



ABW

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FEDERAL AVIATION AGENCY, LOS ANGELES, CALIFORNIA

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JUNE, 1959

INTERNATIONAL ASSIGNMENT IN GREECE

by

Vaughn M. Clayton

Chief, Electronics Engineering Branch

Air Navigation Facilities Division

Establishment of electronic aids to air navigation in the U. S. has reached the point where it follows fairly definite lines and channels. First we determine the need for a facility, then we normally build it according to well prescribed standards, and commission the service which results from the aid. I found that this system does not necessarily work outside of the U. S. Air navigation facilities in Greece immediately following World War II were a sort of "hit and miss" proposition. A number of non-directional beacon facilities had been built and were in operation most of the time, and some other aids at various locations had been built and were in operation sometimes. Some VOR facilities were planned and sites selected which brings us up to the point where I was involved in the program.

Athens is a city dating back several hundred years B. C., and after attempting for several months to get the Athens VOR facility underway, I was fairly well convinced that it might be the same number of years before I was able to make any progress. Such problems as "how big a hole do you have to dig in the top of a mountain of solid marble to install an antenna system for a VOR", and the next problem of "how do we get the hole dug" were preliminary. The Greek answer involved numerous stone masons with hammers and chisels who carved a beautiful hole 6' by 8' and 8' deep out of the solid marble. It seemed almost a shame to place concrete walls inside this hole, but for various reasons, it had to be done.

Building the buildings on top of a mountain which has historically been noted as a sacred mountain and on which no structure had been built before presented a few other problems, but by decree the Greek Government was able to determine that we would go ahead. If some of you think that Type "S" buildings in the U. S. are a headache, you should have seen us trying to erect Type "S" buildings

(continued on next page)

on top of this mountain with men who had never seen a prefabricated building before. In the process of smearing caulking compound on building panels and trying to get them near enough to straight up and down so that the roof panels would fit, we wound up with one man who was more than amazed when he reached into a box of bolts and came up with an 18" viper firmly clamped onto his wrist. Many hospital days later, it was determined that the man was going to live, but meanwhile nothing more had happened at the VOR site.

Eventually, however, through snow storms, labor disputes, equipment breakdowns and other unscheduled events, the building was put together in a fairly ship-shape manner but then, to our amazement, holes the size of your fist developed in the roof panels. A short period of investigation determined that the local shepherds in the area had been having off-duty fun throwing rocks from the hill-top antenna site onto the building roof below. Some of these rocks did not bounce and had to be later swept out of the building along with the pieces of roof panel which they brought in with them. An educational program kept further holes in the roof from developing but the Greeks are not yet convinced of the lasting ability of American buildings.

In the U. S. when we want heavy equipment unloaded from a truck into a building, it is fairly simple to get a moving company with adequate equipment and manpower to place the items where we want them. In Greece there was no such equipment, therefore, I was amazed to find that boxes weighing as much as 450 lbs. were being carefully placed on the back of one man by 4 or 5 laborers and then to see this man stagger away from the truck and into the building all by himself where he would lower this box to approximately the position where it was needed. All attempts to change this system brought no results and I shudder to think how many of the porters have strained backs from this operation as we had a lot of boxes unloaded.

Construction of a VOR in the U. S. from beginning of the building to flight check has been accomplished in 2-3 months. Construction of the Athen's VOR with all of the difficulties encountered, therefore, was not too much out of line as it took only approximately 6 months. At the dedication ceremony when the Minister of Communications flipped a switch, all of us concerned stood by with our fingers crossed while everything turned on and started operating. Of course, at this point, our problems were only beginning as the facility had to be flight checked, ATC had to be educated in its proper application and use, and the local pilots had to be convinced that it would actually give them bearings which were accurate enough to use during instrument weather. But, after the first year of operation, this Athen's VOR had developed for itself a very good reputation and a lot of pilots personally have told me that it was one of the few reliable things in that area.

The Greek people are wonderful to work with, particularly when some of the problems apparently have no solution. The Greeks have a word for this situation which spelled in phonetic English sounds like "themberasy". It means, roughly translated - "Never mind, we will think about it sometime later" and it usually the prelude to a long discussion about the merits of this and other problems over a 3 or 4 hour luncheon. Perhaps some of our problems would go away more painlessly if this same solution could be used in the U. S.



REGIONAL ADMINISTRATOR'S COLUMN

Every now and then in the hustle and bustle of everyday activity, something happens that makes one stop and reflect for a few minutes on the dignity of man and the fact that our daily chores are important and worthwhile. I enjoyed a few such moments recently when I received a letter from a fellow worker who took the time to express his thoughts on the eve of his retirement from our organization. With his permission I have reprinted his letter in this month's Column.

Los Angeles, California
June 3, 1959

Mr. Walter Plett
Regional Administrator
Federal Aviation Agency
Los Angeles 45, California

Dear Sir:

I am submitting this letter on the eve of my Request for Retirement, as an expression of my regret in bringing to a close my service with the organization now called Federal Aviation Agency.

The name of the organization has changed a number of times, but the primary aim and reason for its existence has never changed, namely, "To provide safety for the flying public." Oh yes, this may not be the legal term in the enabling act creating this organization, but it is the motivation behind the loyalty of the men and women who made up its back-bone.

I am proud to be numbered among the early group who helped establish and build this organization, and who developed the tradition of service for which FAA may be justly proud. I hope my work has assisted, at least in a small way, in making this organization so great.

I sincerely regret leaving my fellow workers and the supervisors with whom I have worked throughout my career. Their friendship and helpful guidance has been invaluable to me, and their kindly thoughts I will carry with me all the days of my life.

And so - Adios.

May God bring you and all the people of FAA all good fortune, good health, and a full life of happiness - just things you all so justly deserve.

Sincerely yours,

/s/ Cody H. Lehr

This expression of any employee about to leave our ranks reaffirms my belief that we are doing a commendable and worthwhile job and that our organization is made up of sincere, devoted and dedicated employees....an organization I too am proud to serve.

REGARDLESS OF WHAT IT IS,
BUREAUS HAVE A WORD FOR IT

Here's some fresh ammunition in the war on gobbledygook.

These gives at bureaucratic lingo were put together by California Motor Vehicles Department employee Elzy Wright of Daly City, and published in the department's monthly bulletin.

IT IS IN PROCESS - So wrapped up in red tape that the situation is almost hopeless.

WE WILL LOOK INTO IT - By the time the wheel makes a full turn, we assume that you will have forgotten about it too.

A PROGRAM - Any assignment that can't be completed by one telephone call.

EXPEDITE - To confound confusion with commotion.

CHANNELS - The trail left by interoffice memos.

COORDINATOR - The guy who has a desk between to expeditors.

CONSULTANT (OR EXPERT) - Any ordinary guy with a briefcase more than 50 miles away from home.

TO ACTIVATE - To make carbons and add more names to the memo.

TO IMPLEMENT A PROGRAM - Hire more people and expand the office.

UNDER CONSIDERATION - We're looking in the files for it.

A MEETING - A mass mulling by master-minds.

A CONFERENCE - A place where the conversation is substituted for the dreariness of labor and the loneliness of thought.

TO NEGOTIATE - To seek a meeting of minds without a knocking together of heads.

RE-ORIENTATION - Getting used to working again.

RELIABLE SOURCE - The guy you just met.

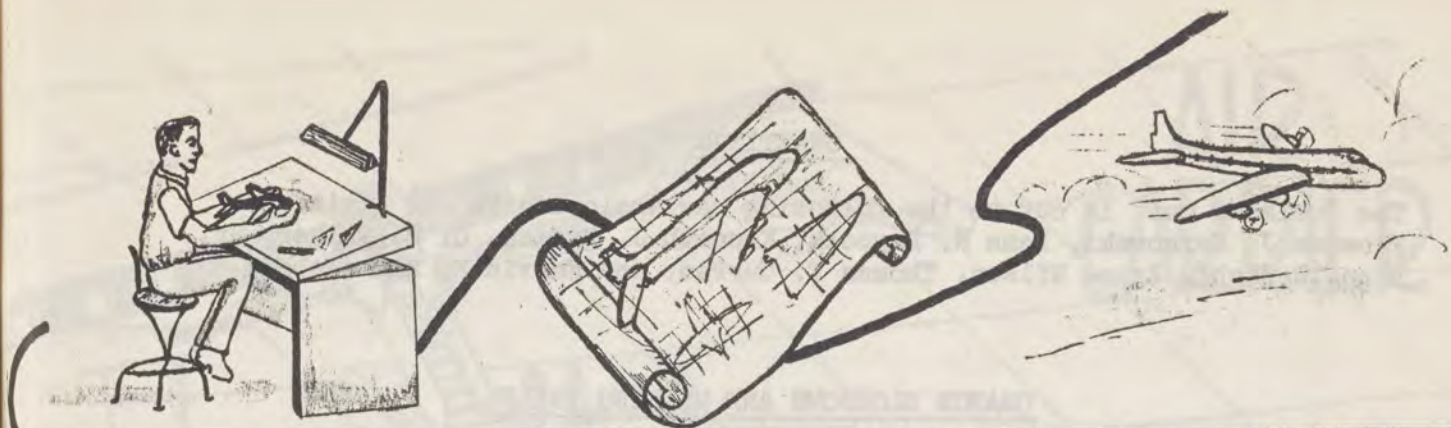
INFORMED SOURCE - The guy who told the guy you just met.

UNIMPEACHABLE SOURCE - The guy who started the rumor originally.

NOTE AND INITIAL - Let's spread the responsibility for this.

SEE ME, OR LET'S DISCUSS - Come down to my office I'm lonesome.

LET'S GET TOGETHER ON THIS - I'm assuming you're as confused as I am.



DIVISION REPRESENTATIVE:
Bernice Sackett, LA-235A
Ext 235

Aircraft Engineering

LONDON TO SEATTLE---PHFTT!!!

A phase of the Type Certification test program for the Boeing Model 707 Inter-continental version was recently completed. This part of the program, called functional and reliability tests involve flying the airplane simulating operational conditions in order that the new systems and parts be subjected to accelerated operations to insure satisfactory reliability. In this case, as a part of the program Boeing chose to make a long range flight May 28, involving a non-stop flight of 5,830 miles from Seattle to Rome which took 11 hours and 6 minutes. The next day short hops were made from Rome to Paris, Paris to Brussels; Brussels to Frankfurt, and Frankfurt to London. The airplane stayed over night in London and the next day flew from London to Seattle non-stop in 9 hours and 38 minutes.

Some interesting aspects of the trip: Flying the Great Circle Route it was daylight all the way from Seattle to Rome. On the return flight from London, the aircraft left London at 3:18 p.m. and arrived in Seattle at 3:56 p.m. You can see if the flight had more favorable tail winds the airplane would have landed in Seattle before take-off time. The results of these tests were considered satisfactory. The airplane is expected to be certificated for air carrier operation shortly.

Participants in the trip from this region were: Vernon L. Gardner, Roy E. Peterson, Richard A. Peterson, Rocco L. Lippis and Richard S. Sliff.

DC-8 PRESENTATION

Provisional Type Certificate No. 4A25 for the Douglas Model DC-8 was issued on May 29, and United Air Lines took delivery of the first aircraft for crew training the following week, with special ceremonies at Douglas Long Beach Plant. Remarks by Mayors of different cities affected were made. Mr. Donald Douglas, Sr. presented the log book and the key to the airplane to Mr. Patterson of UAL, who in turn accepted the aircraft.

GREETINGS

The "welcome mat" is out to the following new employees in our Division: Florian J. Karnowski, Dana R. Laycock, Kenneth J. Erdman, C. E. Walker, Sr., Diane Seright, Irene Wilson, Thomas F. Curran, and Marvin F. Rammelsberg.

ORANGE BLOSSOMS AND WEDDING BELLS

Ada Sinclair of Flight Test Branch is walking on clouds these days - and that sparkler on the third finger of her left hand has everyone blinded. The wedding is scheduled for August - and her many friends in the Aircraft Engineering Division, as well as in all of the Regional Headquarters, wish her all the happiness she so richly deserves.

WE GOOFED -----

Editor's Note:

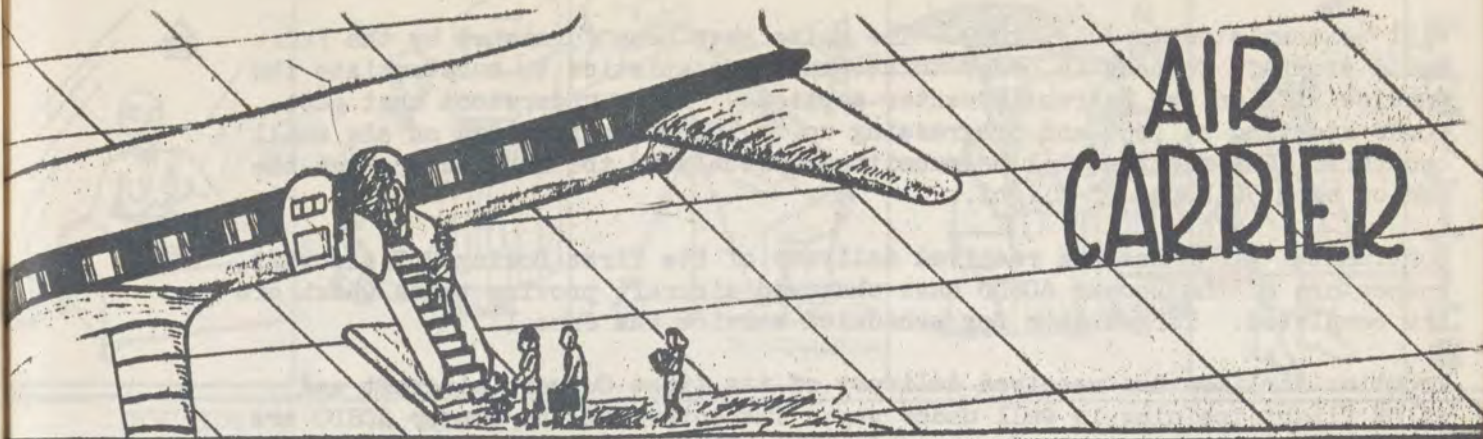
Last month's lead story, "Supplemental Type Certificates" was given appropriate Division identification but we failed to identify the writer of this fine article. Please accept our very humble apologies Paul Gibson and thank you so much for a job well done!!

WE NEED PRESS CLIPS

We still would appreciate receiving clips of newspaper items that mention the Federal Aviation Agency and that appear in your daily and weekly newspapers.

As you might imagine, it is impossible for Regional headquarters to cover every paper published in our eleven state area. Whenever you see a story in your local paper concerning Region Four, please clip it out and send it along to LA-4.

Many thanks.



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

SICK LIST

B. Z. Davis, Flight Operations Inspector, Seattle, is recovering from an emergency appendectomy. J. L. Winder, Supervising Inspector Burbank ACSDO has also been confined to the hospital. The Division wishes Buell and John a speedy recovery.

NEW PERSONNEL

It is a pleasure to welcome D. M. Fulton, Air Carrier Flight Operations Inspector to Region 4. Inspector Fulton was recently transferred from Washington D. C. to the Burbank ACSDO. The Division wishes Mr. Fulton success in his new assignment.

MARRIED

The biggest news item to hit the Air Carrier Safety Division, Region 4, recently was to learn that Johnny Day, Air Carrier Maintenance Inspector, Burbank, was recently married. Best wishes to you and yours for many years of happiness. By the way, Johnny is transferring to Anchorage, Alaska, Region 5, July 1, 1959. Will miss all your good help, John. Best of luck!

CIVIL SERVICE INTERVIEW PANEL

A number of Air Carrier Safety Inspectors have participated in a Civil Service panel interviewing applicants for inspector positions in the FAA Bureau of Flight Standards.

AIR CARRIER COMMENTS

The airline activity in the jet aircraft field has continued to increase this last period. The activities have been closely observed by the field offices and this division.

The installation of fatigue meters on West Coast Airlines' Fairchild F-27 aircraft

will be completed in July, 1959. The units have been furnished by the Fairchild Aircraft Company in order to accumulate statistics to substantiate the service life on the Fairchild center sections. It is understood that gust loads starting at .050 and progressing up to 1.950 are recorded on six small counters. The reports will be submitted directly to the manufacturer at the end of each 50 hours of flight.

Continental Air Lines has received delivery of its first Boeing 707 aircraft. Inspectors of the Denver ACSDO have observed aircraft proving tests which are now completed. Target date for scheduled service was June 1.

Frontier Airlines has received delivery of its first Convair aircraft and pilot flight training is well under way. Inspectors of the Denver ACSDO are monitoring this training and are conducting all type ratings. Target date for scheduled service is July 1, 1959.

Los Angeles Airways is planning to take delivery of its two S-62 single turbine helicopters in November or December of this year, depending upon the availability of the General Electric T-58 engine. In addition, LAA has announced its intention to purchase five Sikorsky S-61 twin turbine helicopters with an anticipated delivery date for the first part of 1961.

The Flying Tiger Line has placed a \$55,000.00 order for a fleet of ten propeller-jet aircraft Model C1-44. These aircraft are being purchased from Canadair, Ltd., Montreal, Canada. It is understood that this is the largest commercial air freighter which has ever been built. It is designed with a swing-hinge tail and will gross at 205,000 lbs. It is reported that it will carry 70,000 lbs of cargo non-stop over a 3,000 mile range at a cruising speed of approximately 400 miles per hour. The aircraft is powered by four Rolls-Royce Type-12 propeller-jet engines, each of which deliver 5,730 horsepower. The delivery is scheduled for 1961.

* * * * *

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

MEET RAY ANDERSON



On the 1st of May, Ray Anderson arrived and assumed his duties as Deputy Chief, Electronics Engineering Branch. "To make him feel welcome, Ray was immediately thrown into the whirlpool of activities of the Branch and he has come swimmingly to the top. We are fortunate to have him on our team.

Ray started his career with CAA, FAA's predecessor organization, in January, 1940, in the Alaska Region from where he transferred to the Washington Office. For his outstanding work in establishing navigational aids in Alaska during a critical installation period and for completing a high priority project in Reykjavik, Iceland, during his Washington assignment, Ray received letters of recognition and commendation.

Since his Alaska days, Ray has been an avid amateur radio operator and was on the air in Maryland until his transfer to this Region. Whether he will continue this hobby in California with competition from our super golf courses is a question. We understand that Ray has polished up his golf clubs and is anxious to get started with a foursome in the California sun.

Mrs. Anderson and their two children, Mark and Bruce, are expected to arrive in Los Angeles with the close of the school year in Silver Spring, Maryland. When his family arrives, we want to assure Ray that we will all be around to make them feel comfortable and welcome.

RENEGADE VOR ESCAPES MUD BATH

The San Diego City Planning Commission requested the FAA to move the San Diego VOR. A city park planned where the VOR was located and dredging operations endangered the facility.

The Air Navigation Facilities Division moved this facility to a new location

and had it in operation a few days after, the shutdown date. This move was accomplished in 11 days from the shutdown date to the re-commissioning NOTAM. Normally this type of relocation takes months to perform. Our field personnel used foresight and were diligent in accomplishing the above objectives in a short period of time.

The moving circus was unique in nature because the operation required activity from electricians, concrete mixers, etc. as the subject facility was moved intact. The VOR could have continued operating except emergency power was locked out. The facility was practically recommissioned before the laymen had finished routine jobs such as fencing in the relocation.

Perhaps our next step will provide extension power and control lines so future moves can be made while the facility remains in operation.

GIA KATASTROFE

Our Program Engineering Branch has been forced to adopt "Gia Katastrofe" as a label on a box of IBM cards. This file box was previously labeled "Destroy." Although a near catastrophe brought about the change in the label the literal meaning of the title is a decoy.

The "Destroy" card file box along with one entitled "Changes" are transmitted to the Washington office each month where they are used to reproduce printed reports from the card files. For two years these boxes would sit atop of a desk until they were ready for mailing. One Monday morning we found the office looking especially clean. But lo and behold, a shiny spot appeared on the desk where the "Destroy" file previously rested. A search ensued and finally a check of the FAA trash area revealed that the pick-up service had very efficiently arrived at 7:00 that morning, picked up our box and the cards had been destroyed manually and literally. In order to provide for destroying the cards in the Washington office deck by automation approximately 10,000 IBM cards had to be rechecked and duplicate "destroy" cards had to be made by the local IBM office.

Since it became apparent that the maintenance crew now boasted an English reading man, to preclude a recurrence of this fiasco, a new label had to be found for this file. Irene Nicholson suggested the name "Gia Katastrofe" meaning destroy. Now we hope the Maintenance Staff does not hire a Greek!

* * * * *

One married man said: "I'm perfectly happy. I have a wonderful home, a good job and the finest wife in the country."

The other replied: "Who wouldn't be happy with his wife in the country?"

* * * * *



A-1207-S

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

AIRLINES BUS TERMINAL-A NEED FULFILLED

San Francisco's new ultra-modern \$2 million Airlines Bus Terminal at Taylor and O'Farrell Streets, serving San Francisco International Airport, enhances the city's role as the major air terminal point of the Pacific Coast. It is the first of its kind west of New York.

The project, dedicated January 5, 1959, was built with private capital after an agreement signed September 1, 1956, between the Barrett Terminals, Inc. and five major airlines--American Airlines, Pan American World Airways, Trans World Airlines, United Air Lines and Western Airlines. The Barrett Terminals, Inc., which constructed the building for \$1.5 million on land costing \$500,000, agreed to lease the premises for 20 years.

Construction of the terminal was prompted by a grave need to eliminate traffic congestion caused by domestic and foreign airline buses parking on streets near central ticket offices in the Union Square area. Location of the Terminal at Taylor and O'Farrell Streets, on a reasonably direct route to the Airport and near most major hotels in the vicinity of Union Square, was deemed a natural move.

Facilities include a passport department, public rest rooms and lounges, an unclaimed baggage room, telephones, concessions, rental lockers, ticket counters, baggage conveyors, a bus concourse, off-street passenger loading zones, escalators, baggage rooms, elevators, and a large public waiting room.

The Terminal has about 40,000 square feet of floor space, according to Architect Frank W. Trabucco. With the future addition of a mezzanine, another 7,000 square feet will be made available to meet expansion needs. There are 273 square feet of counter space on the main floor with another 140 square feet of potential space if the mezzanine is added.

The public waiting room area is entered from O'Farrell Street through a wide entrance roofed over with a floating cantilevered marquee extending from the curb line to a large aluminum and glass entrance screen.

(continued on next page)

Heating of the public areas is by radiant heat pipes embedded in terrazzo flooring. The building is of reinforced concrete, steel and wood, fully sprinkled.

Razing of a four-story hotel, a six-story garage and a two-story garage on the site began in November, 1957.

(Reprinted from Bay Region Business, official publication, San Francisco Chamber of Commerce)

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CIVILAIR EUROPEAN TRIP

At a meeting of those persons who had expressed their interest in the September European trip it was decided to postpone it until next spring. This was done in order to give all interested persons sufficient time to make necessary personal arrangements such as leave, finances, wardrobe, etc. We are tentatively planning a four-week trip at only \$820, which is just \$45 more than the previously announced three week trip.

We anticipate holding several meetings of the travel group in the intervening months to learn more about the places we will visit by means of motion pictures, brochures and speakers. Some persons may wish to brush up on their Spanish, French, German or Italian. We may also modify the itinerary to meet the desires of the majority of the group.

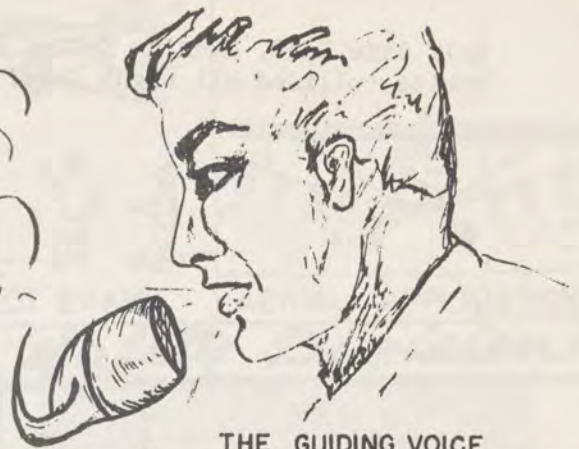
All Civilair members, FAA Region Four employees and retired employees will be eligible to join the group. If you are interested contact Bill Sullivan, LA-94.

* * * * *

And then there was the cannibal's daughter who liked the boys best when they were stewed.



THE GUIDING HAND



THE GUIDING VOICE

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

Air Traffic Control

RADIOLOGICAL MONITORING COURSES COMPLETED



La Hacienda in old Albuocrook was the hangout for an eminent group of "Fallouts" from the last Radiological "Moniker's" course for FY 1959. This retroactive crew of buzzin Neutron neutralizers carried these labels -- "Roentgen" Talbot, Diffuser Bussey, Kilo Francis, Isotope Richards, Residual Robbins, Fission Van Hook, Ions Abshire, Fusion Magill, Nuclear Williams, Megaton McClain, Molecule Hamilton,

Half life Land, Uranium Kelly, Hydrogen Jones, Curie Stone, and Gamma McFarland.
Orbits collided all night long!

THE DESERT BLOOMS!!!

The Imperial Station



Beginning - March 1942

Modernization - 1942

Now

JUNE IS FOR JETS - VACATION - JETS - ROMANCE - JETS - BUDGET = OOPS ---

PASS THE ASPIRIN TABLET

"Little Bug" alias Barbara Hughes (IA-520.A) jolted the Region recently with a sparkler - third finger, left hand. The lucky fella is Tom Bayer. Orange blossoms have been ordered for the early fall. Barbara is the daughter of Howard Hughes - Venice, California. Hm!

Suggestions submitted by Rudy Nelson, SFO IATCS, and Cliff Wheeler, Malad ATCS, fattened their "pokes" with silver during May.

Dale Jordan, number one son of Russ (I'll play these) Jordan, Great Falls Center, was recently awarded a \$1,750 renewable scholarship at M.I.T. for his rating in the Westinghouse National Science talent search. (those poker winnings have now been reinvested in a hunting trailer it's rumored) Congratulations.

Those RAPCON Raconteurs - Parker, Ames and McCulloch are at it again - this time Mather.

Cecil Hough - Hill RAPCON - added a tax exemption - boy model - a little blip. The young man and his mother are reported doing well.



BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

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

General Safety Division

GRADUATION DAYS

These have been busy days for the inspectors in the District Offices with the arrival of spring and good flying weather. Not the least of their duties involved giving final flight checks to ROTC cadets who completed their programs. Fifteen final flight tests were given in May at Fort Collins, Colorado, and five in Boulder, with four more scheduled for June. Fourteen cadets from Arizona State University at Tempe and six from the University of Arizona at Tucson were given private pilot certificates in May. Of the five cadets enrolled in the first flight training class at Fresno State College, three were awarded their certificates, and final checks will be given to twelve cadets at San Diego State College in June.

Another type of graduation -- with all the ceremonies of "June Week" -- was scheduled for the last two days of May and first few days of June to commemorate the first graduating class at the Air Force Academy in Colorado Springs. The "Thunderbirds" scheduled performances over the Academy grounds for days in a row. On June 2, during the cadets' graduation parade, thirty-five of the latest Air Force aircraft flew by at ten second intervals with the "Thunderbirds" exhibition as a finale.

INTER-COLLEGIATE AIR MEET

Inspectors Gossard and Maulding from the Palo Alto District Office served as judges at the annual San Jose State College Inter-Collegiate Air Meet held at Reid-Hillview Airport, San Jose, on May 9. Five colleges participated and the meet was won by entrants from Mt. San Antonio College of Pomona, California.

WHAT'S IN A NAME?

Inspector Dewey from Van Nuys reports that the graduating classes of the district's two mechanic schools have relatively few students as compared with past years. Questioning the trainees and teachers brought out the fact that the word "mechanic" is unpopular and the expected wage level is low. During several meetings with Glendale College faculty, a course name change was suggested which might add glamour and alleviate parental resistance. Apparently no one minds becoming an aeronautical technician but few want to be associated with airframe or powerplant mechanics!

On the other hand, sensibilities are apparently not so tender at other locations. Inspector Rysavy reported that written examinations were conducted for 29 graduates of the Airframe & Powerplant Mechanics' course at the Sacramento Junior

College, which is the largest group to graduate at one time from that school.

Also the mechanic schools in the Palo Alto District have shown a considerable increase in the number of graduating mechanics. In May the District Office had to arrange to give mechanic written examinations in the school in order to accommodate all student applicants. Results indicated that the students were passing with exceedingly high grades.

From Ontario Inspector LeFevre reports that each of the three approved mechanic schools within that District - Chaffey College, Mt. San Antonio College and San Bernardino Valley Junior College - have acquired helicopters. Although the helicopters are in flyable condition, they will only be used in the mechanic training courses.

CIVILIAN JET

In April, Santa Monica Aviation, Inc. took delivery of a Morane-Saulnier, MS-760. This small, plush, civilian jet aircraft was delivered from France by boat to Los Angeles harbor. It was assembled and certificated as a U. S. registered aircraft at Santa Monica during the latter part of April. Press reports indicate that a number of Santa Monica "City Fathers" and at least one "City Mother" were given rides during May.

ARMED FORCES DAY

Inspector Eddy reports from Albuquerque that the greatest display of missile and aircraft power ever assembled was exhibited at Holloman Air Force Base on Armed Forces Day, May 16. Visitors were able to see F100s, B57s and T33s streak by in a salute from the sky. There were also a supersonic sled run, parachute jump, balloon launch, missile launches from the air to the ground, spectacular fire hazard displays, an aerial show and a demonstration and explanation of the sonic boom. A manned polyethylene plastic balloon carrying an open gondola started off the procession in the north area by rising high in the sky directly before spectators. The pilot was Lt. Clifton McClure, who recently piloted the Manhigh III flight when he soared well into the stratosphere in his sealed balloon capsule in one of the Air Force Medical Development Center's many space medicine research projects. Duke Gildenbert, meteorologist from the AFMDC, was a passenger.

Inspector Leckie of the Oakland GSDO supervised the Air Show at Hamilton Air Force Base on Armed Forces Day. He reported that the Chinese Air Force -- or so it seemed from the twelve jet airplanes involved -- put on a demonstration of precision flying that surpassed anything seen locally before.

CONGRATULATIONS

Inspector Romaine of Yakima reports that his daughter Linda -- a recent graduate from Eisenhower Senior High School -- was accepted for enlistment in the USAF with a reporting date of June 8. Our congratulations to both Linda and her justly proud father.

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

The following represents some of the more commonly misunderstood points about employees being given special assignments to foreign missions, Instructor jobs at Oklahoma City, etc.:

A. Reemployment Rights

1. To FAA technical missions overseas the person has rights to reemployment guaranteed under the Mutual Security Act of 1954. Employment "hitches" are made for 2 years initially; extensions for another 2 years are permitted subject to certain administrative approvals. Since November 3, 1958, the specific position at the specific location is filled subject to the return of the person on special assignment. This way, there is no misunderstanding about the rights of the absent employee.
2. For jobs with certain public international organizations (such as ICAO) the FAA has the discretion whether to grant reemployment rights or not. Normally such rights are granted when the assignment supports a program of direct concern to FAA. Rights to reemployment for these assignments are set forth in Executive Order 9721 and likewise the individual has rights to return to his former job or such other job in the same geographical location at the same status, rank and pay.
3. For Instructor jobs at the Aeronautical Training Center, Oklahoma City, the Agency, by administrative policy, guarantees reemployment to the Region for a 2 year period. The only exception pertains to those training Center jobs involving a specific project for which the Center receives reimbursement from some other source. For these jobs reemployment is extended to include the duration of the project.

B. Retirement Coverage

1. For FAA Technical missions a person is covered on Civil Service Retirement on the same basis as in his regular FAA position. If the employee has not been covered by the Retirement Act prior to assignment, he would be subject to Social Security.
2. For any public international organization job, (i.e. ICAO) retirement

credit is given on the same basis as LWOP; that is 6 months of creditable service for each calendar year of employment. The salary in the public international job is not acceptable for the "high 5" since the person is not subject to the Retirement Act. For these jobs the person's case is processed as a resignation to accept the new position.

3. Jobs at the Aeronautical Center carry the same retirement benefits as in his regular Regional position.

PROMOTION PLAN - IT'S NOW A CERTAINTY!

Our new Promotional Plan will go into effect on July 1, 1959. As we go to press we do not know the exact details however, these will be transmitted through official bulletins as soon as the Washington Office advises the Regions.

To bring you up-to-date, the Civil Service Commission, by regulation, has required that each Agency of Government have a promotional plan containing certain required features. The plan we have used in the past measured up most of the way. Some modification, in order to comply, was needed. The basic principles that we have used in the past will still apply. This would include provision for everyone learning about the vacant position, selection of the best person for the vacant job, etc.

RECENT QUOTES BY TOP FEDERAL MANAGERS

1. The length and quality of job descriptions are certainly a problem to most supervisors and position classifiers. Recently Warren B. Irons, Executive Director of the Civil Service Commission opened an attack on red tape and paperwork in classifying Federal jobs. Irons is campaigning to simplify and reduce the length and number of job sheets which must be prepared. He states that he wants to "bring about preparation of job descriptions in simple, easy-to-understand language and to eliminate the tendency to clutter up descriptions with technical terms and personnel jargon."
2. Civil Service Commissioner Barbara Gunderson recently addressed a Management Conference in which she stated, "Federal managers must learn the art of listening--all in the interests of better employee-management relations". Government agencies should obtain and consider employee views in developing personnel policies and procedures. The Incentive Awards System has clearly shown that "Federal employees are creative thinkers, and that many of them make superior contributions to the important work of Government".
3. Civil Service Chairman Roger Jones in commenting on the new Employees Training Action recently pointed out that the Act "places on each employee the responsibility for 'self-education, self-improvement, and self-training.' The act places on the manager the responsibility for supplementing and extending the employees' efforts through Government-sponsored training programs to develop their skills, knowledge, and abilities. Both emphases are proper. Neither can fully succeed without the other."