

*MSW*



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

VOL. I NO. 9

SEPTEMBER, 1959

\$\$\$ MONEY \$\$\$

by  
E. P. "Bugs" Simonds  
Chief, Budget & Finance Division

People in the Budget and Finance Division are often asked, "How's the money situation?" The reply at this particular time is something like, "There isn't any." The answer is not entirely facetious because, as this is being written, we have no appropriation for fiscal year 1960 starting July 1, 1959 and ending June 30, 1960.

Congress has passed a resolution permitting Government agencies to continue at about the going rate until their appropriations are enacted into law. The Federal Aviation Agency is one of the agencies now operating under this resolution.

We do know how much to expect in the way of appropriation for this year and it is much less than we had hoped. In his Budget of the United States Government the President asked for \$326,400,000 for Expenses, FAA, and \$145,000,000 for Establishment of Air Navigation Facilities. The Congress after hearings in both the House and Senate has finally agreed on the amounts of \$301,700,000 and \$135,000,000 respectively.

This means that we will not be able to continue our expansion at the same rate as in fiscal year 1959. The people in the Washington office are now struggling with the problem of deciding how to distribute the money we now expect to get. After the region receives its portion we will have to go through a process somewhat similar to that now going on in the Washington office. The money given to the region will have to be parcelled out among the several programs and each division chief will have to decide what work he can do and what positions he can fill within the money he has to work

(continued on next page)

with.

If you don't get sufficient funds to do everything you would like to do or purchase everything you feel is necessary, just remember, everybody else will probably be in the same boat this year.

Money may or may not be the root of all evil, but certainly we cannot accomplish much without it. We of FAA should keep in mind though that in our financial dealings we must use public money both wisely and prudently so as to derive the greatest possible good from our funds.

\*\*\*\*\*

CREDIT UNION NEWS

IT'S BEEN MADE OFFICIAL! Your CREDIT UNION now answers to the name "FAA REGION FOUR FEDERAL CREDIT UNION", and all future transactions will reflect the change.

By the way, are you one of those fortunate individuals who have money looking for a place to work? If so, you won't find a better place than your Credit Union. Not only are you saving a portion of your earnings, you are receiving a larger return on your savings, and your money is fully insured.

Although we'll never turn down the employee with \$5,000.00 to invest, the man we want to encourage is the one interested in saving a small sum each pay day. Our purpose is to promote savings, not investment, because we believe that consistent saving of a small amount by a large group of employees is the backbone of any credit union.

Why not get started now. Become one of that large group of FAA employees who save regularly. A 5 dollar bill will purchase a share in the CREDIT UNION and start you building a reserve. The beauty of it is - you may withdraw your savings at any time, or you may leave it intact to draw interest while you borrow needed cash for any worthwhile reason from the CREDIT UNION.

It's a simple matter to fill in the form below and receive full information by return mail.

-----  
FAA REGION FOUR F.C.U Date: \_\_\_\_\_  
5651 W. Manchester Ave.  
Los Angeles 45, California

I desire to become a member of the Credit Union. Please send me membership application card and additional information. \_\_\_\_\_ (check one or both)

Along with my membership application, I wish to apply for a loan of \$ \_\_\_\_\_, to be repaid in \_\_\_\_\_ monthly payments.

Entered on Duty FAA NAME: \_\_\_\_\_  
Date: \_\_\_\_\_ Address: \_\_\_\_\_



## REGIONAL ADMINISTRATOR'S COLUMN

One of the nation's leading business magazines recently said that American Industry is drawing up new specifications to apply to key positions. I found the article most interesting and as I read it, several of the salient points seemed to also apply to our operation.

The article pointed out that a Supervisor's position description actually defines many of the qualities he must possess. Beyond his particular specialty, the following traits are becoming more and more important in today's everchanging world.

HE MUST BE FLEXIBLE Not only must a Supervisor be able to adjust to sharply changing conditions, he should also be able to mold himself to an organizational pattern. In an industry as dynamic as aviation, flexibility takes on even greater meaning. Things change so rapidly that the Supervisor who cannot adjust soon finds himself "behind the times". This does not mean to imply a "go it alone" attitude, but rather recognition of the fact that the great majority of organizations today are run by teams not individuals. Thus while being flexible and able to change with new ideas and conditions, the Supervisor must also be able to follow his organization's pattern of meeting new goals.

HE MUST GET RESULTS Accomplishments are being stressed today, not just the promise of future potential. The emphasis is on drive and getting results by attaining established goals. This does not imply, however, a discard of the good human relation practices so important to good supervision. Rather, it can be shown that such practices along with caution, good judgment and a record of past accomplishments are all allied to the quality of result-getting. This accent of proven ability rather than possible potential, actually implies a closer relationship between the Supervisor, his superiors and his subordinates.

HE MUST HAVE VISION The Supervisor should be able to see himself and his organization in perspective as to their future roles in the industry and in society. Vision implies insight and judgment as to the future. Supervisors must be able to grow with the organization and not be just a well qualified man filling a present job. This in turn calls for broad skills of administration including planning, organizing and directing. Certainly such a Supervisor is better able to coordinate the complexities of his present job and prepare adequately for the future.

In a few words then, all of this would imply that a good Supervisor should be actively learning every day. In our present scientific world, this seems to be a good idea for all of us whether we be Supervisors or Supervisors-to-be

AN OPPORTUNITY TO IMPROVE YOUR SUPERVISORY ABILITY

If you've been wanting to improve your supervisory ability, think on your feet, conduct or actively participate in a conference, or just plain enjoy good food and fellowship with other FAA employees - **THIS IS YOUR OPPORTUNITY !!!**

The FAA Toastmasters club is planning a Speechcraft course and we are making this survey to get an idea as to the interest of Regional Office personnel. We plan to have experience Toastmasters from throughout Southern California to demonstrate: How to prepare **when** you want to explain an idea or get a point across to several people; How to deliver the idea or point; How to evaluate another's speech; How to conduct a meeting.

All you need to do is listen and learn. If interested, fill in and return the form below.

TO: Ervin Schulz, LA-676.5  
President, FAA Toastmasters

I am interested in hearing more about your plans for a Speechcraft Course.

\_\_\_\_\_  
(name)

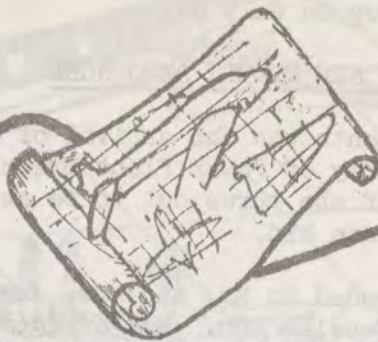
\_\_\_\_\_  
(routing No. & ext.)

\*\*\*\*\*

Student: "Shouldn't I put more fire in my speeches?"

Professor: "I don't think so, but you might try reversing the procedure."

\*\*\*\*\*



DIVISION REPRESENTATIVE  
Bernice Sackett, LA-235A  
Ext 235

## Aircraft Engineering

### CONTINENTS MAY NOW BE NEXT DOOR NEIGHBORS

A Final Type Board meeting and the completion of flight tests for the Boeing Model 707-300 series airplane resulted in the issuance of a type certificate on July 15. This is the inter-continental version of the Boeing series and is the same model airplane that flew non-stop from Seattle to Rome in 11 hours and 6 minutes. It is understood that Pan American will receive the first airplanes of this model and operate them on their Pacific Division routes. This means that in the very near future you will be able to fly to such favorite vacation spots as Hawaii by jet. An airplane of this model was also used by Vice-President Nixon and his staff during their recent visit to Moscow.

### NOT FOR THE BIRDS

The bird-proof substantiation program on the Convair Model 22 windshield continued with several "bird shots" being witnessed by personnel from this office. Several static proof load tests on the number two Model 22 airplane were also witnessed during the month.

### USAF T-28A SWITCHES TO CIVILIAN

A Preliminary Type Board Meeting was held on the Aero Development Corporation Model T-28A Airplane. The Model T-28A is actually a USAF "surplus" trainer which the applicant intends to certificate in the standard category. The Aero Development Corporation is located in Tucson, Arizona.

### DEPARTMENTAL COMINGS, GOINGS AND DOINGS

We wish to welcome the following new personnel in the Division: Frances Sullivan and Shirley Patterson in the Airframe and Equipment Branch, Elizabeth Bodner in the Power Plant Branch, and James C. Butler in the Manufacturing Branch, San Diego.

Kathleen Luzinski resigned her duties as Stenographer in the Airframe and Equipment Branch last week. She plans to be married on August 28 and we here in FAA wish her the best of luck as she takes over her new duties.

We were pleased to receive the good news from Mr. Milford L. Beutler that the District Office at Santa Monica turned out 100% to donate to the Blood Bank at Playa Del Rey on July 27.

### THREE NEW MODELS ANNOUNCED

A real important event this month was the arrival of Gail Lyn Brenton (Mother, Gloria Brenton formerly of Power Plant Branch), who weighed in at 7lbs, 5 oz. on July 13. If she turns out to be as vivacious as her mother she should be a real cute kid.

Congratulations are also extended to Mr. and Mrs. James A. Krueger on the arrival of a baby girl, Cecelia Ann. Mr. Krueger is an Engineer in the Airframe and Equipment Branch, and with her arrival has an even half-dozen youngsters.

Listed also among the new arrivals is Brian Keith Welsh who made his appearance at the home of Mr. and Mrs. Glen Welsh on August 14. Mr. Welsh is an Engineer in the Airframe and Equipment Branch. Congratulations.

### IN REBUTTAL

Thanks to "DRU", we have the following rebuttal to the poem "Won't Accept" which appeared in the April issue of the Region Four News.

#### The Very Idea!

I've heard enough of this Monkey stuff!  
Where he seems superior to man!  
He's a flea-bitten rascal, ugly and tough  
And he's not very much in demand!

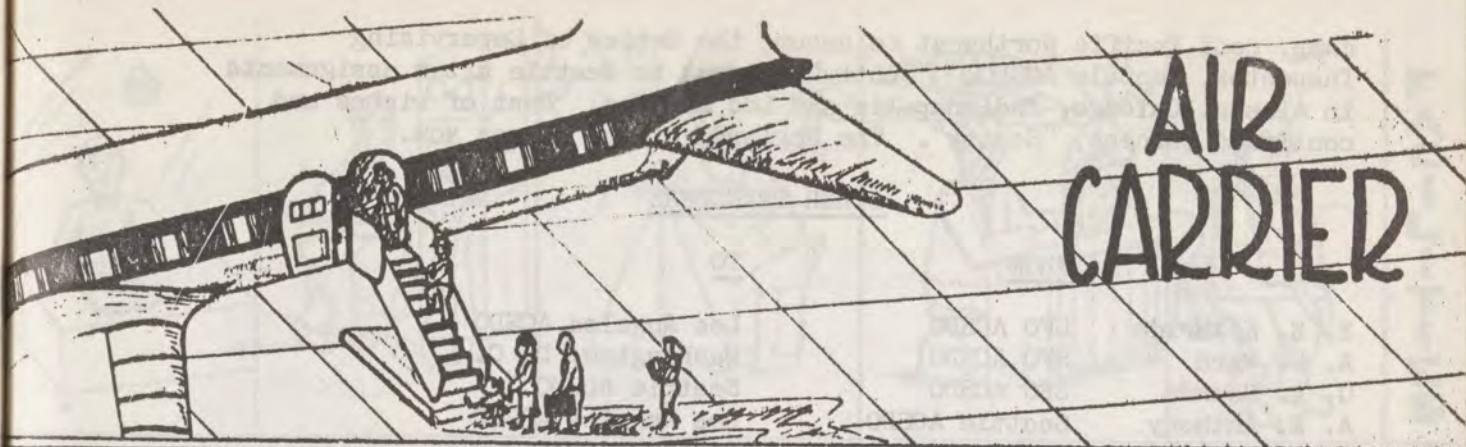
His body is dirty, his actions quite vile;  
He's arrogant, mean and immodest  
He's not very stable, easy to rile  
And his ego is one of the largest.

For want of a peanut, he'll turn in his track  
Teeth gnashing and hackles on high:  
Pounce on his friend and chew up his back,  
Caring not if he lives or he dies!

He'll sit in your lap - eat from your hand,  
And consume a prodigious amount.  
Then when it's gone, some more he'll demand  
Or straight in your face he'll pounce!

Or he'll jump on your dog - teeth in his ear  
And ride to the end of his chain,  
Then hauling up short, as your pet runs in fear,  
He'll leave him permanently maimed.

I'm thankful to Adam and Also to Eve,  
Though they ate of the apple forbidden;  
For making it so the Monkey's no kin,  
'Er my shamed face must always be hidden!



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

### JETS BRING INCREASED ACTIVITY

With jets and turbo-prop aircraft now in regular service the workload of the division has increased sharply. The new aircraft have brought increased route mileage to several carriers, expansion of air carrier fleets, certification of new carriers, investigation of difficulties with new type aircraft and an increase in the services provided to other divisions. The Chief, Air Carrier Safety Division extends his sincere appreciation to each of you for the excellent performance of duty.

### NEW PERSONNEL

It is a pleasure to welcome the following new personnel to the FAA and this Division and every wish is extended to each one for a successful career with the Federal Aviation Agency.

M. E. Russell = Air Carrier Flight Operations Inspector, Seattle ACSDO  
 H. P. Garrett = Air Carrier Maintenance Electronics Inspector, SFO ACSDO  
 Linda Andrews = Clk-Steno, Maintenance Branch, Los Angeles R.O.  
 Pauline Kordich = Clk-Steno, Burbank ACSDO  
 Florence Buchanan = Secretary, Burbank ACSDO

### WALKER - NEW CHIEF

C. W. "Tip" Walker, former Supervising Inspector Seattle ACSDO, was promoted to Chief, Air Carrier Operations Branch, Region 4. "Tip" fills the vacancy created by C. L. "Clancy" Schmid's transfer to the Washington office. Best wishes "Tip" for continued success.

### SCHMID GOES TO WASHINGTON

C. L. "Clancy" Schmid was selected for and transferred to Washington, D. C. Flight Operations Branch, leaving the land of sun to take over other matters up on the "hill". We all miss Clancy and wish him the best of luck and success.

### SCOTT HEADS NORTH

W. W. Scott was selected and transferred from the Regional Office for the

damp, cool Pacific Northwest to assume the duties of Supervising Inspector, Seattle ACSDO. "Scotty" returns to Seattle after assignments in Alaska, Chicago, Indianapolis and Los Angeles. Best of wishes and continued success, "Scotty". The Regional Office misses you.

#### OTHER TRANSFERS

	<u>FROM</u>	<u>TO</u>
E. E. Kilbride	SFO ACSDO	Los Angeles ACSDO
A. S. Ward	SFO ACSDO	Washington, D. C.
G. A. Rounds	SFO ACSDO	Seattle ACSDO
A. E. Anthony	Seattle ACSDO	Los Angeles ACSDO
R. O. Howard	Anchorage, Alaska	Burbank ACSDO
A. B. Holder	Burbank ACSDO	Seattle ACSDO
R. F. Boston	Washington, D. C.	Burbank ACSDO
D. M. Fulton	Washington, D. C.	Burbank ACSDO

Best wishes to the above in their new assignments. Also a hearty welcome to Inspectors Fulton, Howard and Boston who transferred into Region 4.

#### RETIREMENT

John Vickers, Flight Operations Inspector with whom many of us have worked for many years, retired recently. John is one of the pioneers who contributed years of faithful and devoted service to the aviation industry, CAA and FAA, having served in various areas in the U. S. as well as on foreign assignments in London and Cairo. Sincere wishes from all of us go to John for a happy and long retirement.

#### DC-8

United Air Lines have received two Douglas DC-8 aircraft which are being operated in accordance with a provisional Airworthiness Certificate until final type certification is completed. These aircraft are being used in an intensified UAL flight crew training program. Each Captain is given final check and rating by a Flight Operations Inspector of this Division. Each Flight Engineer is checked by an Air Carrier Maintenance Inspector. These examinations have required hours and hours of ground and flight work. Primarily Inspectors Ross Johnson (O) and John Lunsford (M) have covered this program. Inspector Quick of the SFO ACSDO is responsible for the entire UAL DC-8 maintenance program.

#### BACK ON THE JOB

We are happy to report that Supervising Inspector J. L. "Bud" Winder, Burbank ACSDO, who has been ill for the past couple of months, is back on the job and feeling like new.

#### BOEING 707

Inspectors Wayne Jordan (O) and Ed Gates (M) Denver, have accomplished the same types of examination and surveillance on Continental Air Lines Boeing 707 training program as being followed on the DC-8 program.



FAA-J-T-57

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

HEAR YE, HEAR YE,

IT'S A GOOD LIFE FOR THE RETIREE!

It appears that a career in the FAA, particularly with the Air Navigation Facilities Division, is highly profitable - witness our two R. O. retirees, Edward R. Diehl and Cody H. Lehr, who retired as of the close of F. Y. 1959. Cody will start off his new career as a gentleman of leisure with a tour of Europe, and Ed plans a trip around the world. A dinner party was given in honor of each retiree to give us an opportunity to bid them farewell and give them our blessings.

Clarence A. Reid, Electronic Specialist/Relief, Roswell, New Mexico, retired on July 31 after more than 37 years of Government service. Clarence, or "Pappy", as he is more commonly known to his friends and associates, has had an interesting and varied career with "Uncle Sam", including the Navy, Coast Guard, FAA and its predecessor agencies.

We wish to extend our best wishes to these retirees and to remind them that this column will always be open to them for any messages or tales they may have for us.

JOB WELL DONE!

Installation of an extensive communications duct system to support the new Los Angeles ATCT was recently completed. This job was accomplished without interrupting commercial air traffic or damage to the existing underground facilities. The City of Los Angeles has commended the FAA on this project and stated that this was the first time that work of this nature has been completed without damage to underground installations. Amco Electric of Altadena was the contractor for this project which was completed on schedule without an equalization order and with no exceptions appearing on the final acceptance inspection report. This accomplishment is a credit to the coordination work of Richard Murray who was Resident Engineer, the Communications Plant Section, the contractor and airport authorities. Conscientious and diligent efforts of this type reflect credit on the FAA.

REGION FOUR "S.I."  
OR HAVE "GUN" IS TRAVELING (\*)

There's a breed of man that roams the West  
His life ain't easy but, it's one of the best

He lives in the mountains and down on the flats  
Workin' with chain, transit and maps

Out in the sun or pourin' down rain  
His gripin' and grumblin' a constant refrain.

Why does he stick to this way of life?  
He's got a home, kids and a wife

Never gets there but once in a while  
So if you ask him, he'll just probably smile

And tell you it's the work he likes to do  
Surveyin' to get things laid out for you

A feelin' of helpin' to make things right  
For aircraft flyin' during day or night.

He's sort of a "ground-bound" engineer  
But flyin's the mainspring of his career

He's a strange but lonely sort of a man  
This guy that wanders over our land

The sights he sees are many and too,  
There's nothing like a mountain-top view

Of the sun's coming up or goin' down  
Or Nature's changing colorful gown.

The people he meets are mostly good  
And they measure him by how tall he stood

Not in inches and feet or physical test  
But more by what's behind his dirt stained vest

Can't measure his worth in dollars and cents  
Nor accidents he may help to prevent.

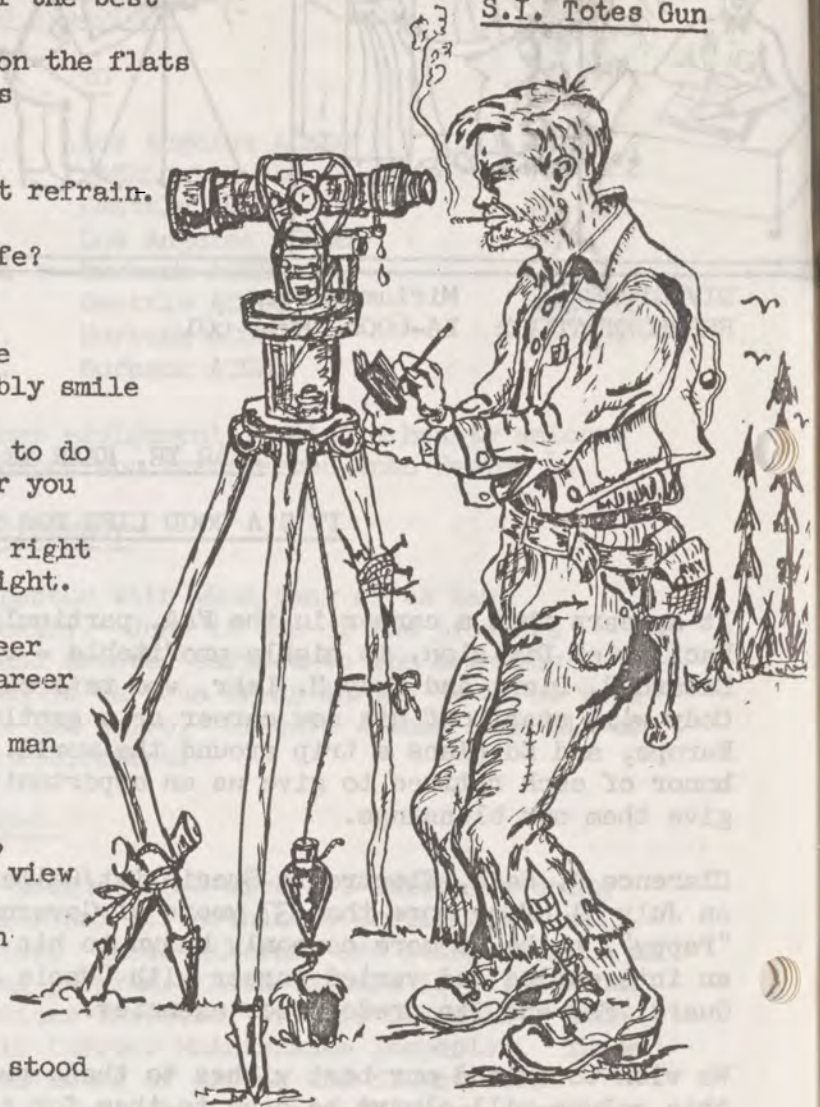
We all have a job or station to man  
Let's do it right, the best that we can

And should you see that lonely "S.I."  
Buy him a beer 'cause he's probably dry.

. . . . . Al Tuckey

\* "S.I." - Surveyors' lingo for Sunburned Idiot (a Surveyor)  
"Gun" - Surveyors' lingo for Transit

S.I. Totes Gun



AN AIRPORT IS BORN  
a sequel to  
THE VANISHING AIRPORT

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

In the May issue we discussed the attrition of public general aviation airports in Los Angeles County. It is fully realized that the "passing on" of public airports is not restricted to Los Angeles County but is a problem confronting the aviation industry in many communities throughout the Country. We should not give over to despair completely, however, as all is not lost. Each day a bit of sunshine rises over the horizon and we are happy to report that some progress is being made in alleviating airport attrition in Southern California.

During the past few months personnel of the Southern California Airport District Office have had several conferences with individuals, organizations, and representatives of cities and counties to discuss and plan new public airports for general aviation. Among the most interesting developments are those which relate to new airports being constructed or planned for Conejo Valley, Salton City, and California City.

The Janss Investment Company, a well known Southern California community builder, has begun the development of an 11,000 acre tract in beautiful Conejo Valley which is near Thousand Oaks and about midway between Burbank and Ventura. This will be a complete community with industrial as well as residential and commercial development. The Janss Investment Company has concluded that an executive type airport is vital and one is being developed as an integral part of the community. It will be a complete airport with a 4000' surfaced runway. The industrial area is in the immediate vicinity of the airport; some lots will be contiguous to the field. Several well-known research, electronic, and light manufacturing companies have already announced plans to locate in the area. It is anticipated that the airport will serve executives and business men visiting the industrial plants as well as the local citizens.

Salton Sea Airpark Estates is developing the large new Salton City residential

of homesites have already been sold at Salton City and other nearby communities and several hundred homes have been constructed and occupied.

California City is a large new residential and commercial community being developed in the Mojave Desert. It is about 15 miles northeast of Mojave, California and only a few miles from Edwards Air Force Base. The community will serve employees of the Air Base as well as employees of other activities that are planned for the area. The developers of California City have determined that a community airport is necessary and they have made arrangements to provide one. An experienced airport manager and fixed base operator from metropolitan Los Angeles plans to develop a modern facility. A flight strip has already been graded out but a modern 4000' runway will be constructed in the near future to accommodate the aeronautical needs of the community. It is anticipated that fixed base operation, including a flight school and A & P shop, will be conducted on the airport.

Other new public airports being developed or being planned in the Southern California District are: Agua Dulce, located midway between San Fernando and Palmdale; Hesperia; Corona Municipal; and Montgomery Ranch, near Simi.

\* \* \* \* \*

A BOUQUET TO OUR "PRESS ROOM" PERSONNEL

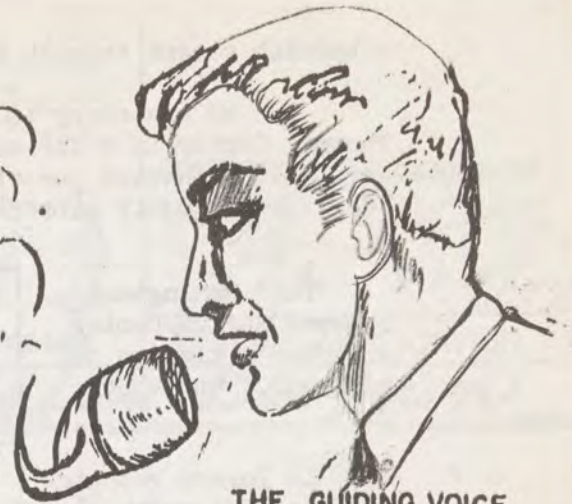
Our thanks to Alpha Cowan, Ada Crumpton, Charles Daughtrey, Ruth Howlett, Ronnie Sparks and Ollie Gardner for their continued help and assistance to publishing and assembling our monthly NEWS.

As the number of our "subscribers" continues to grow, the job grows too and we are sincerely appreciative of their efforts in helping to provide our readers with a fine publication.

\* \* \* \* \*



THE GUIDING HAND



THE GUIDING VOICE

DIVISION REPRESENTATIVE:

R. G. McElroy, LA-524.5 Ext. 519

# Air Traffic Control



"SOME DAYS YOU JUST  
CAN'T GET ANYTHING  
DONE!"



Courtesy  
PHX  
ARLT



DOG DAYS

Joe Arlt, Laramie Station Chief, requested disability retirement effective June 30th. Joe's personnel folder, thick with records since January 7, 1931, regretfully was closed.

Trudi Page and Barbara Hughes now exude that "Continental manner" as an

aftermath recent trip to Europe.

We are sorry to hear of the untimely death of John Tarleton of Phoenix Center in a car accident the weekend of June 24, 1959. His death serves to emphasize one of the pertinent signs of our times erected near the Natrona County Airport (Casper).

"Bob" Bruington -  
Spokane RAPCON/Center  
accepted a Liaison job  
with SAC. Good luck  
R. B.

LA Dogers reported  
scouting SKA softball  
team. No "indians"  
left. SKA undefeated  
after five games.  
Meyers tossed a 1-  
hitter.

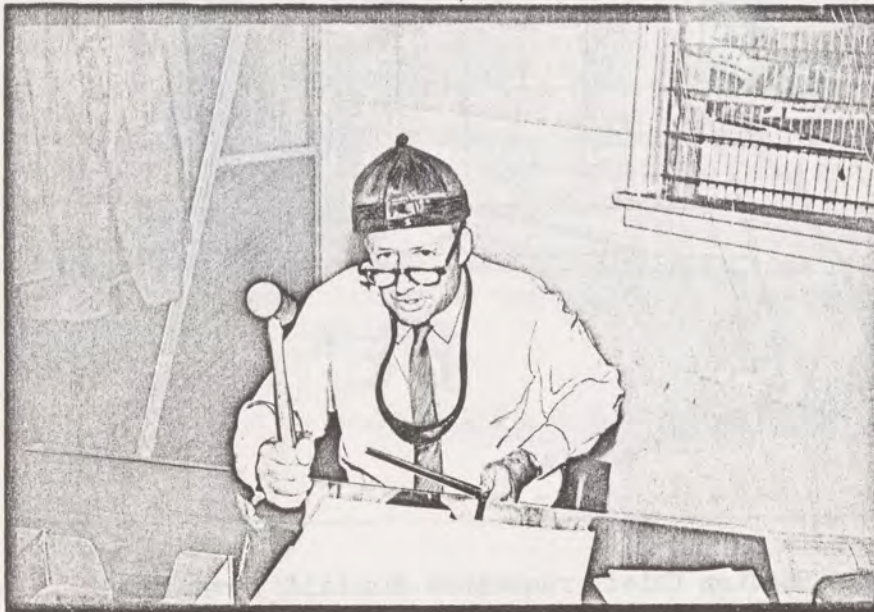


The "Sage of LA-510" reports meeting George Hall and wife in Inglewood recently - couldn't remember the "Animal Stirrer-upper" looking better.

Larry Hagen (Kool Kat - Geiger type) to preserve nostalgic memories for Geiger Tower Alumni. Larry constructed detailed balsa scale model of "old rockin chair". (Geiger Tower)

The retirement party for "Montana Bill" Staff put the "thunder" in the Thunderbird Hotel at El Segundo July 31st. Hamilton, Montana is Bill's new stampin grounds after thirty years of service. Happy hunting!

"ANY QUESTIONS"



JAG'S  
DECISION  
MAKING  
EQUIPMENT

1. Chinese Thinking Cap
2. Harness Tail Piece
3. Gavel
4. Club

(Oh! My  
baking yaak.)



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

## *General Safety Division*

### THE OLD AND THE NEW

Air demonstrations are considered an integral part of the present day in the "then and now" theme of the Oregon Centennial. Members of the Columbia Aviation Country Club, who recently dedicated their new quarters on the Portland International Airport, planned to fly the old Oregon Trail timing their arrival to coincide with the much publicized wagon train making the trip from Independence, Missouri to Independence, Oregon in 119 days. The arrival date was scheduled for August 15 and it was expected that many old-fashioned costumes and beards would be much in evidence at the festivities.

### COLORADO CENTENNIAL

While on that theme, we were very glad to receive a recent report from Inspector Vaughan of the Denver GSDO as it showed he was still "at large". Seems that the Governor of Colorado in announcing the state-wide theme of "Rush to the Rockies" for the Colorado Centennial Years 1859-1959 and the many local citizens to wear western style clothes and mentioned that beards were definitely considered a part of the costume. Mr. Vaughan reported that the office force had not yet sprouted facial attire but added, "It is worth one's time in a public hoosegow if caught out of style in many of Colorado's old mining towns. So far inspectors have escaped, but we are keeping our fingers crossed and hope we are not strung up to a cottonwood tree".

### THE OLD ORDER CHANGETH

Grand Central Air Terminal, Glendale, California was closed to all air traffic as of July 15. Due to the encroaching city, activity has been choked off slowly for the past five years. Inspector Dewey reports from Van Nuys, "The writer sheds a small nostalgic tear for the days spent gazing at the intrepid birdmen there 36 years ago".

Another victim of the housing boom is an airport in the Portland area -- Troh's -- well known to itinerant fliers. On July 15 it folded to make room for 400 homes in a \$5 million development.

### PERSONNEL SHIFTS

With the departure of Messrs. Jacobson, Nacht and Beyer from the Region to accept positions in Washington, there have been a number of shifts in personnel in the Division. Supervising Inspector Eddy from Albuquerque has gone to San

Diego to take Jacobson's place; Lovelace has gone from Los Angeles to Albuquerque as Supervising Inspector; and Robert C. Boone has transferred from the Los Angeles GSDO to the R. O. staff vice Lovelace. LAX has two new inspectors to fill the vacancies: Samuel A. Lewis from Region One who reported August 10 to serve as Operations Inspector and Edward H. Rickena, formerly of Ontario GSDO, who came to fill the Maintenance vacancy. Harry B. Anderson, formerly of the Aircraft Service Branch at the FAA Hangar in Santa Monica, reported in July as Maintenance Inspector at Ontario. If you are still with me, Dale A. Mumford transferred to the Seattle GSDO in July to replace Justus W. Henderson, who went to the Helena GSDO to replace Robert L. Cox, transferred to Billings. How come the Billings vacancy? Well you see, Wesley O. Vandewark left to go to the Denver GSDO in place of Jerome T. Annis, who reported to San Diego to replace Henri G. D'Estout, recently transferred to Oakland. About this time we should pause to congratulate D'Estout who has been selected for the position of Repair Station Specialist in that city. Hope we didn't lose you in the shuffle!

#### AIR SAFETY PROGRAM FOR AGRICULTURAL OPERATORS

The California Agricultural Operators' Assn. has formed a safety committee for the purpose of developing and disseminating information to its members. Regional Office, CAB and District Office personnel met with officials at Fresno on July 28 to help them with their program. Results of the meeting indicate that their participation in the investigation of agricultural accidents could have mutually beneficial results. Ag operators are suffering from almost prohibitive insurance rates and this concerted effort is therefore being made by them to cut down their accident rate.

#### CROP DUSTING AND FIRE FIGHTING

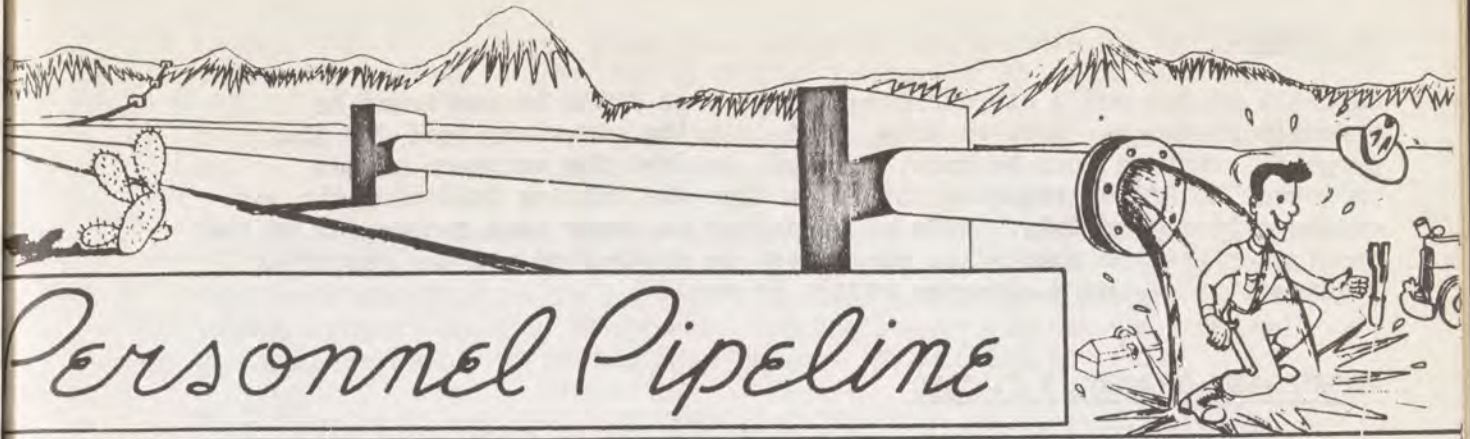
Several small communities in Idaho completed in July the first phases of their mosquito and fly control programs by having local operators either dust or spray. The agricultural weed and insect control program was reported in full swing in Wyoming, involving the use of aircraft ranging from the Piper Cub up to the Consolidated 4-engine P4y-2s.

The use of planes for crop dusting and fire fighting is reported to be going hand in hand in most areas. By the time the spraying operations were almost completed, the forest fire season unfortunately had arrived.

In Arizona and elsewhere very good results were reported in fire control by "borate bombing" small fires before they had a chance to spread. In the Medford area, all available helicopters and borate-dropping aircraft were in use or on continuous standby during July. During that month, both in the Medford district and in other areas, hundreds of hours were also flown by conventional aircraft in connection with forest fire control and prevention.

#### POWDER PUFF DERBY

The All-Woman Transcontinental Race from Lawrence, Mass. to Spokane, Wash. occupied the time and attention of many of our people in early July. We even were represented by a contestant - Elsie Childs, "Girl Friday" in the Helena Office, was TAR 19 and did a very commendable job. Elsie didn't win but Mr. Hendy reports that in traffic procedures and general airmanship she placed very close to the top.



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

### RECRUITMENT

Possibly some of you have observed the slowdown in recruitment for Air Traffic Control Specialists and Electronic Maintenance Technicians. The situation is this. Up until the present time we did not have a firm staffing program for this fiscal year, and do not know how many additional positions, if any, may be authorized. The result is that our staffing level is held to the number of positions authorized as of June 30 for F.Y. 1959. The only recruitment which will be undertaken, until this situation is clarified, will be to fill vacancies resulting from separations. Accordingly, we are discontinuing any direct recruitment projects by our recruiting staff except for Engineers. We are not, however, advising the State Employment Service Offices of any change in our requirements since we do not want to impair, in any way, the recruitment structure we have developed in the past three years. We are still recruiting for Civil and Electrical Engineers, grade GS-9 and 11, and for Electronic Installation Technicians. The Board of Examiners will continue to receive applications for Air Traffic Controller Specialists and Electronic Technicians but applicants should be advised that the prospects for immediate consideration, if rated eligible, are unfavorable at the present time. We will advise you when this situation changes.

### GRANTING ANNUAL LEAVE PRIOR TO RESIGNATION

In our Administrative Notice dated May 18, 1959 we pointed out the restrictions on granting of Annual Leave where it is known in advance that the employee will be separated either by resignation or retirement.

The Payroll Section is continuing to call to our attention violations of the regulations in this regard. Supervisors who approve leave should review the provisions in Sec. 3621.6, Part 3, Standard Practice as well as the Administrative Notice referred to above.

### EMPLOYMENT

Total employment as of July 31, 1959 was 6,314  
Full time employment was 6,224  
ATC and ANF have over 80% of the total with 3,683 and 1,825 employees respectively.

WE "GOOFED"

Recently we put out a dispatch requesting that EOD's be confirmed by of the priority dispatch. Now, we know, that priority cannot be used for that purpose. What we need to know, however, is that the entrance of new employees to FAA be reported not later than the morning following the day of the entrance on duty. This is necessary in order that processing of the appointment can be completed, employment be controlled and the reporting requirements to our Washington office be met.

RECRUITMENT SUMMARY, F.Y. 1959

<u>Engineers</u>	<u>Grade 5</u>	<u>Grade 7</u>	<u>Grade 9</u>	<u>Grade 11</u>	<u>Grade 12</u>	<u>Total</u>
Aeronautical	1	3			4	8
Airport		1		8	1	10
Airway					1	1
Civil	21	7	12	18		58
Electrical			1	1		2
Electronic	13	5	2	1		21
Mechanical		1		1		2
	<u>35</u>	<u>17</u>	<u>15</u>	<u>29</u>	<u>6</u>	<u>102</u>
Student Trainee EE, GS-3 and 4						23
Student Trainee CE, GS-4						8
Electronic Technician (Includes EMT & EIT)						419
Air Traffic Control Specialist						1,110

SUGGESTION PROGRAM

For the months, June-July-August, 1959, 33 suggestions submitted by 34 suggesters received cash awards totalling \$1,700.00. These awards were distributed amongst the Divisions as follows:

<u>Division:</u>	<u>No. Awards:</u>	<u>Total Amount:</u>
ANF	19	\$1,045.00
ATC	8	285.00
General Services	1	50.00
Airports	1	250.00
General Safety	2	50.00
Budget & Finance	1	10.00
Personnel	1	10.00

In addition to extensive intangible benefits derived through adoption of these suggestions, a total of \$7,873.40 savings to FAA will be realized.

Suggesters and content of their suggestions appear below with the amount of the award for individual suggestions:

Frank A. Allen, General Safety Division, Long Beach, California--suggested that notice of each High Density Airport be carried under "Remarks" of pertinent airports in the Airport Directory and under appropriate NOTAMS in the Airman's Guide. Washington officials have adopted the proposal and will implement it in the near future. Award: \$25.00

Miss Dorothy L. Anderson, ANF Division, Seattle, Washington-suggested a Lid Retaining Link on the Reperforator M-14. The suggestion makes it possible to use the retainer links as supports for the lids while in an open position, to facilitate changing of tape reels and eliminates a safety hazard. Adopted at Seattle and awarded \$10.00.

Robert B. Asbury, General Safety Division, Fresno-suggested a method of handling "Certified Mail". Officials in the Washington General Services Offices have adopted the suggestion and have sent a letter to all Regional Administrators, implementing the suggestion. Award: \$25.00

Forest E. Black, ATC Division, Oakland, California - suggested a device to display altimeter settings. The suggestion will be adopted in all Region Four Centers. Award: \$50.00

Lowell D. Blanton, ATC Division, Albuquerque, New Mexico - suggested standard phraseologies for issuance of local traffic information. The Bureau of Air Traffic Management, Washington, has adopted the suggestion and will include it in the new ANC/PCAT Manual. Award: \$25.00

F. B. Brace, General Services Division, Los Angeles, California submitted a suggestion concerning authorization to operate Government Motor Vehicles. Staff and Division Chiefs have been requested to indicate on SF-52's a notation that incumbent must be able to operate Government Motor Vehicles for those positions where this is a requirement. Award: \$50.00

David H. Bunch, ATC Division, Cut Bank, Montana - suggested changes in the ATC Manual Location Identifiers. The Bureau of Air Traffic Management, Washington, has adopted the suggestion with some modification and will incorporate it in future editions of the location identifier manual. Award: \$25.00

George R. Budke, Personnel Division, Los Angeles, California - suggested elimination of safety hazard which existed at the entrance to the cafeteria. New doors which swing both ways have been installed at the cafeteria entrance and exit. Award: \$10.00

Frank W. Coil, ATC Division, Spokane, Washington - suggested preparation of long-range high-altitude flight plans for teletypewriter distribution. Adopted in all Region Four Centers and forwarded to Washington for consideration for National Adoption. Award: \$35.00

Richard R. Cruger, ANF Division, Pendleton, Oregon - suggested a modification to improve the reliability of the CA-1474 Localizer Monitor. Washington Bureau of Facilities reported they have adopted the suggestion and will use it to eliminate the momentary power failure problem. Award: \$100.00

Robert S. Davis, ANF Division, Malad City, Idaho - suggested protection of ground personnel during Theodolite Flight Checks of VOR. Adopted in Region Four and awarded \$25.00

Robert W. Davis, ANF Division, Las Vegas, Nevada - suggested improvement of VOR Monitor test procedures by having the portable VOR Monitor Calibration Unit rack mounted and wired. Bureau of Facilities has taken steps to implement the idea in part. Award: \$50.00

James J. Delaini, ANF Division, Santa Barbara, California - suggested a test panel for RCAG sites. Adopted locally and awarded: \$25.00

Charles R. Dickow, ANF Division, Los Angeles, California - suggested Measurement of VOR/R.F. Nulls and Installation of C.P. Azimuth positioners. The Bureau of Facilities has adopted the suggestion in part (null positioning device) for Agency-wide use. Award: \$150.00 in addition to \$135.00 award resulting from local adoption.

Kenneth E. Hall, ANF Division, Portland, Oregon - suggested construction and design of a checker for transmitting control boxes. Adopted locally as an interim measure and awarded: \$10.00

George L. Hunsaker, ATC Division, Albuquerque, New Mexico - suggested revision of standard phraseologies for holding aircraft - ANC/PCAT 2.1417. The Bureau of Air Traffic Management, Washington has adopted the suggestion and it will be included in the new ATC-2-A (ANC/PCAT) Manual. Award: \$50.00

William S. Hunter, ATC Division, Los Angeles, California - suggested an Aircraft Performance Chart. Adopted as a training aid in all Region Four facilities and forwarded to Washington for consideration. Award: \$25.00

David L. Johnson, ANF Division, Seattle, Washington - suggested Plug-in Filter Capacitors for Dictaphone Recorders, which will improve quality of maintenance on recorders and result in some time savings. Directions for accomplishment are being included in a revision of FMM XVI. Award: \$10.00

Miss Kazuko K. Kuroda, Budget & Finance Division, Los Angeles, California - suggested a method of posting accounting ledgers on Oklahoma City Trainees. Adopted locally and awarded \$10.00

Carlos A. Keasler, ANF Division, McChord AFB, Washington - suggested a hood type mask for use as standard tool equipment in all shops where cathode ray tubes are serviced. Arrangements are being made to procure and distribute appropriate face shields to all radar facilities in Region IV. The suggestion has been referred to Washington for further consideration. Award: \$25.00

M. C. Kelch, ANF Division, March AFB, California proposed that the RD/142 recorder be modified so that the recorder drawer may be "locked" in an open position. Adopted at March AFB RAPCON and awarded: \$10.00

Byron N. Linden, ANF Division, Salt Lake City, Utah - suggested the installation of microphones in oxygen masks. Adopted for Region Four Aircraft and awarded \$75.00

George W. Martin, ANF Division, Los Angeles, California - suggested use of bulldog electrostrip in equipment racks. Instructions have been issued to field personnel, via Standard Installation Manual, to use these strips at the option of the supervisory electronics installation technician. Award: \$10.00

Hubert E. Minchow, ANF Division, Portland, Oregon - suggested servicing of an FM Link synchronizing of each Link Channel's sub-carrier mod. and demod. oscillator. Adopted for local use and will be disseminated to the field in the Facilities Maintenance Manual, for use when the standard aural method cannot be used satisfactorily. Award: \$25.00

Rudolph H. Nelson, ATC Division, San Francisco, California - suggested a revision of the National Communications Schedule Service "C" Chart. Washington Bureau of Air Traffic Management has adopted the suggestion and will include it in their next Service "C" Communications Schedule. Award: \$50.00

Paul L. Newport, ANF Division, Los Angeles, California - suggested jointly with Grover E. Palmer, ANF Division, Los Angeles, California; a Diode Mixer for use with Signal Generator and Oscillograph for Measuring Modulation percentage. Adopted locally with an initial award of \$125.00. In addition the suggestion was adopted in Region Three as an interim measure pending distribution of a modulation measurement device currently being tested by Washington. Award: \$25.00 (This makes a total award of \$150.00 which has been divided among the two suggesters.)

William K. Perkinson, ANF Division, Ephrata, Washington - suggested use of CA-1564 VOR test generator. The suggested use will be employed at a small number of facilities to provide temporary protection. Award: \$10.00

Gerald C. Quick, Jr., ANF Division, Livingston, Montana - suggested warmth of theodolite operator during flight check VOR/VORTAC, by utilizing a step-down transformer to transform 115-v AC to 28v for heating. Suitable units are being procured from GSA and will be supplied to all ATDO's concerned. Award: \$25.00

Lynn E. Scott, ATC Division, Paso Robles, California - suggested different colored teletype ribbons. The suggestion will be used at all Region IV Service "B" teletype relay stations to permit immediate identification of the circuit from which material was taken. Award: \$25.00

Eugene H. Scofield, Airports Division, Phoenix, Arizona - suggested distribution to all sponsors of Federal-Aid airport projects a "Sponsor Procedure Pamphlet." The Washington Airports Division has adopted the suggestion with minor revisions and will print it for distribution to the various regions. Award: \$250.00

Earl A. Spofford, ANF Division, McChord RAPCON, McChord AFB - suggested the substitution of Teflon washers for lead washers in capacitor C-918 in the T-282 transmitter. Adopted to eliminate arcing across the ceramic ends of the capacitor. Adopted at the Washington level and awarded: \$50.00

John L. Townsend, ANF Division, Bellingham, Washington - suggested modification of the Colson mechanical lifter. Washington Bureau of Facilities has adopted the suggestion for use on an optional basis. Award: \$50.00

John W. Tunis, ANF Division, Los Angeles - suggested an improved technique for transparent drawings involving the use of 'STANPAT' stickers. Adopted locally and awarded \$100.00