



90-A

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

VOL. I NO. 10

OCTOBER, 1959

SELECTING RADAR SITES

by

Vaughn M. Clayton
Chief, Electronics Engineering Branch
Air Navigation Facilities Division

Traffic control and flight following of aircraft along Federal Airways is becoming increasingly important with the advent of high altitude high speed jet aircraft, both military and civil. The FAA is at the present time accomplishing a large scale radar establishment and commissioning program to accomplish this radar control. One of the little known, but very important factors of this radar program is selection of the sites where the radars will be installed. It may appear to be a very simple matter to select a position where a radar facility can be placed and from which it can adequately survey a complex of Federal Airways. Quite a number of factors enter into this program however, some of which are very difficult to predict. We have found, for instance, that radars sited around busy metropolitan areas see a great deal of return from buildings, power lines, trees and other solid objects as well as they see aircraft. A technical item of the radar equipment called MTI very frequently is able to eliminate returns from the absolutely stationary reflecting items, theoretically leaving only the moving targets which we hope to be aircraft showing up on the scope. We find, however, that in the large areas like Los Angeles, San Francisco, Phoenix and others, moving automobile traffic on freeways and other major road arteries are not affected by this circuit, therefore, they continue to show up in some cases as almost solid cutter along certain routes which blank out returns from aircraft. In too many cases, these major highways parallel major airways complicating the problem no end.

In an effort to pick sites which will not be affected by the various items detrimental to radar operation, the Electronic Engineering Branch operates portable radar test facilities at various locations and during periods of sufficient length to determine what the actual operating condition of the site will be. These facilities are manned by Electronic Engineers of the Radar Electronic Section and, of course, have to operate as completely independent facilities while they are in test status. This means that
(continued on next page)

the men who operate the facilities find themselves, as in the recent case of a survey on top of a mountain about 100 miles from Los Angeles, far enough away from civilization so that they have to do their own cooking, provide their own power and all of the other conveniences of life. Jim Cole, Joe Abney, Frank Gould and Delbert Lawson have found that they can operate an electric frying pan from the portable power source and can cook almost home-like meals even while the radar is operating. Of course, such natural obstacles as rattlesnakes, mosquitos and other varmints popular in remote areas have to be contended with on a day-to-day basis, therefore, they carry snakebite kits, mosquito repellent and all of the other accessories normally handled by outdoor campers. The radar facility itself in this particular case is a military unit which is designed to be placed in a fixed location and operated by a crew under almost any type of field conditions. The unit is mounted on a flat-bed truck which can be driven to a site, set up and operating within a matter of hours. It is very frequently necessary to check a number of sites and then compare the results before selecting the most suitable one.

It is interesting work and leads to some very unusual experiences which we are sure the survey crew would be very happy to relate at considerable length to anyone interested.

* * * * *

DID YOU KNOW THAT ? ? ? ?

Before airplanes had air speed indicators, many pioneer pilots relied on the varying sounds of the wind whistling through the struts and wires as an indication of air speed.

That more than 3,500 persons every day of the year crossed the North Atlantic by air in 1958, according to figures of the 17 airlines flying the route. New records for passengers, mail and cargo were set by the airlines flying between North America and Europe. The total number of passengers flown was 1,292,166 - 26.8 greater than in 1958. Cargo showed a 20 per cent rise. Mail increased 16 per cent.

That twenty-two per cent of California income is from aviation. There has been a 64 per cent increase in the sale of aircraft to corporations last year in the state. Private licenses were up 78 per cent and 73 per cent of all non-military flying was in small planes.

More than 6,400 new private airplanes were sold during 1958 == or about four times the number sold five years ago.

At present only 25 U. S. airports have sufficient runways on which a "reasonably loaded" jet transport could take off or land. Not one airport is equipped to handle full scale jet operations.



REGIONAL ADMINISTRATOR'S COLUMN

"GIVE TILL IT HELPS"

This is the 1959 campaign slogan for the Community Chest and a reminder for all of us that once again we can participate in our local annual fund drives conducted by the Chest, Health & Welfare Agencies and the Red Cross.

Federal Aviation Agency employees have long been known for their generous contributions to these worthwhile charities and I am sure that again this year we will give those who have been selected to direct the various efforts our complete and whole-hearted cooperation and support.

As in the past there will be three drives in the months ahead. Community Chest or similar organizations in the fall, one early next year for the Health & Welfare Agencies and the annual Red Cross drive in the spring.

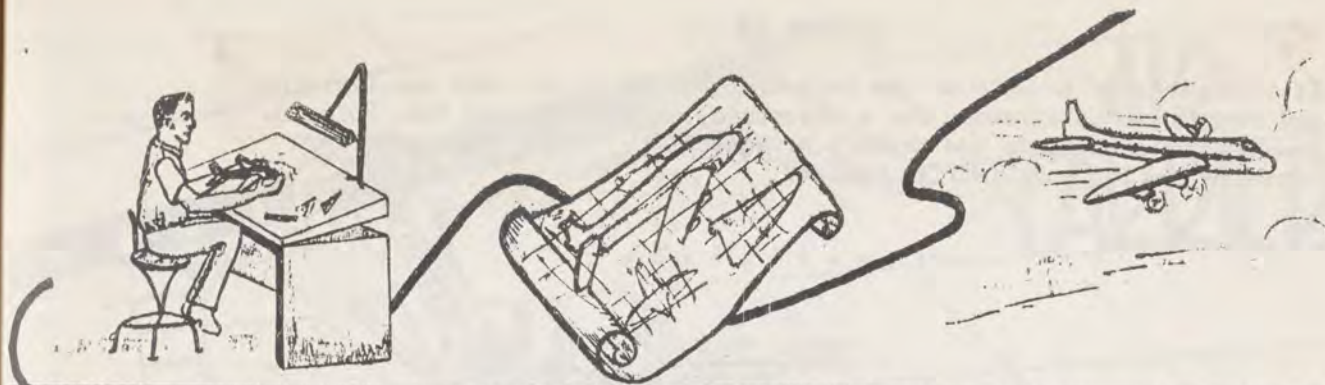
The need this year is greater than ever with all of the groups being faced with increased expenses for their important services. Please keep this in mind when you are approached by a solicitor in your division or at your facility.

Let's all "Give till it Helps."

give till it helps



COMMUNITY
CHEST 



DIVISION REPRESENTATIVE
Bernice Sackett, LA-235A
Ext 235

Aircraft Engineering

THE MAGIC CARPETS

On September 19, 1959 two flight test pilots and one engineer departed Seattle, Washington, with a Boeing test crew in a Boeing Model 707-400 aircraft having Rolls-Royce Conway engines installed. Ten hours and 55 minutes later the aircraft landed in Tokyo. The distance for the flight was 4,936 miles. Considering that the average headwinds for the flight were 85 miles per hour the time enroute was exceptionally good. After spending a day in Tokyo the aircraft left for Honolulu and established a new speed record of six hours and 52 minutes for the run. The distance for this leg is 4,094 miles. The following day the aircraft departed Honolulu for Seattle and arrived there after five hours and 11 minutes of flying time. The total distance flown during this test flight was 11,740 miles and the total flying time was 23 hours and 2 minutes, most of which was against headwinds. Truly, this is a magic carpet which is shrinking the world's mightiest ocean.

Another magic carpet flight included representatives of this Division aboard the Douglas Model DC-8 non-stop Functional and Reliability flight test from Long Beach to London, England. The flight was made in 10 hours and 40 minutes and the total distance was approximately 5,800 miles. The airplane flew from London to Amsterdam, Holland, and then to Madrid, Spain. From Madrid, the airplane flew non-stop to Montreal, Denver and then returned to Long Beach. The total trip encompassed approximately 14,000 miles.

TURBO-PROP ENGINE FOR LIGHT AIRCRAFT

We have received an application for a type certificate from the Industrial Products Division of Boeing Airplane Company for their Model 520 turbo-prop engine. This engine is in the 500 horsepower class. Manufacturers of light aircraft such as Beech, Cessna, Aero Design and others are interested in this engine for application to both fixed and rotary wing type aircraft. Boeing's objective in designing this engine was to build a dependable, reliable engine with good performance characteristics, combined with low initial and operating costs. This will be the first turbine engine project to be evaluated by the Region 4 Aircraft Engineering Division.

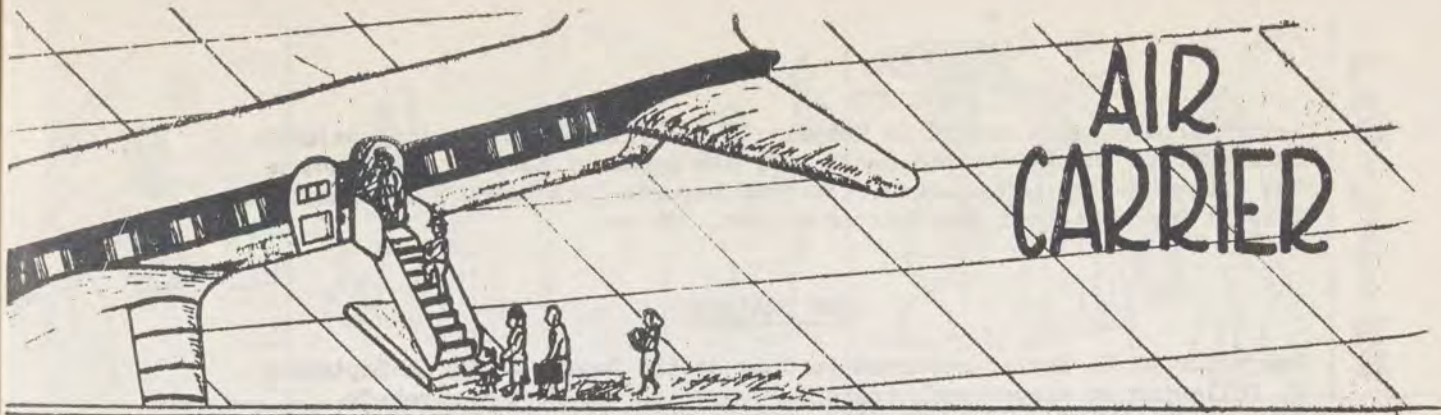
WELCOME ABOARD

It is a pleasure to welcome the following new personnel into our Division and every wish is extended for a successful career with the FAA: Rolan D. Powell, Cyril Richards and Herbert N. Schoech in Flight Test, and Clara Inman in the Burbank District Office.

* * * * *

TRAVEL TALK

- Q: When I issue a Government Transportation Request for a round trip ticket do I submit the buff copy of the T/R with my first expense voucher related to the trip or should I wait until I have completed the round trip and submit the buff copy with my expense voucher for the return trip?
- A. Submit the buff copy with your first expense voucher. It is needed for encumbrance of funds prior to payment of carrier's bill. Refer to instruction sheet issued with each T/R book.
- Q. If I make a trip for which I am not entitled to per diem and the only expense to the government is transportation furnished on a Government Transportation Request do I need to make an expense voucher or just submit the buff copy of the T/R?
- A. You must submit an expense voucher with the T/R even though there is no claim for per diem or other expenses incident to such travel. See Par. 2625 of Standard Practice.
- Q. I am scheduled to depart at 11:30 a.m. by air carrier but actual departure is not until 1:45 p.m. What per diem is payable?
- A. 3/4 day, since the new regulation authorizes per diem from the hour of scheduled departure.
- Q. I am scheduled to depart at 9:00 a.m. by air carrier. Must I report to my office before proceeding to the airport and if I do not will I be charged with annual leave?
- A. No. There is no requirement that the traveler report prior to proceeding to the airport and no leave would be chargeable since it is expected that the traveler be allowed reasonable travel time to the airport. Of course, if the scheduled departure time was much later in the work day, leave could be charged for failure to report to the office prior to proceeding to the airport.



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

CONFERENCE

A 90 day routine conference of all Air Carrier Safety District Office Supervisors, Chief, Air Carrier Safety Division and Regional Office staff was held in San Francisco, September 1 and 2. Mr. Ward B. Masden, Chief Operations Division, Washington, attended this conference.

DC-8 ENTERS REGULAR SERVICE

UAL successfully completed their Douglas DC-8 aircraft proving period on September 14, 1959. The en route proving runs were conducted during the period September 8 to September 14, 1959. The company was authorized to commence scheduled DC-8 service between San Francisco and New York effective September 18, 1959. Personnel from the Air Carrier Safety Division, Regional Office and San Francisco and Denver District Offices, Washington Air Carrier Safety Division, New York Air Carrier Safety Division and Aircraft Engineering, Los Angeles, participated. Those primarily spearheading this Program the past year were Ross Johnson, Stanley Quick, Max Pierce, Les Saucke and John Lunsford.

HELICOPTER AIRPORTS

On September 21 and 22, Inspector Thornbury attended a symposium at the Institute of Aeronautical Sciences in Los Angeles on the planning and designing of urban helicopter facilities. A panel of nationwide experts gave papers and discussions on selected subjects pertinent to helicopter operations. In addition, a flight demonstration program was arranged covering the different industry functions of helicopter utility. Mr. Philip Hahn, Chief, Airports Division, Washington, was scheduled to represent FAA at this symposium. Due to last minute changes in plans, Inspector Thornbury was substituted by the Region to cover "the Role of the Federal Aviation Agency in the Development of Helicopter Landing Facilities."

AH SO!

Burbank Office received a ten page (at least) single spaced, typewritten

letter from Juanita Hazard in Tokyo. It was full of interesting details such as life in the striped pants set, the price of package goods and a few chosen words in Nipponese. Burbank reports they haven't read anything like it since Richard Halliburton's last. Ah so!

JET TRAINING

Inspector A. L. Butler returned to duty at the Denver ACSDO on September 8, following an eleven week training course on the KC-135 aircraft (similar to the Boeing 707 Jet) at Castle AFB.

AIR CARRIER COMMENTS

Personnel of Slick Airways, Inc., have been busily engaged for the past month in learning all about the Lockheed Constellation Model 1049H. Pilots, engineers (flight) and mechanics have been attending classroom lectures conducted by Lockheed personnel. On October 1, 1959, Slick was scheduled to start fulfilling their MATS contract of carrying 300 tons a month from Travis AFB to Tachicawa, Japan.

West Coast Airlines started service into Salt Lake City, Ogden and Logan, Utah and Omak, Washington on September 1. On September 15, service was inaugurated into Burns and Lakeview, Oregon.

Final CAB approval was received on the Montana case and preparations are under way for the start of service to Kalispell, Cut Bank and Great Falls, Montana on or about October 24.

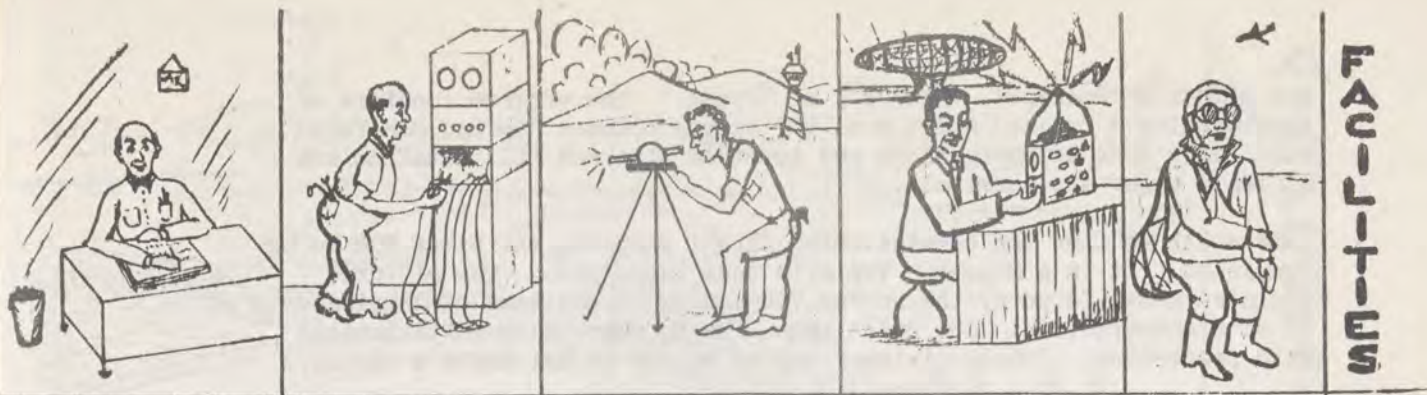
WCA have also received final authority to serve Bellingham and Whidbey Island (Ault Field). This service will also be inaugurated in late October.

* * * * *

Druggist: "Yes miss; you'll find that most ladies like this lipstick."

Young lady: "Could you tell me--er--the kind that most of the men like?"

* * * * *



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

LOVE THE LIFE IN RIO!

Fred Hempt's account of life and work in Rio de Janeiro, in a recent letter to the Electronics Navajds Section, is so interesting that the addressees have chosen to reproduce excerpts for wider distribution herein.

"First I would like to tell you thanks for sending the Region Four News and Division Progress Reports. Enjoy very much keeping up with the program and progress being made especially in the mountain states area, and of course it's good just to see your names and to know how and what everyone is doing.

Life in Rio is like everywhere else--if one has a lot of 'dinero' he can live it up. We are living like middle class millionaires, but without the money. Our apartment costs \$175 per month but many other items are very inexpensive--coffee \$.20 a pound, Filet Mignon is \$.35 a pound, and Pink Champagne is \$.75 a liter (which reminds me we haven't had any in four or five months). Not many people here drink Champagne because imported Scotch can be bought for about \$2.00 a fifth (this should tantalize those given to the enjoyment). For the most part living in Rio is much the same as living in Los Angeles. We have an apartment on a small strip of beach called Copacabana, it's not overly crowded but 500,000 other people live here also.

The natives here are very friendly and extremely polite (until they get behind the wheel of a car). The life expectancy of a pedestrian or those who drive small cars is very short. I understand there is an average of 7 fatalities in Rio per day. A person who has been driving here and returns to the States has to, I believe, become completely rehabilitated. There is lots of room for initiative--if there are 10 centimeters between cars this is considered ample to squeeze another in. Aside from the crazy drivers and having to live in an apartment, there is much to be enjoyed in Rio. We are nevertheless looking forward to the end of the tour.

Curtis, our older boy, returned to the States last month as we wanted him to finish high school in the U.S. If any of you want to find out about Rio and are in Ventura, stop in to see him.

To change the subject, the ILS/VOR program here in Brazil has so far been very interesting. The problems are more or less the same as those in the States, but usually considerably more difficult. The VOR site locations

are either a 'Spokane', 'McCord', or 'Pinon.' The program consists of establishing a 'pilot' model dual VHF airway between Rio and San Paulo with seven VORs as navigations and terminal aids and ILS installations at the 3 major air terminals.

Last month we flew the commissioning flight check on the first VOR to be completed. It is a Mountain Top site just out of Rio. The pictures enclosed show, in part, the Lorenz VOR equipment and some of the features of site construction. The Brazilians like to make their installations with perfection. (These pictures may be viewed in Hal Smith's office.)

All construction is of a permanent nature. All buildings have tile roofs, hardwood parquette floors and are built of brick and plaster. Aside from the fact that if the buildings were of panel construction as are ours, the termites would have a good meal for a couple of years, this type of building is typical and can be built for a very low cost. One interesting feature of this site (Caxias) is the counterpoise surface. We have an erosion problem here (similar to Gorman) so in order to keep our 200' top we put a reinforced concrete gutter on the periphery to remove surface water. The top is surfaced with asphalt and fine aggregate. It looks real good and will probably last for years.

In most respects our U. S. procedures for construction are superior and Section Chiefs and Project Engineers are subject to fewer gray hairs. The land for a site is not leased but must be purchased and each purchase must first undergo condemnation proceedings. Depending upon the attitude of the owner, this determines if the property will be available in one year or two. The building construction for a VOR takes about five months (with constant proding) and at completion is inspected by many groups. This takes an additional two months (busha vida).

Fortunately there is good direction and a few good engineers and technicians on the counterpart staff so we can show some accomplishment. However, the work here can only be done at a given pace (which is in no way related to the way people drive their cars in Rio!)"

* * * * *

WORDS TO LIVE BY.

Submitted by Anthony Fitzgerald
Chief, ATCS The Dalles, Oregon

If a man's after money, he's money mad; if he keeps it, he's a capitalist; if he spends it, he's a playboy; if he doesn't get it, he's a ne'er do well; if he doesn't try to get it, he lacks ambition. If he gets it without working for it, he's a parasite; and if he accumulates it after a lifetime of hard work, people call him a fool who never got anything out of life..Victor Oliver

I cannot give you the formula for success, but I can give you the formula for failure - which is: Try to please everybody.

Herbert Bayard Swope



AIRPORTS

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

INTRODUCING

Ted Wendland - Airport Engineer

Many of you have already become acquainted with Ted Wendland through his prowess as a bowler and horseshoe pitcher but this is the first opportunity to present some of his professional background which preceded his entry into the Airport Engineering Branch in January of 1959.

Ted made his first appearance in the Windy City on August 16, 1922 and stayed right there until he entered the Army in September of 1942. He hung up his uniform in February of 1946 and got down to the serious business of becoming a Civil Engineer with the help of Montana State College. After graduation in 1950, the Windy City beckoned again and Ted worked as a Structural Engineer for Sears & Roebuck Company until March of 1951.

From this point on, Ted took a long look at government service and cast his lot with the Bureau of Reclamation in Billings, Montana until September of 1952. California then made its first bid and Ted served as Assistant Office Engineer for the Bureau of Reclamation in Escondido, California on the San Diego Aqueduct Project until October of 1954. Once again he switched affiliations and served as Chief Engineer, U. S. Air Force, Vincent Air Force Base, Yuma, Arizona, until January of 1959 when he finally saw the light and joined forces with FAA.

Keeping Ted in line are his charming wife, Adele, and three small Wendlands --Dorea and Teddy, the twins, age 10 and Frank, age 8.

Ken Wilde - Airport Planning Engineer

This month Ken Wilde, Airport Planning Engineer, joined the staff of Fred Wild in the System Planning Branch. He transferred from the NOCAL District Office where he had been working as an Airport Engineer since June of 1958.

"Planners" must have special talents and Ken has done a good job collecting an education that fits him into this planning groove. First a BS Civil Engineering degree from the University of Massachusetts in 1955, then a Master's Degree, no less, in Transportation Engineering in 1956 from our own University of California Institute of Transportation Engineering. With this background, Ken should have no trouble facing the many requirements of a Planning Engineer. In fact, he has already demonstrated these attributes when he served as Assistant Research Engineer for the University of California on an AMB project involving exit taxiways.

Somewhere in between all this, Ken served with the USAF in the Installation Engineer's Office.

A native of Pittsfield, Massachusetts where he first matriculated on September 19, 1933, Ken has a wife, Marcia, and a four-month old daughter, Roxanne.

1960 FEDERAL AID AIRPORT PROGRAM

For the past two months the Airports Division has been formulating its tentative 1960 Program. Up to this point 97 requests have been submitted by prospective sponsors involving approximately \$24,000,000 of proposed airport development. The Region's share of the \$63,000,000 available for FY 1960 will finance only a small portion of this amount and the program is designed to meet very rigid standards with the emphasis being placed on those items that will contribute to the safety of aircraft landing, taking off, or maneuvering.

The final program will be released by the Administrator on or about November 1, 1959.

FAA REGION FOUR F.C.U.
5651 W. Manchester Ave.
Los Angeles 45, California

DATE: _____

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

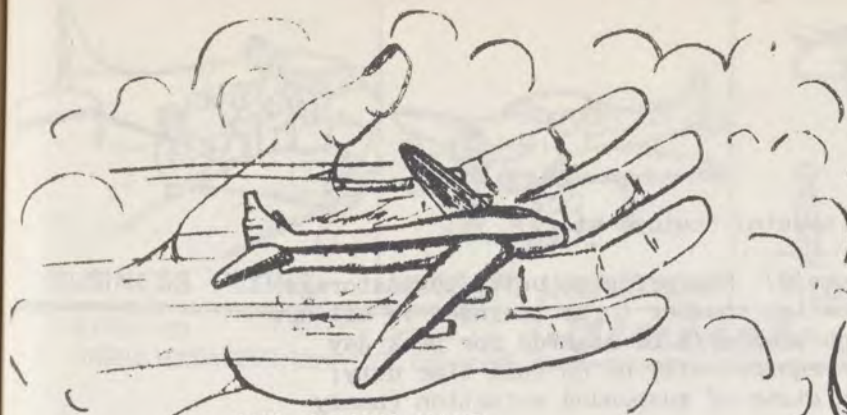
(check one
or both)

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

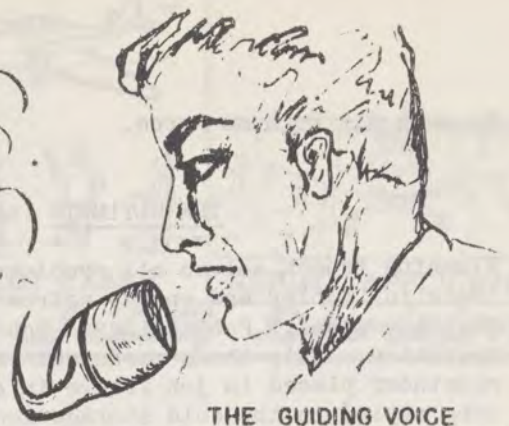
Entered on Duty FAA
Date: _____

NAME: _____

Address: _____



THE GUIDING HAND



THE GUIDING VOICE

DIVISION R. G. McElroy
REPRESENTATIVE: LA-524.5 Ext. 519

Air Traffic Control

REMINISCING

Ken Markema, Walla Walla Station Chief, reports that Charles Wallach and he were the original crew of the Imperial Station. (Pictures carried in the June issue.) Both were chosen for their ability to fit in the small operating space crammed in the 8' by 8'. Along with the building changes pictured, it is doubtful that either could qualify now -- 5 x 5 trouble?

THE NEW LOOK

Bay area proves that dreams come true. A visit to the San Francisco Tower IFR Room and the new Oakland (Fremont) Center does a lot for morale. A new tower building is also underway at Hayward, and the Oakland Airport expansion program is in progress.

DECREE BY QUORUM-ROJB

As a result of Khrushchev's recent visit the "Jolly Boys" (loyal order of, that is) henceforth, will commemorate September 19 as JAG Day. It is reliably reported that the pilot who flew trouble cover for Custer repeated his performance for the Khrushchev Party.

CRAZYOLOGY

(Pilot to controller) "I don't dig that frequency jazz dad, give with the push button! (Coordination message) "At 20 grand, coming down like a bomb."

A REGIONAL FIRST?

Advisory service to be provided in Palmdale climb and descent corridors effective November 1, 1959. Service to be provided by Palmdale Tower using "Quadradar."

HONORED

Henry B. Wilson, 34th Air Division ADLO recently received a Meritorious Civil Service Citation for outstanding performance of duty with the

Eastern Air Defense Force.

THE ULTIMATE (special feature story)

Planning Branch solves all problems!!! Sharp freeze unit, cold storage "walk in" cooler and speedy defrosting chamber to be included in all new facility plans. Facilities so equipped will be staffed for peak day operation. Only those personnel required will be on full time duty; remainder placed in job freeze in state of suspended animation (handy cube style) in the cold storage locker.

Additional bodies will be thawed as workload demands. Sample job announcement --- 10 SAC Round Robins, thaw two. System advantageous: No budget problems, no per diem, no leave, rigid schedule, cooling off periods, polarization, etc.

DENVER DILEMMA

Denver Center forecasts slow down in training. Reduction in control problems expected when their southern sweet potato, Rosalie Walker leaves Sundown Junction "U" to marry a Kentucky Doctor.

WOMEN DRIVERS

Spokane Station personnel reported an amusing sidelight of the "Powder Puff Transcontinental Air Race Derby." Space between the station consoles and the station wall was named "maternity alley" where husbands of the contestants "sweat it out."

Adverse weather slowed and scattered the Lawrence, Massachusetts to Spokane, Washington race contestants. Stations along the route cooperated wonderfully -- you would too if you saw these gals pictures.

NATURE NOTES

A bird nest found at the Oakland Airport reveals jet age influence. The nest was constructed of pieces of wire, cigarette butts, and paper matches. Technicians are still studying how these birds "scrounged" the steel wire. Amateur Ornithologists concerned over the fledglings' struggles in this environment should relax -- the nest was well lined with jack rabbit fur.

LOSS/GAIN

Doris Smith, Planning Branch Secretary who transferred to the R. O. Attorney's Office, has been replaced by Pat Trinkle.



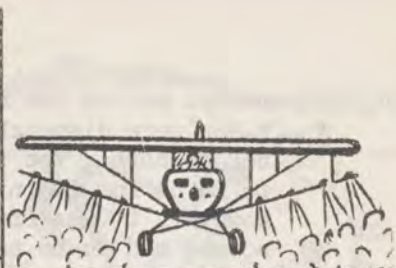
BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

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

General Safety Division

FLASH!

As we go to press, word has just reached us of the arrival of the first grandchild for "Judge" and Mrs. Reynolds. The little girl arrived on the morning of October 6 and mother and daughter are reported doing well, but we're not so sure about the excited grandparents! CONGRATULATIONS.

HELICOPTER SYMPOSIUM

A symposium directed toward "Planning and Designing of Urban Helicopter Facilities" was held September 21 and 22 at the Institute of Aeronautical Sciences in Los Angeles. The meeting was attended by over 200 people from aeronautical and allied industries, local and state governments, and from widely scattered domestic and foreign points. The subject has been one of concern to many of us for some time. The several divergent views and opinions expressed illustrate the need for an FAA policy on urban helicopter facilities, FAA heliport standards, and general helicopter operational procedure and restrictions in urban areas.

VISIT OF MR. "K"

We don't care what Chairman Krushchev says about his Los Angeles visit, so far as we're concerned it was a success. Observance was commendable in connection with the special CAR which limited flying near the motorcade or under 3000' above the route or meeting place. Surveillance by Los Angeles Police helicopters and a rented Apache carrying Reynolds and Petersen of our office and Stephens of ATC, operated throughout the day. Everyone sighed with relief when Mr. "K" left apparently unhurt — except for his feelings. The Palo Alto office expressed similar relief after expending 20 man hours on surveillance of special restricted areas set up for the visit of the Krushchev party.

FIRE FIGHTING

Practically every district office reported much activity this summer in fighting forest fires from the air. All sorts of planes have been converted into fire-fighting tankers — TBMs, Consolidated PBVs, North American B-25s, B-66s, F7Fs, Boeing YC-97s and P4-2s — and were kept busy during this past season combating the large number of forest fires. The Forest Service reports that these converted tankers are very successful in combating fires and an interesting trend is that considerable success has been achieved with borate bombing, provided the load can be dropped on the fire before it gets a good start. An experience this summer near Burns, Oregon, showed that

prompt action can save much time, money and dangerous ground work. Two B-25s were dispatched to a lightning fire shortly after the strike, just before dark. The pilots dropped the load in two passes each and went on to Burns for the night, expecting a day of hard work was ahead of them. However, it was found the borate had completely extinguished the fire and no one had to be sent in. As Mr. Gebelin says, "It looks like we can expect air fire stations much as we now have fire companies stationed on the ground in all communities." It is also interesting to note that several small communities are requesting that fire bombing companies obtain waivers to do bombing in town and over congested areas. This method of fighting warehouse fires and other similar conflagrations has been quite successful.

EARTHQUAKE

A disaster area was declared in the West Yellowstone area after the severe earthquake of August 17. With only one highway open into the area, the bulk of the transportation of dead, injured and rescuers was by air for the next 36 hours. Due to the mountainous terrain, the problem of air traffic became quite acute. Inspector Hendy of Helena reported he was flying in the area the first morning after the quake and counted two C-47s, one C-45, two helicopters and four light aircraft in an area of approximately 7 sq. mi. Understandably, he sensed the need for traffic control and spent 3½ days in the air and on the ground observing the air operations of all types of aircraft.

CASPER AIR FAIR

An Air Fair was held on August 2 which featured a military demonstration by the Thunderbirds. The interest of Wyoming people in aviation is indicated by the report there were in the Casper Air Terminal on that date more people than had ever assembled in a single group in the State of Wyoming.

RENO AND FRESNO TERMINALS

The long awaited Reno Terminal and Administration Building is now in use. This much needed facility cost the City of Reno and the Federal Government \$1.2 million. Discovery has already been made that insufficient space was provided for offices and businesses that would like to locate at the airport.

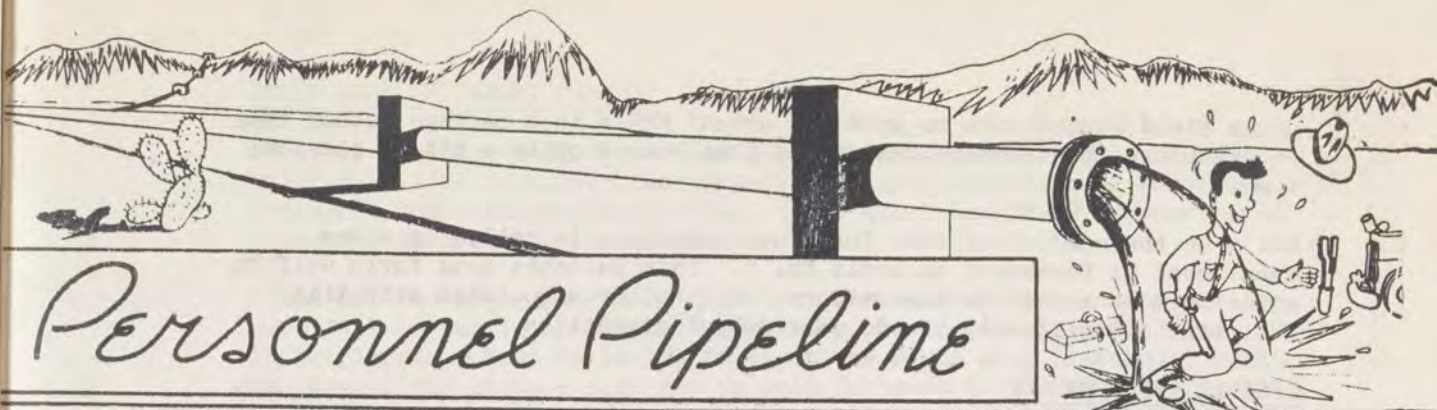
Ground breaking ceremonies were held during September for the new Fresno Air Terminal Administration, Control Tower and Government Services Building. There was a sober realization, however, that construction would undoubtedly be delayed for some time because of the steel strike -- on top of the year's delay caused by failure to sell revenue bonds.

THE WINNAH!

Inspector Leckie of the Oakland GSDO was notified recently by Alcoa Corporation that he was one of ten winners of Rambler Station Wagons in a national contest sponsored by the corporation. He refuses to divulge the "gimmick" he thought up which won for him the station wagon plus \$500 worth of groceries.

IN CLOSING

And Seattle GSDO claims there's the lady who phoned in to report she was sure that a jet had broken the sound barrier--the sound had just gone off on her TV!



Personnel Pipeline

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

WE'RE WAVING THE HIRING FLAG AGAIN!

The employment picture has been dormant lately due to the uncertainty about the FAA budget picture. This has now been cleared away and the Regional Office is rolling up its sleeves to resume hiring at a faster clip.

We still desperately need Electronic Maintenance Technicians. Our goal calls for around 70 Technicians monthly for the rest of the Fiscal Year and that's a healthy hump. Although we stopped our hiring push about 3 months ago, we never cancelled our requisitions at the various State Employment services. Field Supervisors should re-establish contacts again to remind them of our urgent needs.

We anticipate needing about 75 Air Traffic Control Specialists each month for the rest of the Fiscal Year. The present list of candidates on the Register looks adequate. Despite this however, a few minor changes in qualifications require that the present Register be cancelled and a new examination announced. This new Announcement is expected to be distributed within the next few days. Incidentally, the Announcement itself is an attractive, dressed up release - certainly a vast improvement over many similar type Announcements issued in the past.

All persons currently on the Civil Service Register will be forced to reapply under the new examination to keep their eligibility alive. We will continue to recruit from the old Register until the new one is set up. This should be around the first of the new year.

EMPLOYEE PROMOTION APPRAISAL FORM (ACA-2062)

We keep on "yapping" about the Employee Promotion Appraisal. This is an extremely important form to all of us. Supervisors should carefully note that it is necessary for LA-90 to have an up-to-date form on each promotional bidder. Otherwise, the promotional lists are delayed.

In a recent Administrative Notice it was announced that a new Employee Promotion Appraisal form would be distributed by October 1. This date was too ambitious. The printing was delayed. Continue to use the existing EPA form until you receive your new supply. Incidentally, the Placement Branch

urges Field Supervisors to send the annual EPA's in a package rather than in dribbles. The package deal saves that Branch quite a bit of clerical time.

While on the subject of this form your attention is called to a new supplement to Personnel Bulletin No. 5. This Bulletin sets forth uniform guidelines as an aid to supervisors. Get better acquainted with this Bulletin. It will help you do your job of evaluation.

LEGISLATIVE ROUND-UP

In the last session of Congress there were several bits of legislation which should prove particularly significant. Among the new laws which you will be hearing more about are the Federal Employees Health Benefit Act, certain Amendments to the Group Life Insurance Act and more liberal benefits of the Federal Credit Union Act.

Without a doubt the one attracting the most attention is of course the Health Act. At this time we do not have the full text, however, be on the look-out for a release on this subject as soon as we learn more about it. Before the Act goes into operation the Civil Service Commission will have a job of working out many of the details which in turn will be passed on to Agency employees as quickly as possible.

On the Insurance Act the following Amendments have been made:

1. The full face value of the insurance based on current salary will continue unreduced for all employees in active service, regardless of age. Formerly, insurance for all employees or retirees, was reduced 2% a month after reaching age 65 to a minimum of 25% of the full face value. The reduction will now begin at age 65 or at retirement whichever comes later.
2. Employee deductions will continue for all employees (including those 65 or over) as long as they are in active service. Those over 65 who are now in active service will need to resume payments for the full amount. More particulars will come later. According to the Civil Service Commission further changes in the Act will be recommended at the next session of Congress. Many legislators are reported to support the idea of doing away with the idea of reducing coverage for retired employees.
3. The Credit Union changes were geared to keep pace with modern day credit practices. Two of the more important changes included:
 - (a) The maximum maturity of loans has been extended from 3 years to 5 years.
 - (b) The unsecured loan limit has been increased from \$400 to \$750. The policy that will be followed by our local Credit Union has not yet been determined by the Board of Directors.

PAPER WORK ON INJURY CASES

We still need to "hone up" on our paper pushing when an employee is injured in line of duty. Each injury requires submission of Bureau of Employees Compensation Forms (CA-1, CA-2, etc.) and SF-92 "Supervisor's Report of Accident."

Let's hit the high spots real quickly. When an employee is injured prepare CA-1 in duplicate, CA-2 in duplicate, CA-16 (first carbon), and SF-92 in triplicate. Send to LA-180 in a package right away preferably within 2-3 days. The package need not be held for such follow-up forms as CA-3, CA-4, CA-8, etc.

The SF-92 carries the statement: "Do not use for motor vehicle or aircraft accident." Ignore this statement. The SF-92 should be filled out for all types of accidents.

There is one common mistake worthy of some note. The CA-16 form is used by the supervisor only when referring the injured to a designated doctor. If the doctor is not on the designated list use a memorandum and not CA-16. The procedures are important otherwise a delay in settlement may be encountered or benefits denied.

SPECIAL ACT OR SERVICE AWARD

Alfred O. Stevens, ANF Division, Salt Lake City, Utah was granted a Special Act or Service Cash Award of \$100.00 for his courageous action in controlling a range fire in the vicinity of the Renc, Nevada VOR and RTR Facilities on July 7, 1959. Had Mr. Stevens not acted so promptly and courageously, it is possible that a disastrous range fire could have resulted with loss of property and serious injuries or loss of life to residents and fire fighters.

SUGGESTION AWARDS

Nine Suggestion awards, totalling \$290.00, were approved during September. These were divided among the Divisions as follows: ANF, 5; ATC, 2; Aircraft Engineering, 1; and General Services, 1. These awards were made to:

Willard C. Akins, ANF Division, Olympia, Washington - suggested a modification of TMT Transmitter. The proposed method will prevent possible damage to equipment components when an overload occurs. There are only a few of these type transmitters in use so adoption has been on a very limited scale. Award: \$10.00

Samuel L. Barr, ANF Division, San Francisco, California - suggested modification of ASID Unit to automatically send disconnect code into W. U. 54A set. Adoption at San Francisco and other Stations has solved a problem connected with preparation of proper message conditioning to work into the Western Union plan 54A system. Award: \$25.00

C. D. Chase, ANF Division, Red Bluff, California - suggested removal of the scope (OS-54/URN-3 Oscilloscope) from its rack mounting for use as a semi-portable instrument. It was adopted, with slight modification, at 17 stations in Region 4. Award: \$100.00

Betty J. Copping, ATC Division, Denver, Colorado - suggested a method for promoting more efficient operating procedure on Services C A and Medis. This will be of value at any location preparing lengthy tapes for Service C transmission or performing Service A relay duties. It has been adopted on an optional basis. Award: \$10.00

Peter R. Hansen, ATC Division, Bakersfield, California - suggested that the rear face of the front sight on the type W-1 Signal Light Gun be painted with white luminous or reflective paint to provide better vision of sighting area during hours of darkness. Award: \$25.00

Philip E. Jemison, ANF Division, Drummond, Montana - suggested a modification to test unit for Model 28 printers which will improve the flexibility and simplify the technician's control of the stunt box feature of the 28 printer. Award: \$75.00

Imogene V. Lee, Aircraft Engineering Division, Los Angeles, California - suggested that a strip be painted on the lower step of the east entrance of the Aircraft Engineering Building to eliminate a safety hazard. Award: \$10.00

Hubert E. Minchow, ANF Division, Portland, Oregon - suggested a simple method of calculating the possible cause of RF interference between a transmitter and a receiver. Suggested method has been issued in 4-FMM-IX-A-10. Award: \$25.00

Fergus T. Thompsen, General Services Division, Los Angeles, California - suggested procurement of 10-ply tires instead of 8-ply for use on Model C18S Beechcraft 33" main landing wheels. By the time this suggestion reached Washington, the 8-ply had already been discontinued as a stock item, however, Mr. Thompsen's suggestion had been instrumental in the Region taking prior action. A token award of \$10.00 was approved for benefits which accrued to the Region.

GIVE TILL IT HELPS
