from the water. The process is repeated on a "batch" basis, with electronically controlled valves ensuring complete automatic action. Various other control devices limit possible malfunction of the unit to a theoretical vanishing point.

Accordingly, engineering, construction and installation of needed structures and equipment was accomplished through the fall and winter of 1958-1959, culminating in the successful start of water purification operations on March 25, 1959. Comparative samples drawn of untreated water and the water after purification revealed upon analysis, that nearly 90% of the dissolved solids had been removed, a figure comparing favorably with "distilled" water.

The water purification plant, in addition to changing the life of personnel stationed at Hanksville, must also be noted as the only installation of its kind, by the Federal Aviation Agency, within the continental limits of the United States.



(Photo by Paul Newport)

Attention: Suggestions Awards Committee

Headdress shown is modeled by Charlie Grosh, Deputy Chief, ANF Division, who volunteered the following explanation:

"This headdress is being considered for adoption by all middle levels of supervision, now being tried out by Regional Office personnel. The rapidly expanding programs, intensified activity and present supervisory requirements make some additional accessories a necessity.

"Note particularly the oxygen mask necessitated by the rarified atmosphere of future planning and expanded programs. Communications facilities are provided as shown. Note that one line in this photo has been disconnected--probably the line of communication to the lower echelons. The crash helmet is required to avoid knots on the head from higher authority."

PREFACE

Herein lies 'ol Jim Creek Hill
The wind's still blowing and it always will

Now there's nothing here for you to fear
'cept rocks and sand flying past your ears

A snake or two, a few bulls too
Could lay a man up for a week or two

Now all you fancy Engineers
Come on out and frost your ears

Everythin's fine on this 'ol knob
Lord give us calm weather to finish this job.



AMEN

A. R. (Tuckey) Tuckey



A-17001-S

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

"THE VANISHING AIRPORT"

by W. O. Johnson, Program Officer
Southern California District Office

There was a time not too many years ago when all that was necessary to land an airplane was a cow pasture on the outskirts of town. Many of you "old timers" in the Federal Aviation Agency will recall those "good old days". Like the good infant who grows up to be an asset to his community, many of those "cow pasture airports" have grown up to major air terminals, which have cost millions of dollars, needed to provide facilities for modern air carriers and for the processing and comfort of passengers. Also many fine facilities have been developed for general aviation. Too few of these modern airports, however, have been made available for the general flying public.

The airport story, as it has unfolded in Los Angeles County, is somewhat disheartening. In 1930 there were approximately 50 airports in the County most of them privately owned. Only a few aircraft were based at each field and the activity consisted mostly of instruction and Sunday afternoon flying with some passenger hopping and sensational stunt flying thrown in for good measure.

Although aviation activities increased at a tremendous rate during the next twenty years, the number of airports decreased to 30. There are many reasons for this decrease; the principle ones being increased land values, increased property taxes and the encroachment of industrial developments which became hazards to flight.

Since 1950 the number of airports has been further reduced in the County until there are only 17 at the present time. Of these 17 only 13 are available for civil aviation. Of these 13, only 6 are publicly owned, consequently, there is an ever present possibility that the number of airports will be further reduced. In fact, it has already been announced that Grand Central Air Terminal, with which many of you are acquainted, will be closed in the near future and the property developed for an industrial subdivision.

There are approximately 2,600 general aviation aircraft (non air carrier) based in the County. This does not include the hundreds of aircraft owned by residents of the County but which are based on airports outside the County. Aviation at the Los Angeles International Airport is primarily restricted to air carrier operations, therefore, these 2,600 general aviation aircraft are

distributed among 12 airports. The number based at each airport ranges from 360 at Long Beach Municipal Airport to only 45 at Grand Central Air Terminal.

On the basis of national predictions, it is anticipated that there will be approximately 4,200 general aviation aircraft based in the County by 1970. This will place a tremendous strain on each of the airports. Assuming that all present airports will continue to operate, each must be ready to handle approximately 380 aircraft by 1970. It will be a miracle if there is not further attrition in airports in Los Angeles County during the next 11 years. This is a typical situation and illustrates what has been happening in many communities throughout the country during the past several years. The accompanying problems must be faced not only by the aviation fraternity but by the general public as well.

I N T R O D U C I N G

Program Officer Smalling
District Airport Office - Phoenix



Ernest E. ("WW") Smalling, Program Officer, reported to the Phoenix District Office from the Albuquerque Air Route Traffic Control Center, September 22, 1959.

Ernie was born in Roanoke, Virginia in 1919. He graduated from the University of New Mexico in 1956, and attended UNM Law School for the two years prior to transferring to Phoenix.

He is presently enrolled in the College of Business Administration, Graduate School at Arizona State University, Tempe, during his off-duty hours.

Ernie began his career with the FAA in 1942 in the First Region Airways Operations Division, Washington Control Center, and was previously employed by Eastern Airlines. He has been on continuous duty since then, except for Military Service in USMC Aviation, 1944- and 1945. In 1950, Ernie transferred to Albuquerque ARTCC which was then within the old Fourth Region, Fort Worth.

The Smalling family resides in Tempe, Arizona, except for their oldest daughter, Annette, who has become a Dominican Postulate at Grand Rapids, Michigan. Ernie is an enthusiastic football and baseball fan, and enjoys coaching his ambidextrous pitcher son, Tommy.

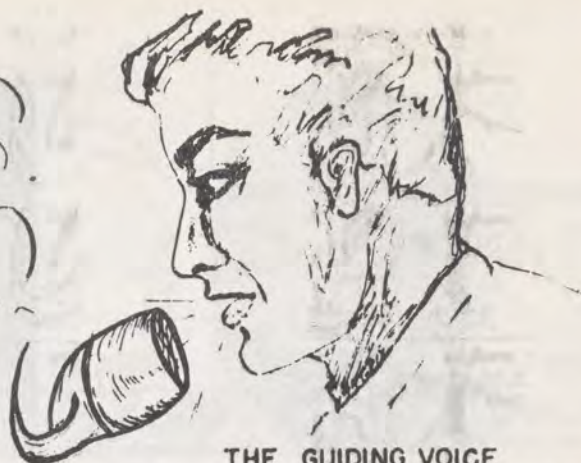
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"Think how a mother kangaroo must hate a rainy day when the kids can't play outside."

* * * * *



THE GUIDING HAND



THE GUIDING VOICE

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

Air Traffic Control

"BIRTHDAY SONG"

The Phoenix Center completed one year of separating aircraft for the FAA on April 19, 1959. Congratulations to Chet Church and crew on their Herculean efforts - try building up a new Center from scratch these days and see. (Incidentally, this was submitted by Phoenix ATCS who only recently fired up and is also doing well) Hear a new terminal building is in the mill too. So all Phoenix FAA facilities will have that modern look.

"ROCK AND ROLL"

While on the subject of the "land of the sun" (and you know it these days) there are two new additions: Bob Farris (ATCS) and Enid Olsen - a red headed manager/stenotypist formerly from Phoenix but more recently from LA-540.

"LOVE SONG"

A new name appears on the Prescott ATCS roster. Janet (nee Donahue) widow of the late Jimmy Gibson (former Chief of the Winnemucca Station) exchanged vows recently changing her name to Frazer. Best wishes Janet.

"LULLABY"

Carl Kelley - Chief of the Winslow ATCS - will be a granddad for the second time soon. Hadn't disturbed him much though till he got to thinking = "Grandma? Grandad!!! Me, Her!!!"

"THE BLUES"

Lorene Crook, one of the original Phoenix Center crew, resigned effective May 1st. She plans to move to the east coast to be near her daughter so she can assume her role as "grandmother" in a "befittin" manner. ADIOS, BUENO FUERTE.



Red Bluff are you sure you have my clearance I've only been waiting an hour.



I'll play your silly game, what is my present position and altitude?



Red Bluff say again all after "ATC Clears".



Red Bluff are you sure ATC said to climb to 85,000?



That 's what I call a near-miss.



No Red Bluff I don't really have a "Mayday" I just wanted to see if you were listening



I can't have my requested route or lower altitude and ATC requests orbit Red Bluff until further advised.



But Red Bluff you can't be below minimums, I'm out of gas!!



ATC advises unable to approve lower altitude at this time.

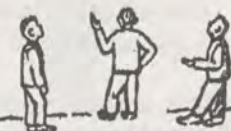
(Courtesy of Red Bluff ATCS)



BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

DIVISION Betty Dearn
REPRESENTATIVE: Ext 275, LA-250B

General Safety Division

WORLD CONGRESS OF FLIGHT

Las Vegas, Nevada, during the week of April 12-19 was well aware that aviation is here to stay. McCarran Field had large numbers of static displays relating to all phases of aviation, also military rockets and missiles. Besides the demonstration of jet transports, many general type aircraft were also displayed and gave flight performance demonstrations. Thousands of people attended the Congress during the weekend of April 18-19 and enjoyed the exhibits and demonstrations. Inspectors LeFevre, Thomas and Phelps from the Ontario GSDO were stationed at Las Vegas during the entire week. Their presence contributed much to the safety of the operational activities performed during the week. Considering the demonstrations included all makes and models of aircraft from gliders and the Goodyear Flataplane to and including Lockheed Electra, Boeing 707, Douglas DC-8, Convair 880 and many others, the success of the event was deemed most outstanding.

CHOPPER SERVICE

Hughes Aircraft is preparing to begin regular helicopter service between their plant facilities at Malibu, Culver City, El Segundo, Costa Mesa and Fullerton, California. They will use Bell 47J models for interplant transport of company officials. Three Los Angeles aircraft companies now operate regular helicopter interplant service: Hughes Aircraft Co., Northrop Corp. and North American Aviation, Inc.

AUTHOR!

Mr. Henri G. D'Estout, Aircraft Inspector at San Diego, has recently brought out the new third edition of his book entitled "Aircraft Weight and Balance Control". As the name indicates, the book covers the general principles of aircraft weight and balance control, basic measurements and computations, weight shifting and alterations, weighing and loading procedures for all types of aircraft == including light airplanes, transports, jets and helicopters. The volume is put out by Aero Publishers, Inc., Los Angeles, who advertise it as "must" reading for every pilot, flight engineer, mechanic and anyone else having anything to do with weighing, loading or altering an aircraft.

WELCOME!

Flight Operations Inspector Ralph W. Thomas joined the staff of the Ontario GSDO during March. Inspector Thomas was formerly with CAA for about eleven years and has been on an extended leave of Absense.

Lee C. Mills joined the staff of the Fresno GSDO during March as a General Safety Inspector, Airworthiness. He had formerly been one of the very active IA Mechanics in the Billings District. Inspector Vandewark reports, "We regret losing Mr. Mills as an IA, but are pleased that he has joined the FAA".

THE FAIR SEX

At long last it appears that the girls are coming into their own! Inspector John Vaughn of Denver reports that Betty Clark, co-owner of Mile Hi Aerial Spray Co., Rifle, Colorado, was elected President of the Colorado Aerial Sprayers' & Dusters' Association. He adds: "To the best of our knowledge, Betty is the first woman to be elected to this high position."

And the 99's are in the news. During March Inspector South of the Phoenix GSDO spoke to the Tucson Chapter of that group on the Federal Aviation Act of 1958 and the FAA in general. In Billings, Marjorie Rolle, Clerk-Steno of GSDO #23, was hostess to the Montana Chapter of the 99's in March. The primary purpose of the meeting was to formulate plans for the two Montana stops of the 1959 Powder Puff Derby. Two of the active women pilots in the district have announced plans to enter this year's Derby: Vivienne Schrank-flight instructor in the ranching community of Jordan, Montana and Mary Jo Janey - teacher in Glendive, Montana, who has been very active in the air education program. The Idaho Chapter of the 99's had a fly-in April 18 and 19 at Bradley Field, Boise.

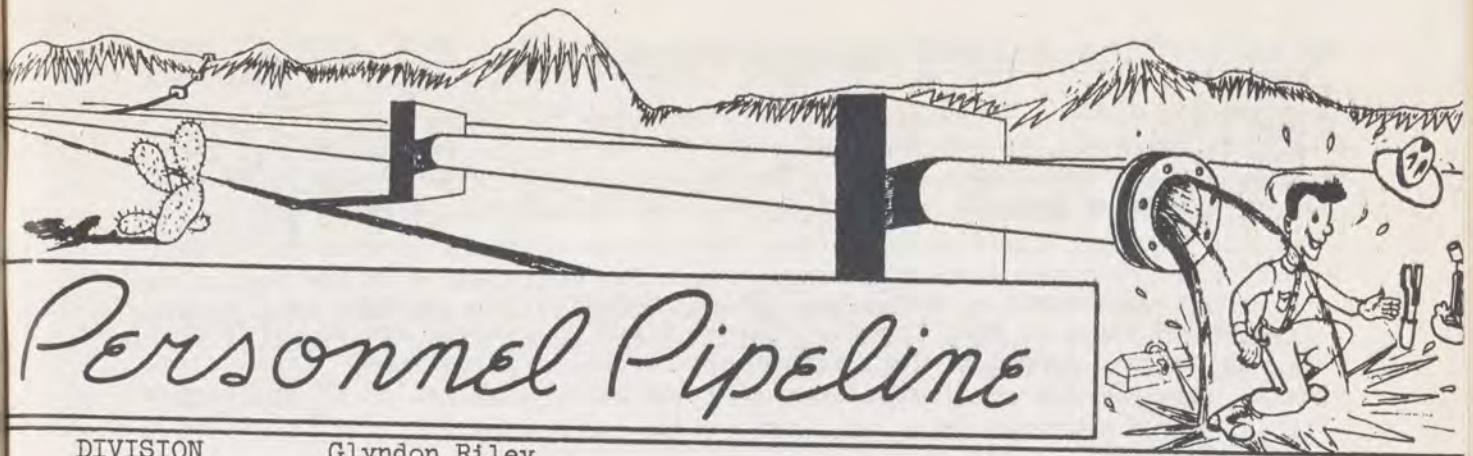
GOOD OLDE DAYS

Inspector Romaine of GSDO #19 reports that the City of Yakima will play host to the Antique Aircraft and Horsless Carriage Associations during a joint convention on May 8, 9 and 10. Most of the activity will be at the Municipal Airport and the general public has been invited.

Inspector Zentner of Fresno reports that the second annual Antique Aircraft Show is scheduled for May 16 and 17 at Merced, California. This show will draw antique aircraft from all parts of the country and is now considered a major event in the air show field.

TONGUE IN CHEEK DEPARTMENT

Further according to Zentner, a finance company official called the Fresno GSDO requesting that they immediately impound an aircraft being financed by them. Their customer, it was said, had flown to Las Vegas and was "losing". Said official had been informed that the GSDO could take some action with respect to a lost pilot, therefore it should follow that they could do likewise to one that was "losing".



Personnel Pipeline

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

KEEP YOUR FORM 57 CURRENT!

We, occasionally, bump into employees who expect consideration under the promotion plan whose Form 57 hasn't been brought up-to-date for several years. For jobs within the Regional boundaries the problem doesn't become quite so acute since the Personnel Folder is available and the person's experience and background can often be reconstructed.

For jobs under the National Promotion Plan or the individual desires transfer to another Region, the situation is entirely different. It is quite possible that you are stripping yourself of consideration for a more responsible job because of your failure to comply with repeated requests to keep your Form 57 current.

JUST HOW LONG SHOULD A JOB SHEET BE?

This question has often been presented to the Wage Administration Branch and that Branch is the source of our answer. As a general rule of thumb, most jobs can be adequately described in two pages. The Wage Administration has observed that some job sheets contain so many extraneous details that the descriptions often range as long as eight pages. The key to the situation is largely a matter of what to emphasize. The categorical answer on this is that a job sheet should emphasize the major and most complex duties. Minor miscellaneous duties can generally be "lumped" into one paragraph. None of us likes to be confused with unnecessary words and long and sometimes meaningless sentences. The position classifiers are quite human in this respect and encourage the writing of short understandable descriptions that "get to the point".

NEWCOMER

Mrs. Dorothea Smith recently joined the Wage Administration Branch as a Position Classifier. Dorothea's background whose assignments with the US Air Force in French Morocco and with the U. S. Army in Manilla and Guam, was most recently assigned to the Maywood Air Force Depot before transferring to FAA.

CREDITING MILITARY SERVICE UNDER RETIREMENT ACT

The Civil Service Commission recently made the following change to credit additional types of military service for credit under the Retirement Act. Service as a Midshipman in the U. S. Naval Academy or as a Cadet with the U. S. Military Academy (West Point); US Air Force Academy (Colorado Springs) or the US Coast Guard Academy, now constitutes military service for credit purposes. We understand that there are a few individuals in the Region who have had such service, consequently, this item will be of more than passing interest to them. Such service should be called to LA-90's attention so that appropriate credit can be awarded.

QUARTER AND SEMESTER HOURS IN A COLLEGE OR UNIVERSITY

There seems to be a lack of understanding on what constitutes a semester or quarter hour as carried on Item 18 of the Form 57. In general, one semester hour in virtually all colleges and universities, represents one recitation or lecture period per week or two laboratory hours per week for 18 weeks. Most college courses are set up on the basis of three recitations per week for the 18 week semester for which the student is awarded three semester hours or semester units. The normal college degree requires at least 120 semester hours with some courses such as Engineering, Business Administration, often requiring as high as 150 semester hours.

A quarter hour represents one recitation or lecture period per week for a 12-week period. Colleges using the quarter hour system requires 180 to 215 quarter hours for a degree. Often, persons preparing 57's cite classroom hours rather than semester or quarter hours awarded. This, obviously, is improper.

Persons who have attended trade, vocational or business courses should not attempt to compute how many semester or quarter hours such training has awarded them. These types of schools are not set up on this basis. Such training should be carried under 18F on Form 57 with an attachment, if the space provided is insufficient.

The above dissertation is given since we have observed a lot of 57's recently, where upwards of 1500 semester hours are claimed for technical institute schools, courses, etc.

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SUGGESTION PROGRAM

Three suggestion awards to report -- all of them adopted Nationally. The awardees were:

Lewis C. Feten, ANF Division, San Francisco -- suggested a modification to improve ASR-2 Stable Local Oscillator operations. This will result in an appreciable saving in maintenance time as well as increase the reliability of the Stalo. An EEM covering this modification will be issued by Washington. Award: \$250.00.

Lewis C. Feten, John A. Matthews, and Malcolm C. Nickerson, ANF Division, San Francisco - suggested jointly a modification of the ASR-2 Stable Local Oscillator operation in ASR-2 type Airport Surveillance Radar. Their proposal was adopted some time ago in this Region and they were granted an award of \$90.00. Washington has now adopted it on a National basis. Additional award: \$60.00. (This makes a total award of \$150.00 which has been divided among the three suggesters.)

Clifford W. Wheeler, ATC Division, Malad City, Idaho - suggested a more convenient method of keeping Radio Facility Charts used in pilot briefing operations. The Washington Bureau of Air Traffic Management adopted the suggestion on an optional basis and will publicize it to all Regions. Award: \$25.00.

Our congratulations to all of you and, particularly, to you, Mr. Feten. Your \$250.00 award, along with the others you have received, puts you in the "big winner" category.

CONTEST WINNER

One of our employees -- Ralph J. Vroman, ATC Division -- shared the first prize of \$200.00 with two other FAA employees for suggesting the best name for the FAA Memo. The name selected by the Washington Committee was FLY BY.

Congratulations, Ralph!

"OUTSTANDING" PERFORMANCE RATINGS AND RECOGNITION AWARDS

We expect to present "Outstanding" Performance Ratings, Sustained Superior Performance Cash Awards, and Length-of-Service emblems around the end of June.

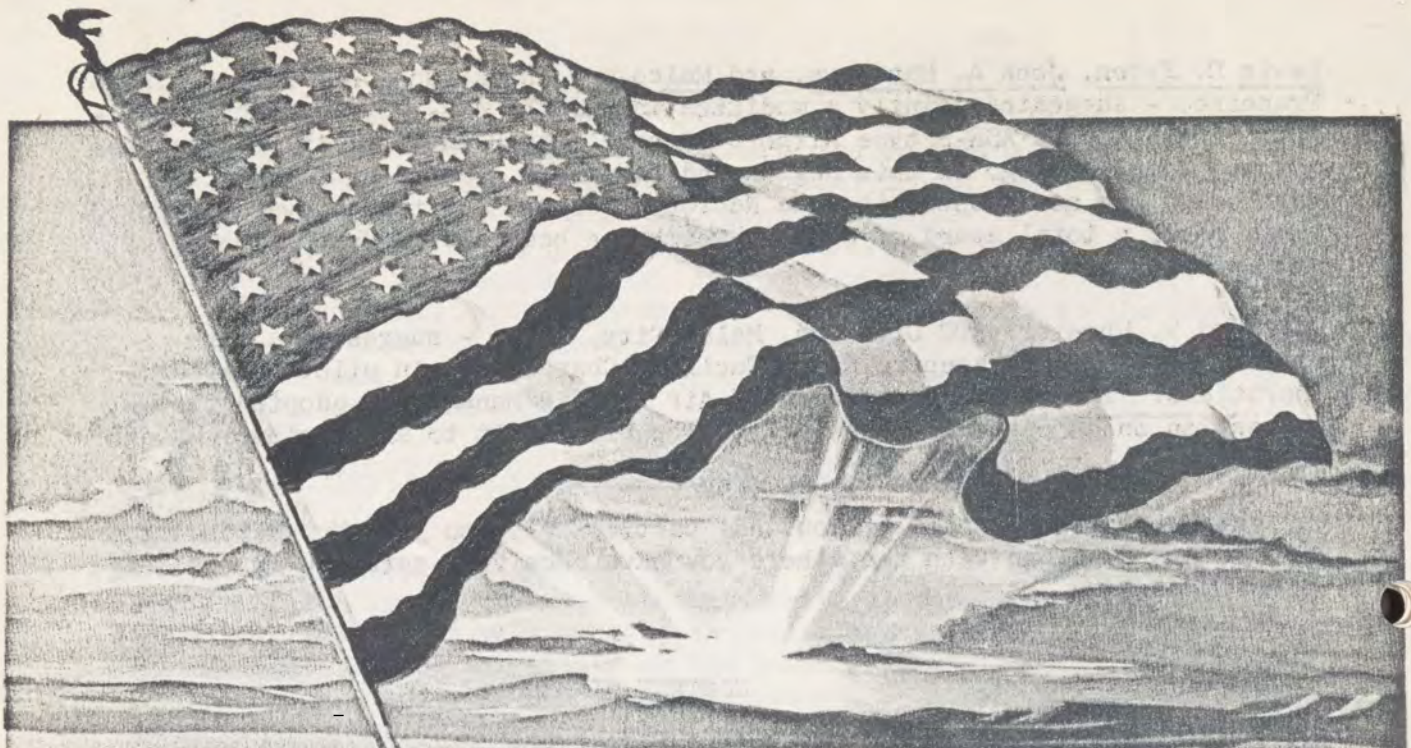
Specific times, dates, and places will be announced later.

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LAUGHING THROUGH LIFE (continued from page 2)

the world laughs with you. And while you are laughing you will iron out any wrinkles that may be forming in your face. See life on the happy side and others will enjoy your company. There is magnetism in a smile.

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