



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

VOL. I NO. 11

NOVEMBER, 1959

SOME HIGHLIGHTS OF FEDERAL AVIATION STATUTES

by

Glen D. Woodmansee
Regional Attorney

The Air Commerce Act of 1926

By virtue of this law the Secretary of Commerce became the pioneer in regulating civilian aviation. Men of vision in Congress and elsewhere had for sometime recognized the need for air safety rules. Something more than a pair of pliers and a roll of bailing wire were necessary to keep planes flying, and pilots needed specialized training to fly the improved models. So the Secretary of Commerce was given the job to write the first Federal air safety rules, which were known then as they are today as the Civil Air Regulations. At first these regulations were few in number and were published in bulletins, the most important of which could be carried in ones hip pocket.

Broad safety functions were delegated to Department of Commerce inspectors. They passed on the competency of pilots and the airworthiness of aircraft. They issued certificates to pilots and aircraft owners, and on occasion suspended or revoked certificates for noncompliance. The inspectors in those early years had close personal contact with individuals comprising the infant aviation industry. They frequently were teacher, confidant, and counsellor, as well as judge, jury, and prosecutor. For example, the inspector would "ground" a pilot, i.e., suspend his pilot certificate for an infraction of a safety rule, and hold the certificate for such period as he thought necessary to achieve corrective results. It was said that in those days some inspectors ruled their "kingdom" with an iron hand, although few complaints were lodged against them charging abuse of their authority.

During this pioneering stage the Secretary of Commerce also designated airways and provided radio facilities for the guidance of pilots flying radio equipped aircraft. Automatic beacons were also located at approximately fifty mile intervals so that pilots flying at night without radio no longer had to rely on bonfires to keep them on course.

(continued on next page)

The Civil Aeronautics Act of 1938

By 1938 the Air Commerce Act of 1926 was outmoded. The aviation industry was rapidly coming of age; aircraft engines were more powerful, airplanes were bigger, they flew faster, and covered greater distances. New techniques and improved facilities were developed. More people took to the air.

New legislation was needed to meet changed conditions, particularly in the field of economic regulation. So Congress passed the Civil Aeronautics Act of 1938, which created (1) a five-man Commission known as the Civil Aeronautics Authority, (2) the Office of Administrator, and (3) a three-man Air Safety Board. The functions previously performed by the Secretary of Commerce were distributed among these three groups. They were the same basic functions but were greatly enlarged, requiring increased facilities, equipment and personnel to meet the demands of civil aviation expansion.

The outstanding new feature of the 1938 Act was the economic regulation of air carriers, and the issuance of certificates of public convenience and necessity. These certificates, in some instances, gave to particular airlines a virtual monopoly in the conduct of scheduled service between given points over specified routes to the exclusion of all other scheduled air carriers. Even today the only scheduled carrier authorized to fly from Los Angeles to New York via Dallas, Texas and vice versa, is American Airlines.

Reorganization of 1940

During 1940 the President proposed and the Congress approved a plan whereby the Civil Aeronautics Authority became known as the Civil Aeronautics Board (referred to hereafter as 'Board'), which took over most of the functions previously exercised by the Authority; particularly the promulgation of the economic regulations and the Civil Air Regulations.

The chief highlight of the 1940 reorganization was the added powers vested in the Administrator, who now became the Administrator of Civil Aeronautics. His functions from 1940 thru 1958 (performed under the direction of the Secretary of Commerce) increased both in number and importance. He handled hundreds of millions of tax dollars in developing a national system of airports and in expanding air navigation facilities along the airways, directing the efforts of thousands of construction and maintenance engineers and air traffic controllers who establish, maintain, and operate these facilities. He also became the chief enforcement officer of the safety rules, having inherited the Board's inspection staff consisting of hundreds of specialists in aircraft manufacture, operation and maintenance.

The Federal Aviation Act of 1958, Creating the Federal Aviation Agency

Under this law about the only functions left to the Board are economic regulations and the investigation of major aircraft accidents. Practically all Federal regulatory and operational functions relating to civil aviation are now vested in the Administrator of the Federal Aviation Agency.

Our new Administrator acts pretty much on his own initiative with few, if any, strings attached. He operates an independent agency and is entirely divorced from the Secretary of Commerce. Under the 1958 law, Mr. E. R. "Pete" Quesada, a former Lieutenant General of the United States Air Force, took over all the functions performed by our former Administrator, which alone is a very sizeable

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REGIONAL ADMINISTRATOR'S COLUMN

"PROJECT FRIENDSHIP"

This is the title given to an FAA project of tremendous importance. It is a plan for FAA assimilation of a large number of military functions and facilities pertaining to air navigation and air traffic control, both domestically and overseas. The project was initiated last May to determine, in consultation with the Department of Defense, which functions should be transferred to the Agency and the time phasing necessary.

The project involves nine major tasks:

1. To identify air navigation and air traffic control facilities and services suitable for FAA assimilation.
2. To develop personnel training requirements.
3. To develop a support program.
4. To study the requirements for assimilating DOD flight inspection functions.
5. To develop a program for assimilating certain military flight service functions.
6. To design a program for performing appropriate DOD activities in overseas areas.
7. To determine FAA's research and development requirements in connection with the transfer of military activities.
8. To develop budget estimates.
9. Finally, and most critical to the success of the project, the preparation of adequate personnel legislation that is necessary before the military services can relinquish certain of their facilities.

In the past five months a lot of hard work has gone into the project and already some accomplishments can be noted.

As a part of this project, FAA is now preparing to assume the operation of approximately 2,095 military air traffic control facilities at 337 global locations. At present approximately 20,000 military personnel are assigned to these locations, but we estimate that we can do the job with about 13,300, of whom 3,500 will be needed to man overseas facilities.

As another phase of the project, military flight inspection of air navigation facilities as well as military flight services and air traffic controllers training functions will also come under FAA. Some of the flight inspection functions will be absorbed by the end of this year.

An example of the economy envisioned by Project Friendship is an Air Force Base that handles 234,000 traffic operations a year, utilizing 105 personnel to man tower, RAPCON and GCA facilities. We estimate the same workload could be handled by 68 FAA controllers, maintenance and administrative people since civilian employees do not require the supporting services the military need. To the government, Project Friendship in the long run will represent many millions of dollars saved in operating and maintaining such facilities.

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The final fulfillment of Project Friendship involves a number of complex problems. Solutions to some are being found as the plan moves ahead. Others will necessitate agreements with the Defense Department and with foreign countries before certain segments can be carried out. The program will remain flexible in application until the final plan is set and coordinated with all parties concerned.

In commenting on the project, Administrator E. R. Quesada said recently, "Project Friendship makes military aviation a special partner in a common venture for the better use by all users of the nation's airspace. In this respect it represents the most progressive step taken to date to attain an air traffic control service that this country needs and deserves. It will offer better service for all users, increased safety through personnel stability, greater economy through a saving in overall manpower and increased combat capability for the military."

* * * * *

SOME HIGHLIGHTS OF FEDERAL AVIATION STATUTES (continued from page 2)

job. But in addition his staff writes the Civil Air Regulations and suspends and revokes certificates for noncompliance. He has complete control of the Nation's air space and the job of air traffic control of both military and civilian aircraft, particularly airplanes flying at high altitudes. I think it may be said that the main reason for the 1958 law was the need for a common system of air traffic control under centralized authority, plus the need for centralized control of our rapidly diminishing air space.

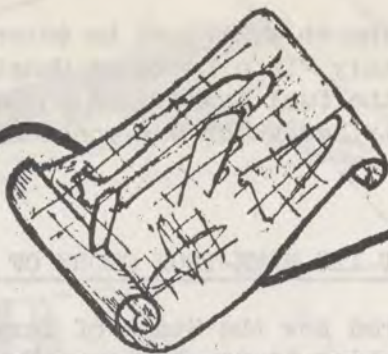
Under the new regime we have entered upon a great new era. Precision and surveillance radar, instrument landing systems and high frequency radio range stations, all developed in recent years, are the order of the day. Such is progress. When present plans are completed our Country will be blanketed with radar and other electronic devices, new control centers and other vastly improved technical equipment and services, all calculated to provide greater safety in air transportation.

The Secretary of Commerce under the Air Commerce Act of 1926 pioneered the Federal safety regulatory field through his promulgation and enforcement of the first Civil Air Regulations.

The Civil Aeronautics Act of 1938 and the economic regulations issued pursuant thereto gave, for the first time, a measure of security and economic stability to the scheduled airlines.

By virtue of the Federal Aviation Act of 1958 the control of air space and air traffic control of both civil and military aircraft were vested in a single Administrator.

As a regulatory Agency the FAA, with greatly increased power and responsibility faces a tremendous challenge to keep abreast of scientific developments and in formulating plans to meet future aviation problems.



DIVISION REPRESENTATIVE
Bernice Sackett, LA-235A
Ext 235

Aircraft Engineering

"I'VE GOT A SECRET"

Those of us who were watching the television program "I've Got A Secret" the night of October 28th were quite surprised to see a full-sized airplane assembled on the stage. Mr. Molt Taylor of Longview, Washington, demonstrated the operation of his convertible Aerocar for the benefit of the television audience. The Aerocar was approved by the Region 4 Aircraft Engineering Division December 13, 1956. The Aerocar is a combination automobile and airplane. It can be converted from either an airplane or an automobile in a matter of minutes. It was on display at Regional Headquarters in February and a picture of it appeared in Region 4 News of March 1959.

DOUGLAS TESTS CONTINUE

Flight tests of the DC-8 over-water version, powered with JT4 engines, are continuing, including evaluations of wing slots and modified wing tips. Douglas estimates this project should reach the type certification stage early in December. The Rolls-Royce Conway-powered DC-8 airplane No. 9 is being flight tested by Douglas personnel and FAA flight tests are expected to begin in the near future.

FAA'ERS WORKING WITH LOCKHEED

Evaluation of the Lockheed Model 188 Electra equipped with Hamilton Standard propellers was completed and this configuration has been added to the Type Certificate.

Two engineers from this office have been participating in the investigation of the accident which occurred near Buffalo, Texas, to a Braniff Electra airplane on September 29, 1959. The cause of this accident has not yet been determined; however, action has been taken to initiate precautionary inspections in certain areas on these airplanes pending the determination of the accident cause.

Investigations are continuing in an effort to determine the cause of the TWA accident near Milan, Italy, in a Lockheed Model 1649 airplane. Recent tests have indicated that the fuel tank vents do not exhibit any affinity for attracting lightning strikes which was considered to be a possible cause for this accident.

HOW TEXAS GOT ITS NAME-TRUE STORY OF COURSE

Many of you may have wondered how the State of Texas got its name. It seems that when the State which is now known as Texas came into being, a lot of people got together to try and select a name. After much discussion, it was decided that it should be named for some wildlife indigenous to the region and, in answer to the question "What is the predominate wildlife in this area?", a loyal citizen proclaimed emphatically, "Ticks is" - and thus set the stage for the name "Texas".

Stan Yagiela "swears" it must be the truth, and opinion seems to support the story.

WELCOME ABOARD

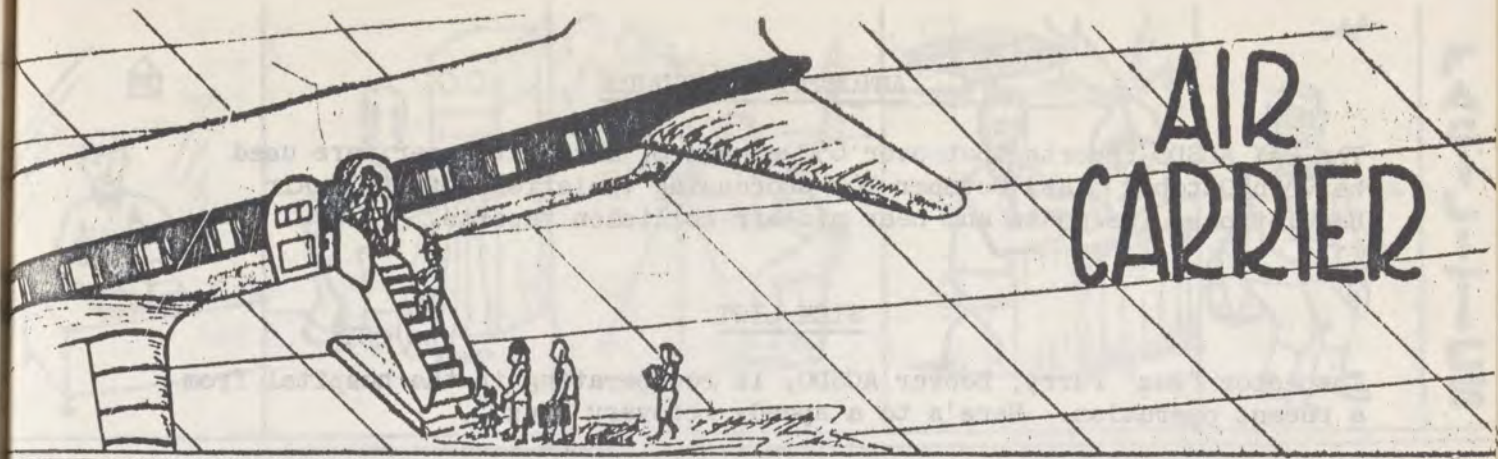
The following new employees are welcomed into the Division - Constance Donnell in LA-241, Jacqueline Watson in LA-243, and Jean Boswell in the Burbank AEDO.

GALLOWAY WENT THATAWAY

Virginia - we miss you and hope you will soon be well and back with us. To Virginia Galloway's many friends - some of whom may not have heard about it - Giny fell and broke her arm. We'll let her make her own explanations of what happened.

THE EDITOR AND STAFF OF THE REGION FOUR NEWS
EXTEND TO ALL A MOST HAPPY THANKSGIVING

Cranberries anyone???



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

JET FLIGHTS

Jet transport activity at SFO International Airport is still increasing rapidly. AAL, UAL, TWA and PAA are all planning additional flight schedules within the next two or three weeks.

SIMULATORS

A team from the Washington office was in the Denver area recently for the purpose of evaluating United Air Lines' Douglas DC-6 and Convair simulators.

ON THE MOVE

Mr. L. W. Ashwell, Chief, Air Carrier Safety Division, attended a conference in the Washington office from November 2 to November 6, held for Air Carrier and General Safety Division Chiefs. The meeting covered review of present and future programs.

Inspector A. W. Baarley (M) transferred from the Seattle ACSDO reported for duty to the LAX ACSDO on October 19, 1959. We all wish Archie the best in his new assignment.

707 ACCIDENT

The Seattle ACSDO has been busy among other things, investigating the crash of a Boeing 707 Jet Aircraft which occurred on October 19, 1959, which was being used for Braniff Airlines' Flight Crew Training. Four persons were killed and four survived. Air Carrier Flight Operations Inspector Wm. Huebner from Region Two was among the survivors but sustained injuries. Inspector R. Jones, Seattle ACSDO was coordinator of this accident. CAB hearing is set for November 19, at Seattle, Wash.

AUTOSTAT INVALUABLE

The LAX ACSDO reports that over 650 sheets of autostat paper were used between October 5 and October 16, processing violations of Civil Air Regulations, incidents and near mid-air collision reports.

SICK LIST

Inspector "Buz" Perry, Denver ACSDO, is recuperating in the hospital from a recent operation. Here's to a speedy recovery "Buzz".

Inspector Max Pierce, SFO ACSDO, has just returned from the hospital and is back on the job. Glad to hear you're doing O.K. Max.

AIR CARRIER COMMENTS

On October 10, 1959, Western Air Lines extended Lockheed Electra service to Phoenix and inaugurated Electra schedules between Los Angeles, Salt Lake City and Minneapolis.

Pacific Southwest Airlines first Lockheed Electra has progressed to the Lockheed flight line and was scheduled for delivery on November 6. Operations and Maintenance personnel from the Burbank office are still going to the Lockheed Electra ground school.

FASTEST GAME MAY USE FASTEST TRANSPORTATION

Inquiry as to the requirements for a Part 45 operator has been made by a representative of Mamer Schreck Flying Service, Felts Field, Spokane, Washington. It is believed the intent is to transport the Spokane hockey team to games in the Northwest and Canada.

THANKS A LOT

Response to our recent plea for Region newspaper clippings has been terrific.

Please continue to send clips concerning FAA activities to LA-4. Thanks again!



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

MESSAGE FROM THE CHIEF

Mr. Aldridge, Division Chief, has just returned from ANF Division Chiefs' Conference in Washington and the Executive School in Oklahoma City. His report follows:

"The final program information for F.Y. 1960 is now available in this Region and is the largest program in its history. The goal for 1960 staffing is 2,006 on the Expenses program, and a \$14,000,000. EANF program, which includes three new Center buildings. The delay in obtaining final program information will make our job that much more difficult. However, I feel with the willingness of our employees to meet program challenges, as previously exhibited, that we will meet our goals.

I attended The Executive School, in Oklahoma City, October 19 through 30. I consider it the best management course I have yet attended in that a deeper insight into the philosophy of management was presented in order to explain the 'why' of many of our required actions. This school provided an excellent opportunity to meet and exchange ideas in across-the-board discussions with Agency heads and Bureau representatives as well as participants from other Regions and the Washington office. I shall try to pass along the ideas gleaned from these meetings for the benefit of all hands.

ASSIGNMENT IN SPAIN

By Joe Duncan

In the fall of 1957 I was assigned for two years to the Civil Aviation Assistance Group in Madrid. Fortified only with the advice of co-workers and some fragmentary information found in books, I was sitting in the Super G Constellation, fast approaching Spain, when I decided to forego all set plans of what to do, etc, and rely solely on the advice of Flight Inspection Chief, Art Jenks, "Be yourself - Joe Duncan - American".

Here are a few impressions taken from my notebook of these two years.

Herb Caen has written "Ask anyone about San Francisco and the odds are that he'll tell you about himself, and his eyes will be warm and inward -- remembering" -- So it is with Spain and me.

Madrid is a modern city with wide tree-lined boulevards. Largely rebuilt

since the Civil War, the city everywhere has well-designed, new apartment houses, new business premises and new Ministries. The Prado, one of the world's finest art museums; the Puerta del Sol, the largest and most vital Plaza in Madrid; the Goya frescoes in the church of San Francisco and Retiro Park, with its rose gardens.

The CAAG office is located in the Spanish Air Ministry. The Flight Inspection crew was headed by Spanish Air Force officers - a Major and two Captains. At the end of two years the Flight Inspection project was phased and the responsibilities turned over to Protection of Flight - the Spanish equivalent of FAA. The Spanish crew was, by that time, experienced and well qualified to carry on the work.

The first major difficulty I encountered was the language; although I had taken High School Spanish I didn't understand a word, at least not at the speed they were spoken. My comprehension improved but ability to use the language is still lacking.

The way the working day was broken up caused some confusion at first. You arrived at the office at 9 AM, stayed until 2 PM then home for lunch, returned to the office at 4 and stayed until 7. Every business house is closed from 2 to 4 PM. Restaurants open for dinner at 9 and you can't even get in before that time. The brightly lighted streets are crowded until 3 in the morning.

The first bull fight I attended was quite an experience. I soon learned that bull fighting is a spectacle and in no sense of the word can it be considered a sport. The bull is bred to develop courage and a desire to fight. The Matador has no protective armour, his only weapons are his cape, sword and mind. And, in the end, he displays his courage against this animal with a background of color, grace, poise and movement.

Strong religious belief has a part, not only as shown by their many churches and the majority of their priceless paintings, but also in the daily lives of the Spanish people. All the holidays, and there are a great many, are church holidays. Since I was considered part of the American Embassy staff, I was entitled to all American holidays plus all Spanish.

It was on one of these holidays when we visited the tiny hamlet of Marqueda where legend has it that a Christian and a Saracen were gambling for the love of a beautiful maid. The Virgin of Marqueda looked on and gave her blessing to the Christian. From that time on the Virgin of Marqueda has been the patron saint of all gamblers and takers of chance. On a special day in April many such travel to Marqueda to seek the help of the Virgin.

Scattered all through Spain are tiny villages, each known for its specific industry. One such, the pueblo of Puerta Del Arzobispo, where every family makes pottery. We visited the "San Jose" where the clay is mixed by a blind-folded donkey, walking endlessly around a circular pen; the potter is a fourteen-year-old boy, and the artists old women. But the finished product is lovely!

I also had the opportunity to visit many other interesting places and accumulate a wealth of remembrances.

The overwhelming impression of Spain, after day by day living and working, is -- This is a land of proud and handsome people, old traditions, fiery music, intricate dances, charm and friendliness.



A-170075-S

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

"RONTEL"

Don't bother looking this word up in the dictionary 'cause you won't find it. It probably will appear in next year's edition however, since it is a new and unique name to define a hotel/motel located on an airport. The first such facility, a 20-unit structure, has been contracted for at the Tucson Municipal Airport.

The coined word "Rontel", with several variations, is duly registered in the State of Arizona and applications are pending for its registration for nationwide use under Tucson Airport Authority license. "RON", of course, has been Airman's terminology for "remaining over night". Coupled with the "tel" of hotel or motel is felt to properly designate a facility designed primarily for the use of Airmen and their passengers seeking lodging at airports. The Tucson "Rontel" will be operated principally for the benefit of people who arrive in transient aircraft.

ANOTHER NEW AIRPORT OPENED IN NEW MEXICO

On October 17, 1959 the City of Alamogordo, New Mexico officially opened the newly constructed Alamogordo Municipal Airport. This was the second new airport constructed under the Federal Aid Airport Program in New Mexico in 1959. Clovis Municipal Airport, Clovis, New Mexico was opened April 1, 1959. Air Carrier service provided by Continental Airlines will be moved from Holloman Air Force Base, Alamogordo to the Municipal Airport. A similar move was made from Cannon Air Force Base, Clovis to Clovis Municipal Airport by Continental.

Both airports are very similar in construction. Both have an asphalt surface runway aligned 30/210 with a paved taxiway on the NW side; Alamogordo length 7000', width 150', Clovis length 6200'; width 150'. Both have an unpaved graded landing strip with a proposed taxiway on the west side; Alamogordo aligned 160/340; length 3500'; width 200'. Clovis aligned 170/350; length 4000'; width 150'. Both have a one-story Terminal building, and both serve a community with an estimated population in excess of 25,000. Alamogordo has an elevation of 4200' and Clovis an elevation of 4214'. The physical layout of each is almost identical in that the N/S strip intersects the SW/NE paved runway at a point approximately 1/3 its length SW of the NE

end and the Terminal building is located on the NW side of the paved runway about 2/3 the distance from the NE end.

1960 FISCAL YEAR FEDERAL AID AIRPORT PROGRAM ANNOUNCED

On November 13, 1959 the Administrator released the 1960 Fiscal Year Federal Aid Airport Program. Letters of allocation were issued to sponsors for a total amount of \$11,825, 707.00 involving airport development at 56 locations.

MAJOR NEWTON CHANGES UNIFORMS

The Regional office recently bid a fond adieu to Major Ralph E. Newton, who for the past 14 months has served as Chief of the Air Force Office, Los Angeles Regional Airspace Committee. Ralph has retired from the military service with the rank of Lieutenant Colonel and has accepted a civilian position with Hqr 12th Air Force (TAC) as an Airways and Air Traffic Control Specialist at Waco, Texas. We'll miss you Ralph, but we all wish you every success in your new position.

Major Milford C. Kronshage from Hqs 8th Air Force (SAC) is scheduled to arrive later this month as Major Newton's replacement. In the interim, Major Willard R. Ortenburger has assumed command of the Air Force Office.

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

Date: _____

(check one
or both)

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

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

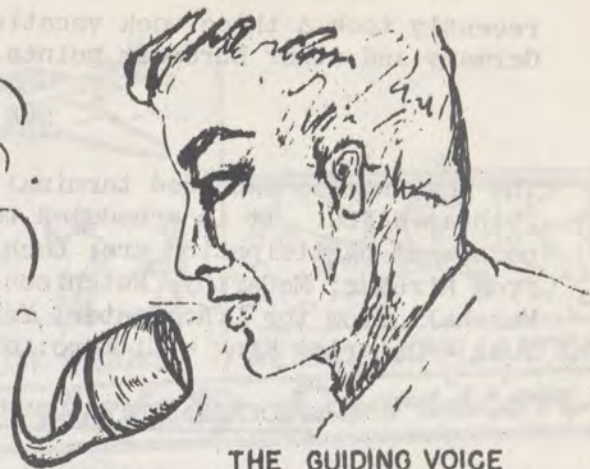
Entered on Duty FAA
Date: _____

Name: _____

Address: _____



THE GUIDING HAND



THE GUIDING VOICE

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

Air Traffic Control

DELAYED

Al Frazier and Hal Davis wield knives on novel cakes at retirement party (KSF). (Courtesy Dowling productions)



BAKERSFIELD TOWER REPORTS

Bakersfield Tower Chief Boughton reports annual pilots meeting at Bakersfield October 27th. This affair aims at enlightening pilots on new Traffic Control practices and procedures. Highlight of the evening was the clarification of operating procedures within a hi-density zone as detailed by a visiting tower representative.

FOREIGN TRAVEL

Pat Trinkle, Planning Branch Secretary, says she's glad to be back home. Pat

recently took a three week vacation by air, with her husband, to Denmark Germany and other European points.

SEE THE U.S.A.

The Los Angeles extended terminal area simulation study began on October 26th at NAFEC. It is scheduled to last until November 24th. Facility personnel participating are: Loch, Hudman, Dickson, from March; Becker from Miramar; McCarthy, Hutchison, Sisk, Hickert, Bills, Holbert and Marshall from the L.A. Center; Yellis, Lee and Stevens - Long Beach Tower; Dunn - Ontario; King - El Toro; and Morton from the L.A. Tower.

PHOENIX CENTER COMMENT - PURRIFFURAL TRUBBAL??

A masterpiece of misspelling cited in the "Armed Forces Writer". A 19 year old Airman's report on why he illegally fired a pistol. "I will on duddy approx. 2255. I was walking Post 6 witch is loketed on the south side of the matence ranges at the south end of the parkind airia. I was walking est by the wase of paved ramp at approx. the senter of the parkind airia when a radil snack sounded his warning. I drew my weppen and fired. As I fired I jumped back and rain toward the planes to avoid a strick from the snack. (Radil snack it was determined means rattlesnake).

McCHORD AWARD

McChord RAPCON received a meritorious scroll at the recent Air Traffic Control Association convention held in Oklahoma City, Oklahoma, October 7 through 10, 1959. The award was presented in recognition of "the exemplary spirit of cooperation, professional teamwork and outstanding air traffic control service afforded by its personnel to civil and military aviation; to Air Defense Command Units in achieving mission goals; and to a significant number of aircraft in distress or in need of special assistance."

RAJDAR RUNS

Seattle Center leading in Region Center Radar Race. If all goes according to present plans, Seattle will have radar remoted from near Salem and Klamath Falls in addition to Seattle coverage. Oakland Center won the honors for the Region's first bright tube display installation.

TENSHUN!

Garrison (C.O.B.) attended a Personnel Management Course for executives given by the Department of the Army in the Bay Area. Put that gun down!! Please?

NEWS & VIEWS

Lew Buffington, Salt Lake Tower controller is recovering satisfactorily from a heart attack. Lew is at home and welcomes letters and visitors.

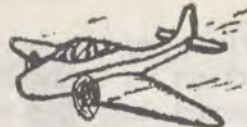
"Hill RAPCON" Flink reported recuperating (financial) from a session with the Doc.



BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

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

General Safety Division

THE WEATHER

The beginning of bad weather is having its usual effect in conducting flight tests and other activities in certain of the District Offices. As Portland reports: "Everyone has had experience in waiting out the weather to give a flight test. But here in Oregon the weather is so bad at times, other tests must also be delayed. The last week in October, it took all week for an applicant for a third class medical certificate to get in his color vision test because we needed at least 1500 feet visibility." On the other hand, Inspector Hendy reported that the inspectors in the Helena GSDO took advantage of the fine Indian summer days in October to visit the airports at the extreme ends of the line, so as to keep the middle of winter travel to a minimum.

AIRPORTS

The Oakland District reports two new airports in operation and plans are under way for a third general aviation field. With so many airports being converted to housing developments, it is significant that these three airports have been developed. Albuquerque reports an additional airport is under way at that location. If built to proposed plans, it will be a complete facility and capable of providing a full complement of services. Long Beach reports that the Catalina Airport, which was opened for public use on October 26, is expected to prove very popular with Southland private flying groups. Requirements for use included two-way radio (unicom) and a nominal landing fee. Student pilots are prohibited from using the airport. On the debit side of the airport picture, San Diego reported its district lost another good airport during October, namely Del Mar. The inland freeway of Highway 101 will go through the field.

"IT'S THIS WAY, YOUR HONOR --"

Portland GSDO Maintenance Inspectors have a privilege not afforded other GSDOs, so far as we know. They can "talk turkey" to a mayor and get away with it. Walter Webster Norment is the mayor of Troutdale, Oregon. He is also an A&P mechanic holding an inspection authorization, working full time at one of the busiest approved repair stations in the Northwest. However, Walt does a fine job, and the privilege isn't exercised by necessity.

AMENDMENT 1-2

CAR Amendment 1-2, effective October 1, 1959, required all aircraft prior to original certification in Standard Category to be inspected by the manufacturer, an approved domestic repair station or a certificated air carrier station to substantiate conformity. This has instigated a trend for more and more repair stations to apply for approval. It was felt originally that this would create a hardship for owners of light aircraft in remote areas, but some feel that the ultimate result will be advantageous in that better maintenance control and supervision will be afforded, as well as man hours saved on inspections by our Maintenance Inspectors. The results thus far indicate that the District Offices are receiving many inquiries regarding certification as Approved Repair Stations. Phoenix, for instance, reported two new repair stations were approved during October with several other operators in the process of acquiring the necessary equipment to obtain approval. Yakima reports that the local repair station was given a much needed shot in the arm by the amendment and it also started some serious thinking along the lines of an approved Helicopter Repair Station by Economy Helicopters, Inc.

PERSONNEL MOVES

On November 1 there were some more shifts of Inspectors in Region Four: Harry Anderson moved from Ontario to Palo Alto; Bert Averett transferred from Seattle to Ontario; Ted Smith went from Boise to Seattle; and Laurence Young moved from Denver to Boise. Erwin Matejka of the ACSDO in Denver will be transferring to the Denver GSDO around the end of November.

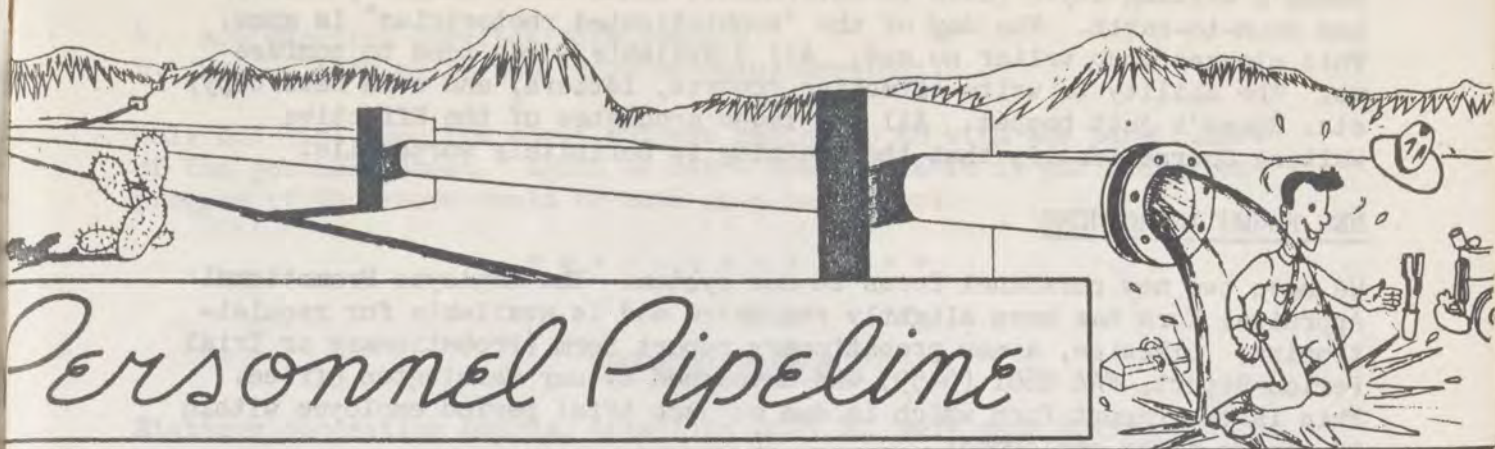
UP IN THE AIR

Denver has been selected for the launching of a record seeking balloon on Thanksgiving Day. An attempt will be made to exceed the record established by the Russians for keeping a balloon aloft for more than 61½ hours.

WHO'S NEXT

We're thinking of starting a new slogan: "Work for General Safety and enter the charmed winners' circle!" Last month we reported Inspector Leckie's good fortune and this month we learn that one of the local filling station chains in Yakima recently had an "open house" — part of the celebration being a free six pack of Pepsi Cola for anyone buying 10 or more gallons of gas. Inspector Romaine's kids were thirsty, and the new Rambler was empty so a gas stop was made; the six pack was gathered in, and the attendant requested that they register for the grand prize. Ten days later the Romaine family found out what the grand prize was when the Carter Oil Company presented Inspector Romaine with a nice crisp thousand dollar bill.

* * * * *



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

CHRISTMAS A WEEK EARLY THIS YEAR

Mark December 18th on your calendar! That night, the Employees Association, Civilair, sponsors the Annual Christmas Dance party at the Delmar Club in Santa Monica. Elaborate plans are underway for a gala occasion.

RECENT ISSUANCES SHOULD PROVE HELPFUL

Recent issuances from your Personnel Division include Personnel Bulletin No. 4 concerning Performance Ratings and a memorandum dated November 6 about Clerk-Stenographers and Clerk-Typist positions. The aforementioned Bulletin brings together in a concise form how to prepare Outstanding and Unsatisfactory performance ratings. If you've ever taken on the assignment to prepare same, then you'll realize the value of the Guides.

The memorandum of November 6 similarly contains a guide for writing Clerk-Stenographer and Clerk-Typist job sheets. Also, the highlights of what a Classifier looks for in these jobs is briefly described. We personnel people have a faculty for talking a language all our own. We believe, however, that the above releases contain a minimum of "personnel jargon".

ENTRANCE EXAM PROJECT HITS HALF-WAY MARK

We had mentioned previously about FAA's experiment to use the Federal Service Entrance Examination as a possible source of employment for filling ATC jobs. In Region 4 we hired about 90 employees from this Register, the majority of whom are still employed. The study was set up to run about 18 months. It is now about 50% complete. It's still too early to predict whether this source is practical or not. Pending completion of the study, no more employees will be hired from the FSEE Register.

BACK TO SCHOOL

The Proficiency Development Branch announces that training in Effective Writing was resumed effective November 16. Thirty more Supervisors in the Regional Office are now getting their feet wet. It is planned to carry the Course to the Field. The initial course will be held at one of the major hubs.

Today's writing style (even in Government) tends to be simpler, shorter and down-to-earth. The day of the "sophisticated rhetorician" is gone. This pleases your writer no end. All 3 syllable words tend to confuse us. The ability to write effective reports, letters, and even news copy, etc. doesn't just happen. All cum laude graduates of the Effective Writing Course testify that the training is definitely worthwhile.

NEW FORMS INTRODUCED

We have two new personnel forms in our system. The Employee Promotional Appraisal Form has been slightly remodeled and is available for requisitioning. Likewise, a new probationary report form (Probationary or Trial Period Report, FAA 2661 (6-59) was developed by our Washington office. This is the report form which is due on each trial period employee within 10 months after employment.

CIVIL SERVICE EXAMINATIONS!

A brief status of the Civil Service tests for FAA jobs is briefed as follows:

1. Air Traffic Control Specialists, GS-5 and GS-6 - Applications can be accepted until further notice. A new Announcement was issued on September 30 and it is expected that a new Register will be established about December 7. It is proposed to open a special ATCS (Tower) examination at the GS-9 level within the next month. This coincides with the push to obtain well qualified Tower operators at this grade level. Be on the lookout for this Announcement.
2. Electronic Technicians - This examination is open at the GS-5, 6, 7, 8 and 9 levels. We are now working on an examination announcement for Radar Technician at the GS-8 and 9 levels. However, it is not expected that this will be announced before the first of the new year.
3. Aircraft and Power Plant Mechanic - This examination is scheduled for opening on December 8 for filling jobs in the FAA Hangar, Santa Monica.
4. Likewise, there are open tests for Clerk-Stenographers, Clerk-Typists, Engineers and Engineering Draftsmen. Full particulars can always be obtained by dropping a note to the Personnel Office, LA-90. If you have a friend or an acquaintance who you recommend for employment with the Agency, don't be bashful about calling it to our attention.

MAKES YOU WONDER

Could it be that our indoctrination for new employees, particularly female, is unrealistic? According to most personnel experts any indoctrination for the newer employee should be geared to provide answers which most concern the raw recruit. We recently learned of an Eastern firm who devoted one week indoctrinating 25 carefully picked Clerks (female gender). After the course, the new employees were asked to list 5 questions that most concerned them about a new permanent job assignment. The 5 most frequently asked questions were:

1. Is long hair allowed?
2. Can we wear flat shoes while working?
3. Are we allowed to date employees?

4. Are dangling earrings permitted?
5. Can we show up in pin curls on rainy mornings?

Only one girl inquired about matters having to do with the particulars of the job assignment. Again we ask - How realistic is our induction program if the above could be used as a barometer?

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SUGGESTION AWARDS

Eighteen Suggestion Awards, totalling \$205.00, were made during October. They were divided among the Divisions as follows: ANF, 9; ATC, 3; General Services, 3; Aircraft Engineering, 1; Airports, 1; and Regional Flight Surgeon's Office, 1. The awards were made to the following:

Roy C. Anderson, ANF Division, The Dalles, Oregon - suggested interim Military monitoring system associated with TACAN Facility. This provides a method of eliminating a round trip to a remote site for the sole purpose of fuse replacement on an interim basis pending other action by Washington. Award: \$10.00.

Ruth Ellen Bentley, Office of Regional Flight Surgeon, Los Angeles, Calif. suggested an improved method of labeling X-ray films for copying AS-1 and LA-65 files. This method has simplified a time-consuming job. Award: \$10.00

Alan Butterworth, General Services Division, Los Angeles, California - suggested that a container be placed on the local Convair to hold oily rags. This eliminates a previously existing safety hazard. Award: \$10.00

Robert John Cook, ANF Division, Long Beach, California - suggested that rubber backing be placed on cocoa mats used at remote locations to eliminate an existing safety hazard. Award: \$10.00

Richard E. Diezman, ATC Division, Los Angeles, California - suggested a time-saving method in connection with lost aircraft triangulation and plotting aircraft. Award: \$10.00

John N. Elwood, ANF Division, Los Angeles, California - suggested establishment of procedures to assure that proper tax will be paid on invoice to suppliers within the State of Arizona. Award: \$10.00

Shirley J. Floback, Aircraft Engineering Division, Los Angeles, Calif. - suggested the elimination of a safety hazard by reversing the door of the Reproduction Unit to open inward instead of outward. Award: \$10.00

June B. Harrison, General Services Division, Los Angeles, Calif. - suggested placing of blankets in the Aircraft Service Branch in a more accessible place so that they will be instantly available for emergencies. Award: \$10.00

Harold D. Horrocks, ANF Division, Salt Lake City, Utah - suggested a tool for forming and shaping MEDIS patch cord terminals which will result in some labor savings and will increase equipment reliability. Award: \$15.00

Miriam Maiten, ANF Division, Los Angeles, California - suggested clarification of listings of attachments on letters and memoranda. After local

adoption and award of \$10.00, this suggestion was referred to Washington. Washington will incorporate the suggested method in Agency Practice 1-2 and 1-3. Additional award: \$15.00.

Lillian Platt, General Services Division, Los Angeles, California - suggested a revised method of informing field officials of non-receipt of T&A reports. As a result, there has been a workload reduction and circuit time reduction on SVC "B". Award: \$10.00

Arlo D. Severns, ATC Division, Oakland, California - suggested installation of special jacks on tape recorders which will speed up and improve training through use of tape recorders. This will be adopted on a facility by facility basis as needed. Award: \$10.00

John A. Smith, ANF Division, Stockton, California - suggested installation of test antenna and/or antennas at RCAG sites. The general idea of the suggestion has been included in Chapter IX of the FMM. It provides a convenient operational check of the receiver and its antenna system. Award: \$10.00

Lee R. Stephens, ANF Division, Fairchild AFB, Washington - suggested a modification on all oscillators in the O-37/FRT series used in the AN/FSA-4A Control Monitor Group equipment at RAPCONS, which has been adopted on a Region-wide basis. Award: \$25.00

Harry A. Suffron, ATC Division, Los Angeles, California - suggested a table of ratios and special formula for study of proposed antenna towers. This will provide a useful tool for study of acceptable heights of towers in the vicinity of airports. Award: \$10.00

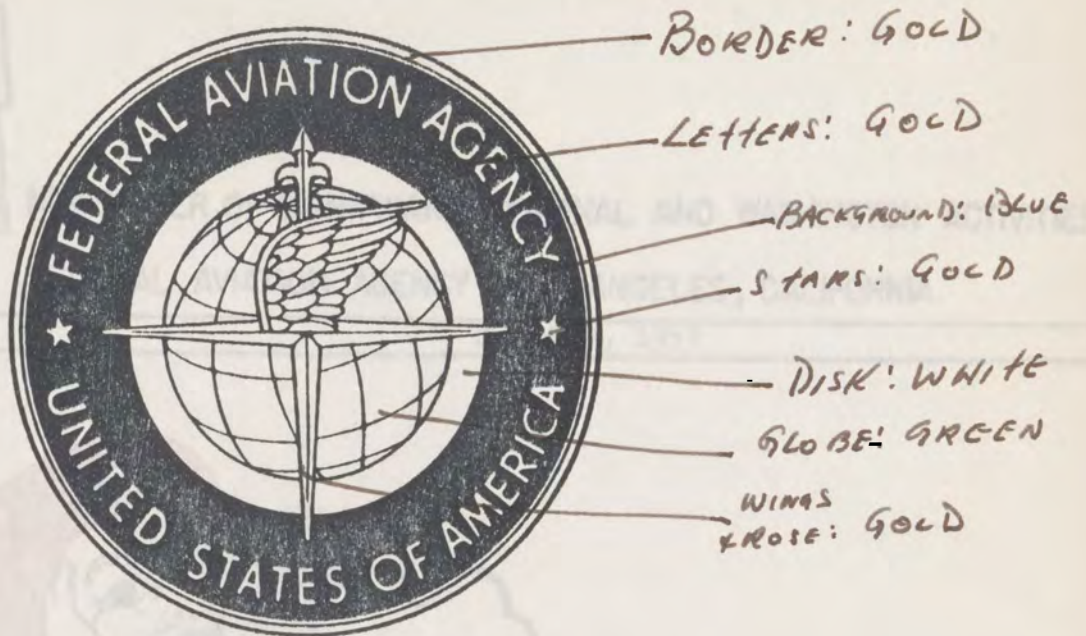
Alfred R. Tuckey, ANF Division, Los Angeles, California - suggested that hard hats be provided for employees working in the vicinity of antenna towers. This will eliminate an existing safety hazard. Availability of hard hats had been publicized in 4-FMM-I-D-112. Award: \$10.00

H. D. Washburn, ANF Division, Los Angeles, California - suggested the use of Government Transportation Requests for air transportation by RCA employees. Award: \$10.00

Kenneth K. Wilde, Airports Division, Los Angeles, California - suggested a form for use in connection with Processing of Notices of Construction or Alteration, Form ACA-117. This has been adopted in the NOCAL District Office. Award: \$10.00

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THE NEW FEDERAL AVIATION AGENCY SEAL.



An official seal has been adopted by the Federal Aviation Agency in compliance with the terms of the Public Law which created the Agency. The seal, symbolic of the air age, depicts a light green globe, on which is superimposed a gold four-pointed compass rose. A stylized gold wing is on the horizontal axis. On the outer rim within a gold border, are the words "Federal Aviation Agency" and the "United States of America" the phrases separated by two gold stars.

Impressions of the official seal will be used to authenticate material sent to the Federal Register, on transfers of titles, certification of documents going to the federal courts, and similar official material.

The facsimile of the seal will be printed on such documents as on certificates, Agency publications, public exhibits material and airman records.

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