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

VOL. I NO. 12

DECEMBER, 1959



"HAVE A COOL YULE"

REGIONAL NEWS
A MONTHLY

NEWSPAPER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

FEDERAL AVIATION AGENCY, LOS ANGELES, CALIFORNIA

DECEMBER, 1954

VOL. 1, NO. 12



"HAVE A COOL YULE"



REGIONAL ADMINISTRATOR'S COLUMN

HAPPY YULETIDE SEASON

It hardly seems possible that the year has slipped by, yet the calendar tells us that another joyous Christmas season is at hand. Of course there are many other reminders too: Christmas carols in the air; decorations going up all over town; the increased tempo as shoppers scurry about; trips to the post office to mail out of town packages; greeting cards waiting to be addressed; friendlier smiles and greetings from acquaintances and so many, many more.

The year's end also marks the close of our first year as the Federal Aviation Agency and an opportunity to take stock of our accomplishments. Thanks to the fine spirit of cooperation and team work you all have so generously demonstrated we can point to a most successful beginning. As a new and dynamic organization, we have continued to go forward in an all out effort to improve the safe and efficient handling of all aircraft. Even old St. Nick should find it easier to make his rounds this year, thanks to positive control, new high altitude jet airways, long range radars, new airports and the many new navigational aids that guide Donner and Blitzen and our modern "jet-reindeer-powered" aircraft over the nation's airways.

Looking back over the year and our accomplishments, I want to take this opportunity to say, "well done" to each of you and thank you for your assistance, cooperation and encouragement during 1959. I'm sure we can all look forward to even greater accomplishments in the years ahead.

And so for the forthcoming holiday season, may I say to each of you:

A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR

P.S. A word of caution -- as you drive over our crowded highways (which unfortunately do not have our traffic control safeguards) please drive with care. I want to see all of you next year.

OPEN LETTER TO MR. CLAUS

Dear Santa:

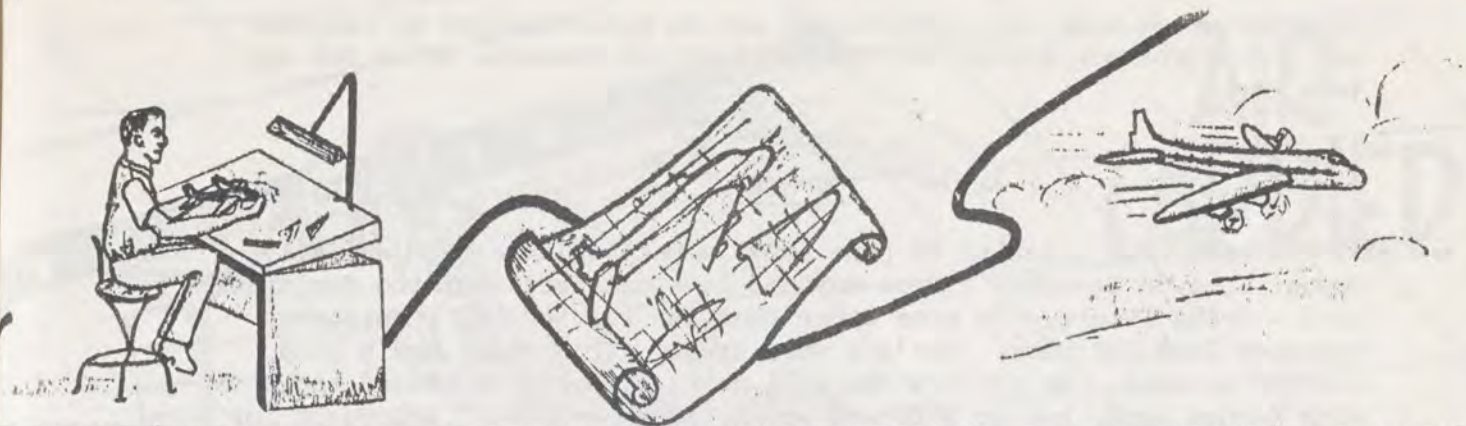
All of us here in Region Four are eagerly looking forward to your annual visit and we hope that when you come down the chimney on December 24, you will have the following items for us from our Christmas List.

- More long range radars and other electronic equipment so we can better guide your sleigh and other aircraft through the air space.
- More airports to handle the ever increasing number of aircraft now overhead.
- New air traffic control center buildings with automatic equipment for better service to all airmen.
- New sound suppressors for jet engines for greater, "peace on earth, good will toward men."
- Additional properly trained people to help us with the big jobs that still lie ahead.
- Greater participation in the employee suggestion program.
- More budget dollars to meet the needs of our expanding agency.
- Good material from the field so our division representatives can give our readers what they want in the NEWS.
- More clippings from all over the region as stories appear about FAA in local papers.

Of course it goes without saying that we all have been very good this past year Santa, so we should be on the "good" side of your ledger. You'll find our stockings hung with the usual care in the usual spot. Many thanks and a Merry Christmas to you and Mrs. Claus.

Merrily yours,

The Fourth Region
The Fourth Region



DIVISION REPRESENTATIVE
Bernice Sackett, LA-235A
Ext 235

Aircraft Engineering

JET POWER MEETING IN SFO

The Chief of the Division and three other members attended the IAS National Turbine-Powered Air Transportation Meeting in San Francisco on November 17 and 18, 1959. Several excellent papers were presented by key figures representing the Government, the airlines and the manufacturers. James T. Pyle, Deputy Administrator, gave an excellent paper on future developments for air traffic control. He outlined the extent to which computers will be used in the future in this area. Two other FAA speakers were Mr. Vollmecke, Chief of the Airframe and Equipment Branch, and Mr. Von Rosenberg, Chief of the Flight Test Branch, in Washington. Mr. Froesch of Eastern Air Lines gave a comprehensive survey of what design and operating problems might be expected with the advent of supersonic transport aircraft. The problem of aircraft engine noise and noise suppression problems was discussed by many of the speakers.

FISH STORY

After seeing the picture of Charlie Hawks with the fish he caught (Marlin - length 7' 9", weight: 126 lbs.), Merrill Grix was so envious he just had to try his luck. He made a trip to Acapulco (no local fish for him - he had to go to Mexico) and he has a picture to "prove his prowess with the rod-and-reel." Sailfish - length: 10' 6", weight: 110 lbs. His first report was that the fish weighed 242 lbs. but it shrunk in the telling and that, you must admit, is unusual. If you coax real hard, you may be able to get the fishermen to give you a blow-by-blow account. When the fishermen get together to compare fish stories, the one with the most elastic yardstick wins.

FEW BUGS IN THE JETS

The correction of service difficulties of various sorts which have come up on some of the new model jets is requiring quite a bit of attention on the part of the Division, however, it is gratifying to note that few difficulties of a serious nature have shown up and in general the

troubles which have been experienced are no more than can be expected in large airplanes having new and novel design features which the new jets have.

TV STAR

If you have been watching TV (one show in particular - the June Allyson Dupont Show on December 7) you may not have realized that the feminine lead - Erika Peters - is none other than the wife of our Powerplant Engineer Hank Kulewicz. She's a very pretty girl, Hank, and a good actress as well. We predict she will go far. Sorry we missed the show with Keenan Wynn, but be sure and watch for "Sugarfoot," scheduled for the near future, in which she will be starring.

THE DAILY WORKLOAD GOES ON

An interim inspection was made of the Lockheed Aircraft Corporation Quality Control System by a Production Certification Board. The Board was composed of personnel from LA-235, LA-241, LA-244, LA-245 and FS-180. A Production Certification Board inspection at Douglas, Long Beach, was scheduled during the first two weeks in December.

An ever-increasing number of executive interiors are being installed by local modification centers in the Grumman G-159 "Gulfstream" and in the Fairchild F-27, "Friendship" aircraft. Many of these modifications include complete radio and instrument installations of the latest design.

Work is progressing on the installation of the Allison turbo-prop engines in the Convair Model 340.

VISITORS

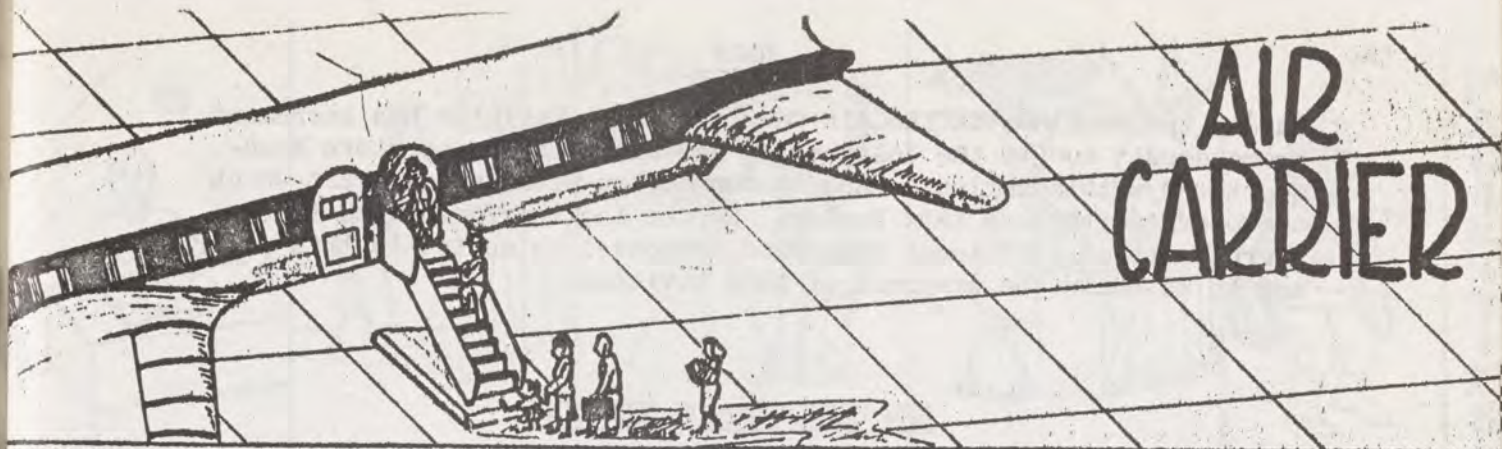
Visitors in the Region during the past month included Dr. Giuseppe Simone and Engineer Lamberto de Luca of the Italian Civil Aeronautics Administration; Mrs. Joan Barriage, FS-120; and Mr. V. E. Sage, FS-10.

WELCOME TO THE NEWCOMERS

Mr. Wing C. Chin entered on duty as Manufacturing Inspector in the Burbank Aircraft Engineering District Office. Miss Lyda "Jill" Tinnell reported in the Airframe and Equipment Branch as Clerk-Steno.

Congratulations to the Jack Sain family on the arrival of a new baby girl, Patricia.

SEASON'S GREETINGS



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

BACK TO SCHOOL

The Air Carrier Safety Division has assigned a number of inspectors from various district offices to training courses at the jet aircraft manufacturers' facilities. These courses involve ground school training, training in simulators, and actual flight in the Douglas DC-8 aircraft. Additional flight training has also been obtained at military air bases on military jet aircraft. It is felt that these programs will enable the personnel to become more familiar with the jet aircraft which will result in improved evaluation of the air carriers' programs.

CHANGES AND ADDITIONS

This Division has recently approved the transfer of Maintenance Inspector E. M. Matejka from the Air Carrier Safety District Office to the General Safety District Office at Denver, Colorado. Operations Inspector Raymond Ziesmer, Jr., who has been assigned to the Seattle ACSDO as principal inspector on West Coast Airlines, is resigning this month to accept a position with West Coast Airlines as Chief Pilot. Both Inspectors Matejka and Ziesmer have done an excellent job in Air Carrier and we wish them the greatest success in their new endeavors.

This Division welcomes the following additional personnel and wishes them every success in their new association with the Federal Aviation Agency:

Marvin Feldon, Operations Inspector, Los Angeles ACSDO
Robert Hanna, Operations Inspector, Los Angeles ACSDO
John DeGomes, Operations Inspector, Burbank ACSDO
John Fulton, Operations Inspector, Burbank ACSDO
Lillian Snowden, Clk-Steno, Los Angeles ACSDO
Jane Bradley, Clk-Steno, Burbank ACSDO

Effective 0800 December 7, 1959, the Operations Inspectors, Region 4, were placed on a 24-hour schedule, 7 days a week, for 30 days. This special inspection is confined only to scheduled air carriers training programs, manuals and procedures.

HELP

Lately the workload in the Air Carrier Safety Division has increased tremendously due to the delivery of jet aircraft to operators headquartered within Region 4, and in connection with jet aircraft which are operated through this Region. We are looking forward to the recruitment of additional qualified personnel to assist in this program and to maintain the progress of this Division.

NEW EQUIPMENT ON THE LINE

Pacific Southwest Airlines, a scheduled intra-state commercial operator, this month inaugurated service between San Diego and San Francisco with the new Lockheed Electra turbo-prop aircraft.

THE AIR CARRIER SAFETY DIVISION EXTENDS TO ALL PERSONNEL SINCERE WISHES FOR A VERY MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR IN THIS "JET AGE."

* * * * *

A CHINESE RESTAURANT in Milwaukee has this sign on its window: Fortune cookies. Dire predictions, \$.25 extra."

* * * * *

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: _____



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

DISTRICT SUPERVISORS MEET

The Maintenance Engineering Branch held a highly successful District Supervisors' conference at the Regional Office, November 17 through 19. One of the highlights of this conference was a surprise visit by Mr. Joe Tippetts who addressed the conferees and renewed old acquaintances.

NOT COLUMBUS ALONE

Henceforth October 12 will also be celebrated as the birthdate of the Wesley Martyns' Son No. 5. Walter O'Malley please note!

ANOTHER NEW FACILITY

The new Santa Ana Control Tower, at the Orange County Airport, was completed October 28th. Control tower services were provided previously by County-owned facilities. The new tower is completely modern with latest equipment and installation techniques. A remote site has also been provided for all the tower transmitting equipment. The installation crew on this project included Lance Guyton, Karl Frederickson, William Greta, Delmar Shelton and J. W. Randall.

TRAVELOGUE

Jim Cole has traded in his civies for stripes, his slide rule for a shovel, his Mercury for a Camel (literally, no commercial intended), and departed for a two-year stretch in Kandahar, Afghanistan.

Ed Pardee, District Supervisor at Phoenix, has accepted a foreign assignment which will take him to Iran.

Jim and Ed must have read previous issues in this column where

foreign assignees glowingly described their travels. Well, we'll be looking for word, in turn, from you two, regarding your experiences. Good Luck!

I AND THE OTHER FELLOW

WHEN THE OTHER FELLOW takes a long time to do something he's slow. But when I take a long time to do something, I'm thorough.

WHEN THE OTHER FELLOW doesn't do it, he's lazy. But when I don't do it I'm too busy.

WHEN THE OTHER FELLOW goes ahead and does something without being told, he's overstepping his bounds. But when I go ahead and do something without being told, that's initiative.

WHEN THE OTHER FELLOW states his side of a question strongly, he's bullheaded. But when I state my side of a question strongly, I'm being firm.

WHEN THE OTHER FELLOW overlooks a few rules of etiquette, he's rude. But when I skip a few of the rules, I'm original.

WHEN THE OTHER FELLOW does something that pleases the boss, he's polishing the brass. But when I do something that pleases the boss, that's cooperation.

WHEN THE OTHER FELLOW get's ahead, he sure had a lucky break. But when I manage to get ahead, MAN! "HARD WORK DID THAT."

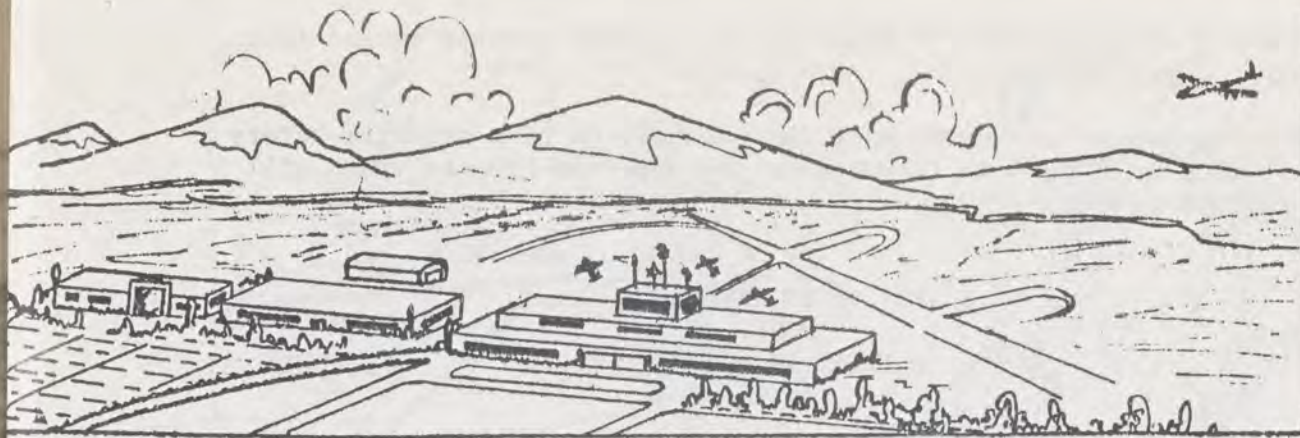
HAPPY HOLIDAYS TO ONE AND ALL

* * * * *

HOW'S THAT AGAIN?

Linda, who had been learning to sing Christmas carols in kindergarten, often sang herself to sleep. And one night, this is what her mother heard her sing: "While shepherds washed their socks by night."

* * * * *



A-120 ORIS

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

NEW PALOMAR AIRPORT - CARLSBAD, CALIFORNIA

In the November issue of Region 4 News the General Safety Division reported the loss of the Del Mar, California Airport as a debit on the total airport picture in San Diego County. For the sake of the record it should be reported that this cannot be considered a debit inasmuch as the County of San Diego, with the assistance of Federal-aid Airport funds has constructed a substitute facility known as Palomar Airport four miles southeast of Carlsbad, California. The flying public actually has gained by this because the Palomar Airport is much superior to the old Del Mar Airport except for the one possible drawback of not being quite as accessible to the \$2.00 bettors that used this airport as a means of access for a fast buck at the famous Del Mar race track.

The new Palomar Airport has a paved and lighted runway 3700' x 100', an administration building, and ample auto parking area. Under the FY 1960 Federal-aid Airport Program the runway is to be extended and widened to 4700' x 150'. At the present time the airport is served by Bonanza Airlines and it is expected that this airport will have a very healthy existence.

In addition to the Palomar Airport, the County of San Diego owns and operates six other airports and deserves a pat on the back for the fine job it is doing in promoting civil aviation in San Diego County.

1961 FISCAL YEAR FEDERAL-AID AIRPORT PROGRAM

December 15, 1959 is the deadline for sponsors to submit Project Requests for consideration in the 1961 Fiscal Year Federal-aid Airport Program. Region 4 will program against a tentative amount of \$20 million

in Federal funds and the 52 requests now on hand greatly exceed this amount.

Rigid programming standards with the emphasis on high priority safety items will be applied in formulating the approved Program which will be announced March 1, 1960.

A VERY MERRY CHRISTMAS
AND
A HAPPY NEW YEAR

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CIVILAIR NEWS

This the announcement for which many have been waiting. After several months of study and planning Civilair is taking the first BIG step toward providing the Regional Headquarters with an outstanding cafeteria.

Effective Monday, January 4, 1960, Manning's Incorporated will assume direct management of the cafeteria. Civilair will retain responsibility for overall policy. Five excellent in plant feeding firms were interested in providing this service, but after careful analysis Civilair determined that Manning's could best meet our particular requirements.

Manning's on-the-spot Manager will be Mr. Harlan Tyler, an experienced Manager and a graduate of Manning's training program for Managers. Lois Schneider will remain with us as the Assistant Manager, and will receive complete training in Manning's methods of operation.

COMING SOON!

N A M E T H E N E W S C O N T E S T

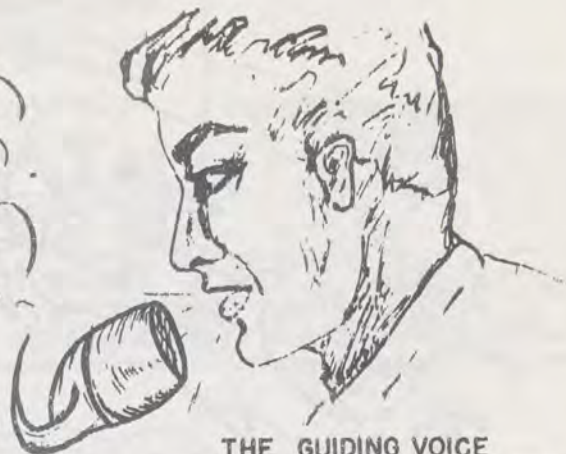
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Slightly inebriated, a man was homeward bound from a festive office Christmas party. He consulted his watch. It was 7 P.M. From the taxi window, he spotted a clock outside a jewelry store. It registered 6:55. Then he asked the driver for the time. "The time," was the answer, "is exactly 6:50."

"Turn around fast," implored the celebrant. "I'm going in the wrong direction!"



THE GUIDING HAND



THE GUIDING VOICE

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

Air Traffic Control

HISTORY

December is truly a notable month. The rebirth of goodwill and hope, the resurgency of that air of excitement and anticipation most prevalent with the small fry, cause us to overlook some interesting history.

Orville Wright in December of 1903, managed to coax into the air a contraption of wire, wood and fabric, powered by a feeble engine. This event at Kittyhawk, N.C., was almost ignored and few foresaw its possibilities.

Today this giant - Aviation - permeates the daily living of us all. In 1903 who would have foreseen that some seventy turbojet flights would now serve the Los Angeles Airport daily. A salesman handles his day's business in New York and has dinner at home that evening with his family on the West Coast. Illness brings a specialist, family, friends - in minutes. A serviceman receives his Christmas letter almost before the ink has dried. Man reaches for the stars.

At this season, it would be well to reflect on ATC's part in this miracle. We own nothing, yet handle "service to others". Our "service" should measure up to the "Season", with safety, order and expedience.

PURPLE RIBBONS

The recent Formal Evaluation of the Phoenix Center resulted in two casualties to LA-540 personnel. W. A. Stevens, the Analysis Branch Chief, broke his little toe in two places, trying to answer the door in a dark motel room. T. W. Jamison, the Analysis Branch Deputy Chief, is still using a cane as a result of a mysterious knee injury. Other evaluation team members returned in good health, but if this sort of thing continues, casualty combat pay might become a requirement.

NEW YEAR'S RESOLUTION

Resolved: I enjoy reading about other facilities. I will forward news items to the Division Representative, not later than the 20th of the month.



RMD
LAX-ATCJ

"And it came to pass that there went out a decree from
Caesar Augustus that all the world should be taxed -"

For the Season which this account foretells ATC Division
Folks in the Regional Office wish you one and all

MERRY CHRISTMAS AND A HAPPY NEW YEAR



BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

DIVISION Betty Dearn
REPRESENTATIVE: Ext 275, LA-2501

General Safety Division

DEATH OF AN AIRPORT

The sun refused to shine today,
 O'er the tension, damp and cold;
 As the gavel slammed onto a desk,
 And the auctioneer shouted, "Sold!"
 With lump in throat, through misty eyes
 We felt plain double-crossed,
 As another airport closed its doors,
 And a labor of love was lost.
 The novice pilot felt no pangs
 As he saw the title pass.
 'Twas different for us, who, for many years,
 Had worshipped that field of grass,
 Where once stood our hangar and windsock,
 Now real estate customs prevail,
 And a mocking painted sign proclaims;
 "CHOICE BUILDING LOTS FOR SALE!"

We're just one in the series of victims,
 But for the first time, we've cause to be vexed
 Please bear with us, friend, in the knowledge,
 That your own precious field may be next.
 There is no way we know, to stamp out,
 This grave menace which encroaches;
 So we must seek new landing strips,
 With long and clear approaches.
 And, no matter where, or what we build,
 The future may erase it.
 So, for every field we lose this way,
 Let us do all we can, to replace it.

In sending in this poem, which appeared in the October 1959 issue of Slipstream, the publication of Silver Wings Fraternity, Supervising Inspector LeFevre from the Ontario GSDO indicated that he thought it was most appropriate for publication in the Region 4 News, in which mention has been made recently of the passing of several airports.

CAR AMENDMENT

Last month we mentioned CAR Amendment 1-2 which requires inspection of an aircraft prior to its original certification in the standard category. This amendment continued to have repercussions throughout the region in the in-

creased numbers of applications being received by most District Offices for certification of approved repair stations. As we go to press, we have received CAR Amendment 1-3, effective December 8, which we believe will take care of most of the complaints which have been received in this Region.

WEATHER OR NO!

Winter weather continues a topic for conversation and directly affects many phases of the work of our GSDOs. Supervising Inspector Princen writes from Seattle that during November approximately 500 aircraft were marooned in various areas in the vicinity of Seattle because of floods. Inspector Romaine reports from Yakima that roads and railroads were washed out, leaving the Yakima Valley without surface transportation to the Seattle area, and obliging the airlines to put on extra flights to accommodate Thanksgiving travellers. Supervising Inspector Hendy of Helena reports a 25" snowfall in 24 hours with a temperature of 39° below zero. According to him, "the weather played its usual tricks and the simple process of taking off in an airplane at 26° below zero and climbing to 10,000 ft. to enjoy 10° above zero was not uncommon among the flying public."

PERSONNEL NOTES

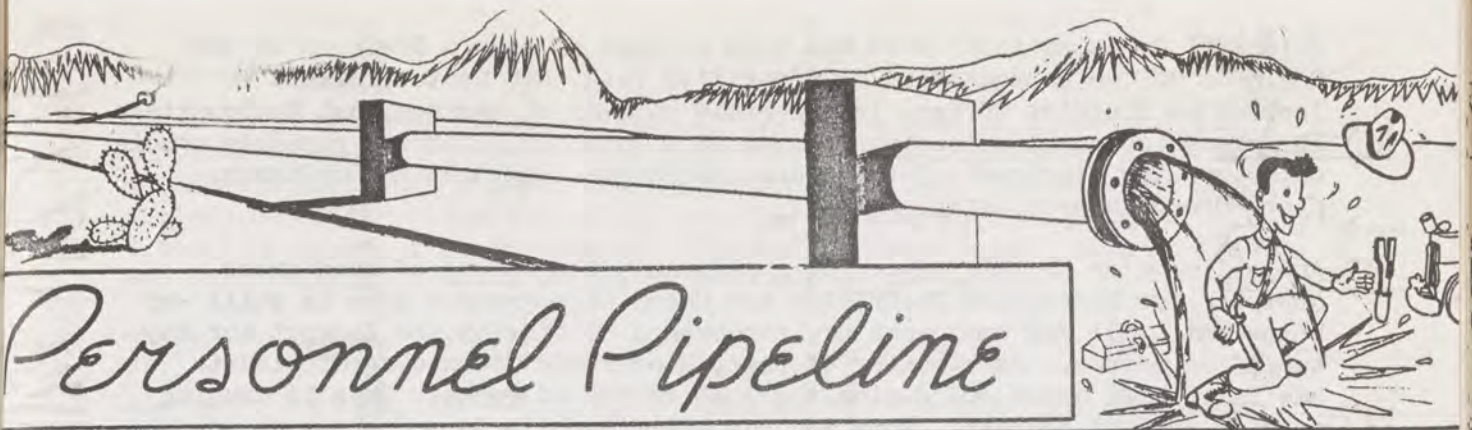
Our best wishes for a speedy recovery are extended to Harold K. Phillips, Repair Station Specialist in Van Nuys, who has been away from the office due to major surgery since mid-October. Present plans call for him to return -- all hale and hearty -- after the holidays. In the R. O., Bill Ford of the General Maintenance Branch has undergone what he terms "minor surgery" and is back at work again. We never heard before of a person having his throat cut to stop a limp in his right leg, but get Bill to explain it to you sometime. Seems he is a sort of walking medical phenomenon.

Now that the budget has been approved -- finally -- we've been doing some recruiting. We have three new Clerk-Stenographers on the payroll: Kathleen A. Hopper, Ontario; Marjorie D. Patterson, Long Beach; and Lois B. Guyette, Fresno. Roy Outcen has been selected to fill the GS-13 Maintenance Inspector position in the R.O., but will not be reporting until after the New Year when his replacement has been selected and can report to Van Nuys.

'COPTER ACTIVITY

Reports of increased helicopter activity come from several sources. Long Beach advises that requests have been received for approval of heliports at Knotts Berry Farm and an industrial plant in Torrance. Van Nuys reports helicopter operations being carried out by Rotor Aids of Ventura, to the Standard Oil man-made island off the coast. The five mile trip is made approximately every 15 minutes, carrying oil drilling crew changes, supervisors, company representatives -- so far over 100,000 people day and night. In Los Angeles a number of Notices of Construction for additional heliports and helistop rooftop sites may be expected in the near future, and a number of business firms plan to make use of these facilities immediately upon completion. An executive helicopter pad at the terminal airports will be an early demand. San Diego reports increased helicopter activity with anticipated establishment of a downtown heliport early next year. At the present time, Supervising Inspector Eddy reports that one of the air taxi operators is busy transporting Santa Claus to various spots in San Diego County.

There are two well-known finishes for airplanes --
lacquer and liquor!



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

ADVERTISING FIELD JOBS UNDER THE PROMOTION PLAN

The heavy load on our teletype circuits in advertising jobs under the Promotion Plan has taken its toll. A revised procedure is now being developed which will contain certain changes such as (1) Advertising by RENOTS twice a week rather than every day as at present. (2) Submission of bids by mail rather than over the teletype circuits allowing slightly longer closing dates to accommodate those who bid by mail from distant points. (3) Elimination of a lot of the unnecessary phrases currently carried in our vacancy announcements.

We are allowing ourselves until January 18, 1960 before changing the bid system. Add it all up and we believe the only real difference will be a matter of an extra 4-5 days in filling any given vacancy. This is to be measured against the tremendous saving of traffic over the teletype circuits and the reduction in the Station workload in distributing administrative messages.

The above will have no effect on jobs which heretofore have normally been advertised by the "Blue Sheet." It applies to such field jobs in ATC and ANF as Air Traffic Control Specialists and Electronic Maintenance Technicians. Be on the lookout for an Administrative Notice within the next 10 days giving many more of the particulars.

NEPOTISM - EMPLOYING RELATIVES

The FAA policy on Nepotism has been relaxed from that set forth in Standard Practice Sections 3050 - 3053. A new Agency issuance on this subject is expected soon. Our present Nepotism policy is briefly stated as follows:

Close relatives shall not be appointed or assigned to a position in the same principal organization unit or to any position in which one may directly or indirectly supervise, control or influence the work or the employment status of the relative or the affairs of the organization unit in which the relative is employed.

A close relative has been interpreted to mean: Husband, Wife, parent and child (by blood, marriage or otherwise) son-in-law, daughter-in-law, brother and sister, brother-in-law, sister-in-law, and any relative regardless of relationship who resides in the same household.

Principal Organizational Unit has been defined to mean a Division in the Regional Office Headquarters or a facility (e.g. ATC Center, Flight Inspection District Office) in the field outside of the Regional Headquarters. The above information is given to you as a guide in referring possible candidates such as Electronic Technicians, Engineers, Engineering Draftsmen, Clerk-Stenographers, etc.

And while we're on this matter of employment, the number of candidates applying for Electronic Technician and Clerk-Stenographer jobs is still way below par. All FAA employees are encouraged to stay on the lookout for any qualified person. As a matter of fact, Electronic Technician applicants has fallen off about 40% during the last couple of weeks. This is causing a great deal of concern. Hope you can help!

A FEW TIPS TO SUPERVISORS ON MISCELLANEOUS TOPICS

(1) When any employee leaves (Resignation, separation, etc.) Standard Form 8 should be given to him on or before his last day of duty. This Form describes a Federal employee's eligibility for unemployment compensation. We have learned that about 33% of Federal employees filing claims for such unemployment pay had not received their SF 8. Review your current operation to insure the leaving employees know about his rights on this point. OMD at Oklahoma City, stocks this Form.

(2) If there is a question as to which persons can administer an Oath of Office, take a peek at Agency Practice 3-1 Section 5. No other paper work specifically naming a particular person is now needed. It's "in the Book." If you are occupying one of the positions listed, you've already made the team. No certificate will be forthcoming -- as was done in the past.

FLASH - HEALTH BENEFITS PROGRAM NEWS

The Civil Service Commission has released information bringing us up-to-date on the problems about the new Health Benefits Program. Their time-table of target dates shows that: By March 31 - They will complete contract negotiations for the Government-wide Service Benefits Plan and the Government-wide Indemnity Benefits Plan. Also, decide which non-Government-wide plans can participate in the program.

By May 1 - Make available informational literature for distribution to employees.

By June 1 - Begin enrollment of employees eligible. The program will go into effect for employees on the first day of the first pay period after July 1, 1960 - July 10 in our case.

The descriptive literature will be worked up in a form which will permit an employee to compare features of the various plans. He then can select the one that best fits his particular needs.

If all goes well, the June 1 target date for starting employee enrollment may be revised to an earlier date.

MERRY CHRISTMAS TO ALL REGIONAL
EMPLOYEES FROM YOUR PERSONNEL OFFICE

SUGGESTION PROGRAM

Eleven Suggestion Awards, totalling \$325.00 were made in November. In addition to many intangible benefits realized from adoption of these suggestions a total money savings of \$3,006.00 resulted. These awards were divided among the Divisions as follows: ANF, 5 awards; ATC, 1 award; General Services, 1 award; Budget & Finance, 1 award, and 3 to suggesters who have recently retired or transferred out of the Region.

The award winners were:

Joseph F. Collins, ANF Division, Seattle -- suggested the use of plastic washers in the Model 14 Teletype equipment, which resulted in cooler operation and longer service from main shaft parts. Because modification of the Type 14 T.D. is now under way, suggestion was not implemented on a wide scale but it has provided benefits in Seattle where it is being used on an interim basis. Award: \$20.00

Richard C. Cruger and Virgil E. Willey, ANF Division, Pendleton, Ore. -- suggested a special set of test leads for the CA-1509 Portable Glide Slope Detector and the 706-B Sound Analyzer for use in testing TUS glide slope equipment and localizer equipment. Award: \$10.00

Emil H. Gisel, ANF Division, Pescadero, Calif. -- suggested a simplified, fast, and accurate method and equipment for measuring frequencies between 2.5 and 25mc which will result in time savings of 300 manhours a year. Award: \$40.00

Dorman E. Johnson, now in Washington, D.C. -- suggested an improved method of making dynamic checks of plate to plate unbalance on localizer system. Award: \$10.00

Wallace C. Johnson, (retired) -- suggested a refinement of the NOTAM Code which was approved by the ICAO/AIS Division. Award: \$25.00

Ruth K. Kassing, Budget & Finance Division -- suggested a revision of Form 1137 (Leave Record) which facilitates keeping records of any annual leave that may be forfeited at the end of a leave year. This was adopted by Washington. Award: \$25.00

Cody H. Lehr, (retired) -- suggested replacement of the dazor bracket with a Baby Boom bracket for A/G consoles. Mr. Lehr was awarded \$145.00 in 1958 for initial adoption of his idea. Washington approved adoption on an extended basis and granted an additional award. Award: \$55.00

John H. Livingston, ANF Division, Los Angeles -- suggested specially prepared tape for use on Model 28 Teletype Printers which has proved to be a useful tool and has resulted in materially speeding up the diagnosis of typing trouble and reduction of time the unit is out of service. Award: \$70.00

Robert W. Means, ATC Division, Seattle -- suggested a "flash card" type of test as a part of the Air Traffic Control facilities' training program. Award: \$50.00

Charles K. Olsen, ANF Division, Klamath Falls, Oregon -- suggested the use of 12-16 volt lamps for copy lights on Model 28 Teleprinters. This has been adopted within the Region on an optional basis. It results in improvement in safety in that it eliminates window reflections. Award: \$10.00

C. E. Sterritt, General Services Division -- suggested use of a special "fire blanket" in the Hangar. This provides a good safeguard in the event a person, or any part of his clothing, should catch on fire. Award: \$10.00

* * * * *

HOME IS THE SHOPPER

When she comes home from shopping
Her husband's big lament
Is not that she's exhausted,
Only that she's spent!

* * * * *

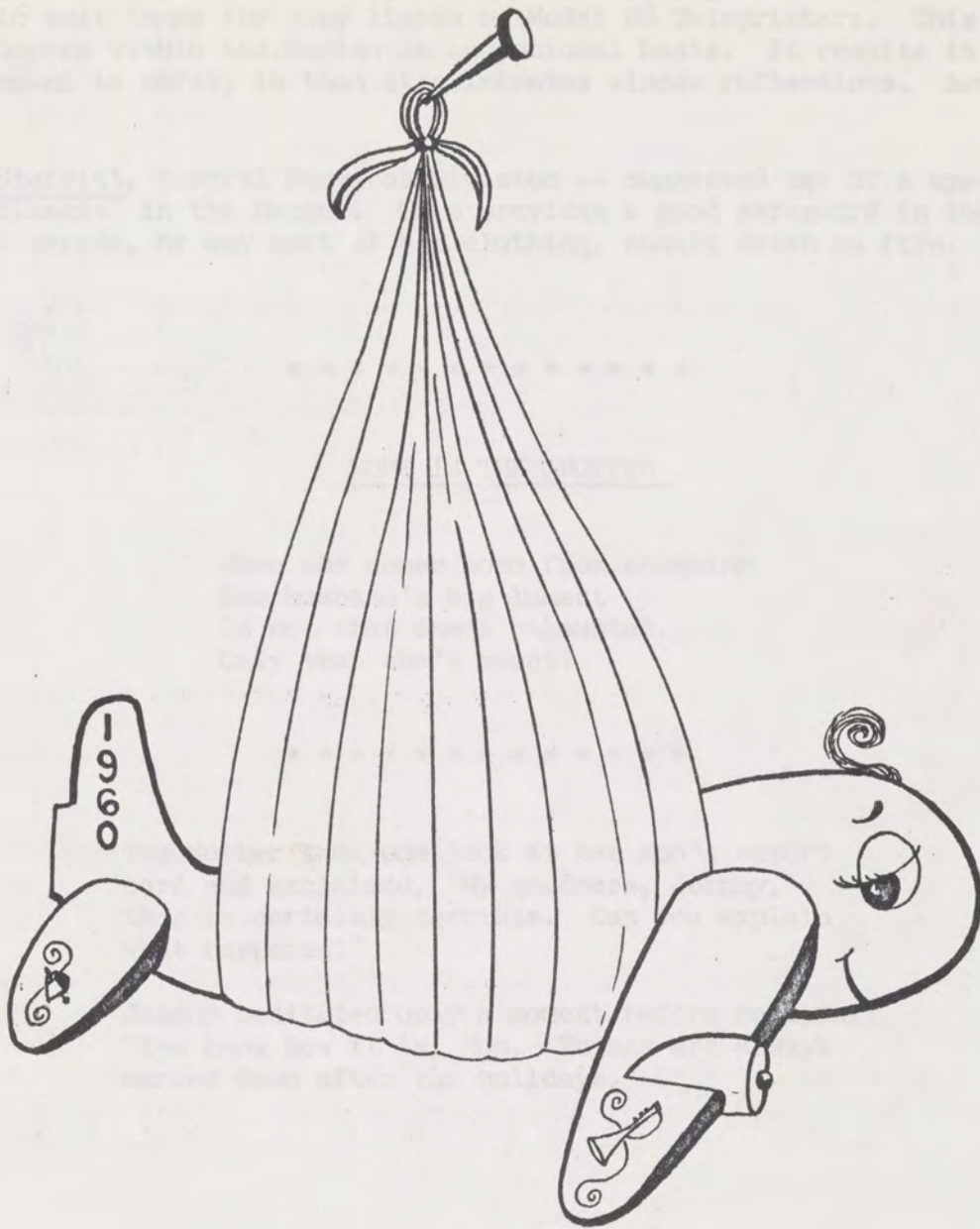
The Mother took one look at her son's report card and exclaimed, "My goodness, Johnny, this is certainly terrible. Can you explain what happened?"

Johnny hesitated only a moment before replying: "You know how it is, Mom. Things are always marked down after the holidays."

M E R R Y C H R I S T M A S ! ! !

General K. ...
of 10-16 ...
been adopted ...
improvement in ...

G. W. ...
"The ..."
...
...



AND A CHEER YEAR