



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

VOL. II NO. I

JANUARY, 1960

NEW AIR TRAFFIC CONTROL CENTER BUILDING
FREMONT, CALIFORNIA



The new Air Traffic Control Center Building under construction during 1959 was officially accepted by the FAA at ceremonies held in Fremont, California as the year came to a close. The electronic equipment necessary to control traffic in Northern California and halfway across the Pacific is now being installed. When the facility is commissioned later this year, it will replace the present Center located at Oakland, California.

FROM FAA'S WASHINGTON NEWS ROOM

- The adoption of a rule governing the consumption of alcoholic beverages aboard air carrier aircraft has been announced. The new rule, effective March 10, 1960, provides that no alcoholic beverages may be consumed which are not served by the carrier, nor will alcoholic beverages be served to passengers who appear to be intoxicated.

- Most of the nation's airliners must now be equipped with airborne weather radar which enables the pilot to detect and avoid severe weather conditions. Special CARs' provide that all pure jets and all turbo-prop jets used in passenger service be equipped by July 1, 1960. Later dates have been set up for the equipping of other airline aircraft.

- Joseph H. Tippets, a 22 year veteran in civil aviation, has been named Director, Bureau of Facilities and Materiel. Mr. Tippets has been serving as Deputy Director of the Bureau.

- Oscar Bakke, presently the Director of the Bureau of Safety of the CAB, will be appointed the Director of the Bureau of Flight Standards of the FAA. He is expected to assume his new duties late in January. Mr. Bakke is replacing Mr. William Davis who is leaving FAA to accept a responsible position with American Airlines.

- Major air navigation and air traffic control facilities programmed for the current fiscal year have been announced. The fiscal program is based on an appropriation of \$118,200,000 and designed to provide the air navigation facilities, air traffic control systems, and special purpose buildings to meet the increased demand of civil and military traffic. (The Fourth Region's part of this important program includes the establishment of various new facilities totaling about \$27,000,000 at some forty-six locations in our eleven state area)

- The University of Southern California in Los Angeles will present a special course to be given selected Agency personnel in the techniques of accident prevention and investigation. The eight week course has been specially tailored to meet the needs of inspectors in the Agency's Bureau of Flight Standards. It will be given successively to three groups of eight inspectors each. The first group will report for training on February 4, 1960.



REGIONAL ADMINISTRATOR'S COLUMN

FAA ANNOUNCES REALIGNMENT OF FIELD RESPONSIBILITIES

Late in December, Mr. Quesada announced a major change in the field operations of FAA. Under the new organization, effective January 1, 1960, Washington Bureaus and Offices with program responsibilities will exercise direct supervision over all program activities in the field except in Alaska and Hawaii. At this writing we do not have all of the information necessary to present the complete new picture, but I can pass along to you the information we have received.

The position of Regional Administrator in all six Regions has been abolished. Six new posts of Regional Manager have been established to carry out the administrative and support functions required by the program Divisions in the field. Regional Managers in Alaska and Hawaii will be charged with full responsibility for program execution as well as supporting services because of the special conditions existing in those Regions.

The Washington Bureaus and Offices that have been given direct authority in the Region include: The Bureau of Flight Standards, Bureau of Air Traffic Management, Bureau of Facilities and Materiel and the Office of the Civil Air Surgeon. No changes are being made in the number of Regions or the location of Regional Offices. However, the structure of the field organization remains under continuing study.

Program authority (other than staff and supporting services) previously delegated to the Regional Administrator in Regions 1, 2, 3 and 4, is now vested in the Chiefs of the respective field programs. Authority previously delegated to the Regional Administrators to direct staff and supporting services is now vested in the Regional Manager.

In announcing the change Mr. Quesada said that under the former organization there was often uncertainty as to who was responsible for results in the field because both the Regional Administrators and the Bureau and Office Directors in Washington were held accountable for field operations. "In the future I shall be able to hold a single official responsible for the execution of each of the Agency's programs," Mr. Quesada said.

To assure the continuity of operations the Acting Regional Managers will continue to expedite matters for which the Regional Administrators were formerly responsible. They will also take action on matters that are essential to the uninterrupted conduct of Agency business pending issuance of clarifying instructions.

As additional information and directives are received, I shall pass them along to you. In the meantime, I know I can count on each of you to continue the fine job you have always done for the Agency.

NAME THE NEWS CONTEST CLOSES

As the deadline date of January 15 rolled around, Walter R. Moon, Chairman of Civilair, reported that many employees had submitted entries in the "Name The News" contest. The contest, sponsored by Civilair, was announced on December 21, 1959 and employees had until January 15 to submit suggestions for a new name for "The Region Four News."

When it became known that the editorial staff of the "News" were planning changes in the front cover of the Regional publication, Civilair very generously offered to sponsor a contest to select a new name and also put up a winning suggestion cash prize of \$50.00. The name selected will be worked into an attractive cover that will also incorporate the new FAA seal.

The many suggestions are now being carefully studied by a group of impartial judges and we hope to announce the winner and use the new cover on the February issue of the "News". Judges chosen by Civilair to select the winning name include: E. S. Hensley, Deputy Regional Manager; Florence Smith, Chief, Special Services Branch and Houghton Miller, Manager, FAA Credit Union.

The staff of "The Region Four News" wishes to take this opportunity to thank all of you who participated in the contest -- we wish all of you could win! In the months ahead, we hope you continue to enjoy our efforts to present items of interest about your Region. Please keep in mind that your Division Representative is dependent on you for material don't let them down! We also hope to be able to use more photographs (budget permitting) so send these along to your division editor.

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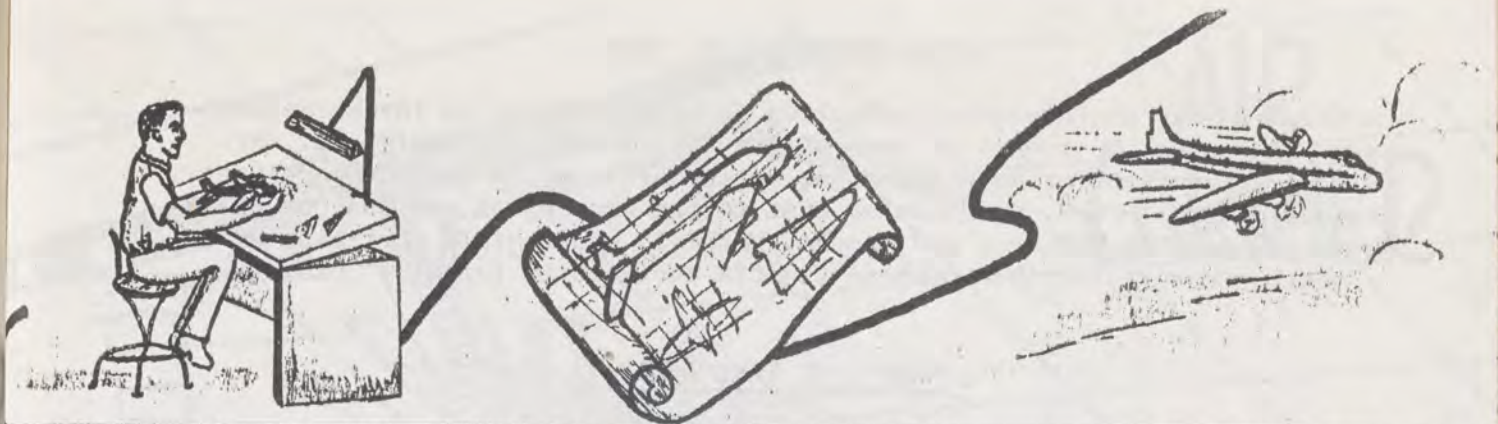
PAYMENT IN ADVANCE

And then they tell the story about the New Year's Eve celebrant who phoned Western Airlines for information. After some difficulty with his diction, he got out, "Would jappleash lemme know how much it costs to fly to San Diego?"

"\$10.01, sir," replied the airline clerk.

"OK, operator, just a minnit," spoke up our tipsy one, and the operator was treated to the sound of a number of clinking coins as the prospective traveler duly dropped the money into the pay telephone.

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

Aircraft Engineering

"KLIK" HAS NEW HAT

The Washington Office has designated W. A. Klikoff as Acting Chief of the Flight Standards Division. While on the "Acting" basis, he is also continuing as the Chief of the Aircraft Engineering Division.

CAPTAIN EDDIE IS R.O. VISITOR

Captain Edward Rickenbacker, with Mr. Charles Froesch and other members of his staff, visited the Aircraft Engineering Division to determine the progress on the certification of the Douglas DC-8 aircraft equipped with Pratt & Whitney JT4 engines to be delivered to Eastern Air Lines.

THE 880 RECEIVES PROVISIONAL CERTIFICATE

A provisional type certificate has been issued on the Convair 880, and it appears that an airworthiness certificate under the terms of the provisional type certificate will be placed in a Delta Airlines airplane this month, when Delta plans on taking delivery of the airplane. At the present time, the project is progressing at a rapid pace, with three aircraft engaged in the test program. The F & R tests are scheduled to be conducted during the month of March.

DC-8 HITS THE HIGH ROAD

Some of our Flight Test, Engineering, and Inspection personnel have participated in the functional and reliability test of the Douglas DC-8 equipped with Rolls Royce Conway Engines on a flight to Bogota, Colombia, with stopover at Mexico City, and return via Trinidad and Miami. The flight was quite informative, particularly because operation of the aircraft from the high altitude airports was involved.

JOIN INVESTIGATING TEAMS

Several of our engineers were involved in participation in investigation and witnessing the scenes of some of the recent aircraft accidents. Mr. Dan Davis went as far as Wilmington, North Carolina, on the DC-6 accident investigation; Mr. O. K. Stampley went to the hearing on the TWA Constellation accident at Chicago; and Messrs. Vergilio and Yagiela participated in a meeting concerning the Lockheed Electra accident in Buffalo, Texas.

NEXT TIME TAKE A MAP

Jill Tinnell, fresh from the wide open spaces of Wyoming, finds navigating problems in the City of Los Angeles leaving a lot to be desired. Making a mad dash to the Westchester Post Office during her thirty-minute lunch period, she inadvertently made a wrong turn and became more confused than usual and had to solicit the aid of cruising policemen to find her way back to the protective confines of the FAA Regional Office. She finds driving in Detroit or Chicago much more to her liking.

DIVISION NEWS

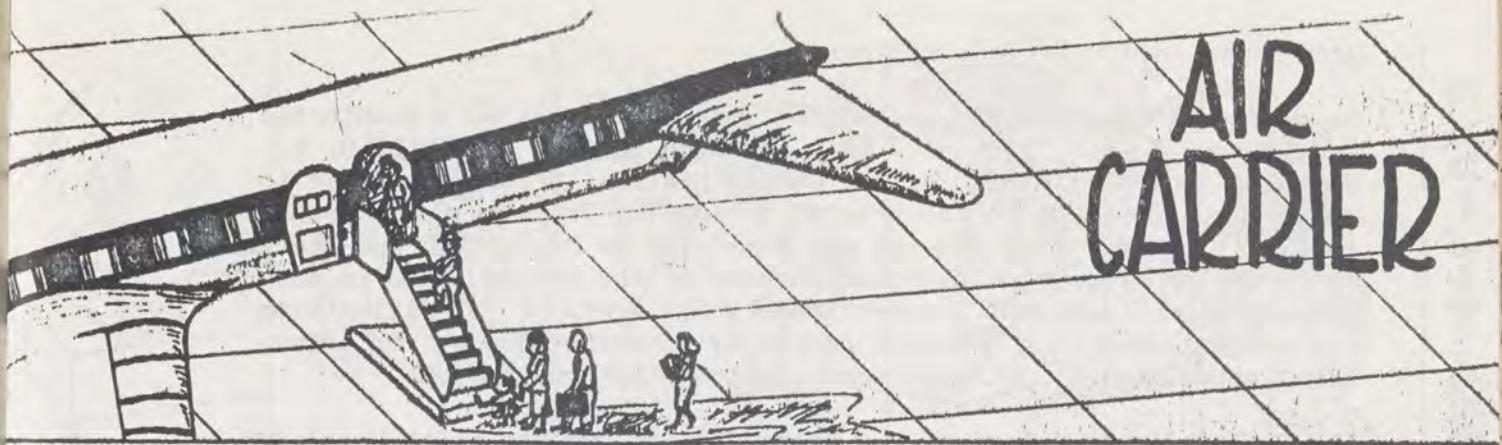
Cupid tells us that wedding bells will be ringing again in our Division, and none other than Betty Bodnar (Powerplant Branch) is the one for which they will be chiming. That is a beautiful diamond, Betty, and we will be anxious to know the exact date.

Editor's Note: Cupid also tells us that your Division Representative, Bernice Sackett will be hearing wedding bells in the not too distant future. Best Wishes Bernice!!

* * * * *

Personnel in our Division were saddened to learn of the passing of Mr. Henry B. Batson on Sunday, January 10, due to a heart attack. Mr. Batson was employed as Manufacturing Inspector in Aircraft Engineering District Office No. 42 at Santa Monica.

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

AROUND THE CLOCK

The activity of Air Carrier Safety Division has been accelerated because of the Special 30-Day Inspection Program on scheduled air carriers by the Operations Inspectors which started 0800 December 7, 1959 in accordance with instructions from FS-400. Operations inspection activity was established on a 24-hour, 7-day a week basis, Christmas and New Year included. Activities coming under the accelerated program were ground training, flight training and en route operations of scheduled air lines.

AAT RECEIVES CERTIFICATE

Avalon Air Transport received a temporary Certificate of Public Convenience and Necessity to service the Los Angeles area and Santa Catalina Island.

LAA ORDERS BIG 'COPTERS

C. M. Belinn, President of Los Angeles Airways, announced that the Los Angeles Airways had contracted with the Sikorsky Aircraft Company for delivery of five twin-turbine S-61 helicopters which are capable of carrying twenty-eight passengers plus 1,200 pounds of mail and express. Delivery of these aircraft will be in the last quarter of 1960.

THE JETS KEEP COMING

The Boeing Model 720 was flown from Renton, Washington to Boeing Field at Seattle, Washington and is being prepared for FAA Certification tests. United Air Lines has purchased ten of this type aircraft for delivery starting April 1960. This is the smallest and the fastest member from

the Boeing stable of jet airliners.

In October 1959 following the Boeing 707 accident at Oso, Washington, Mr. Hudson, P3-420, requested this Division to make Inspector R. L. Jones of the Seattle Air Carrier Safety District Office available to Region Two to assist in the Braniff Boeing 707 Training Program and proving flights. This request was initiated by Region Two and necessitated by the injury to Inspector Huebner of the Dallas ACSDO in the aforementioned accident. Approximately 200 hours of 707 flying time was accomplished in a six-week period by Inspector Jones. Of this time, approximately 30 hours were spent on the proving runs.

The Boeing Airplane Company has delivered its seventy-fifth Model 707 jet transport.

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V. P. P. NEWS

Plan in effect 7 years. Total donations if a charter member of plan \$210.00. Total benefits paid \$372,615.00. Average payment \$8,872.00. Average age of members at death 48.8 years. Average deaths per year 6. Average cost per year \$30.00. Amount of pledges now on deposit \$11,600.00. Donations to beneficiaries for last 14 deaths have exceeded \$10,000.00 each. Donations to beneficiaries for last 4 deaths have exceeded \$11,000.00 each.

Deaths by calendar year:

<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>	<u>1957</u>	<u>1958</u>	<u>1959</u>	<u>Total</u>
4	5	4	9	6	9	5	42

Age at death of oldest member: 64

Age at death of youngest member: 25

Average age at death by calendar years, only for deaths occurring in each calendar year:

<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>	<u>1957</u>	<u>1958</u>	<u>1959</u>
58.4	48.7	41.8	50.0	46.5	52.2	46.2

Deaths by age groups

<u>20/50 years</u>	<u>51/and over</u>
23	19



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

RAY JORENBY RETIRES

Raymond Jorenby, Chief, Airways Technical District Office, District #17, Billings, Montana, retired on December 31, 1959, with more than thirty-six years of Government Service -- 8 years in the Navy and over 28 years in the FAA and its predecessor agencies.

Ray is one of the fast vanishing breed of pioneers who started in the Lighthouse Service and, through long years of faithful and dedicated service, contributed much to the growth and development of aviation.

Since you can't keep a good man down, Ray has accepted a position with the Boeing Aircraft Company, where he will continue his interest in aviation.

TWAS THE NIGHT BEFORE FINAL By A. R. Tuckey (Resident Engineer)

I sometimes feel like a bride in church.
 Did my contractor leave me in the lurch?
 Considerable money we did spend
 To accomplish our goal and attain our end,
 With specs, drawings and plans galore
 "Gosh I hope he's hung that door

Plumb, straight and level" shall be
 Ringing in my head thru Eternity.
 The taxpayers bucks, for folks in the sky
 We finished this job and we sure did try
 To get it done right from beginning to end,
 Justifying the premium that we spend.

But waiting here now for Final Inspection
 I know that there's been no foul deception.
 Been on the job day after day
 "Can't see forest for trees?" a small voice may say.
 Did my best, didn't shirk
 But sometimes I feel like a bride in church.

CUPID
ON THE
PROWL
IN
ANF



ANNOUNCING THE MARRIAGES

OF

SHIRLEY CLEMENTS	NOV. 28, 1959	TO	ALLEN SCOBLE	ON
ELAINE OHLWILER	NOV. 28, 1959	TO	JON SIMEON	ON
JOYCE CASHWHEELER	DEC. 23, 1959	TO	CALVARY ROSS	ON
JANE KRAVITZ	JAN. 2, 1959	TO	ALBERT PAUL	ON
ROBERTA BASS	JAN. 2, 1959	TO	DONALD PETTER	ON

AND THEY LIVE
HAPPILY
EVER
AFTER

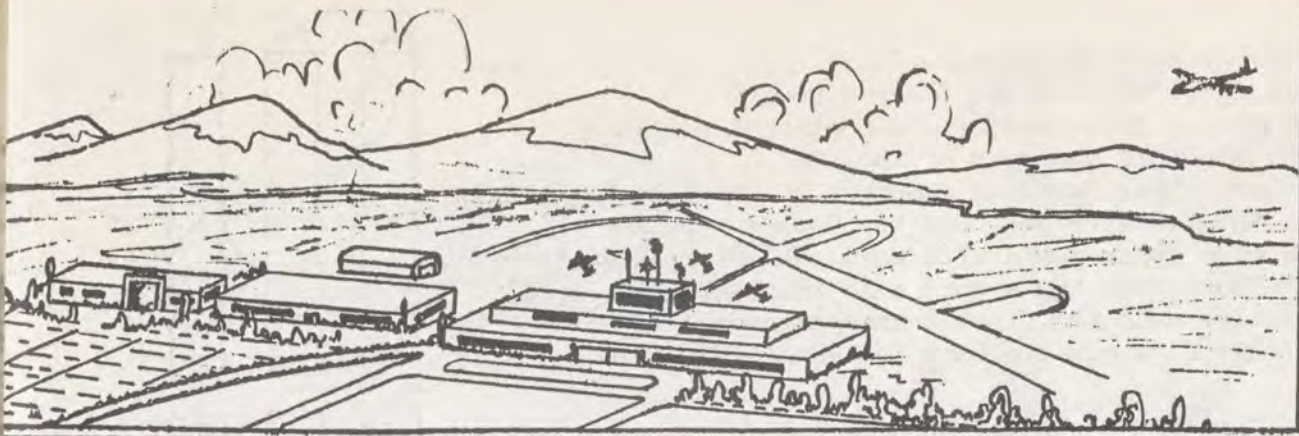
Two of the romances budded right here in the Regional Office. Jane Kravitz of LA-665 and Albert Paul of LA-662. Elaine Ohlwiler of LA-673 and Jon Simeon of the LAX Center (Elaine has since resigned to assume the role of "housewife.")

To all the newlyweds we convey our best wishes!

This Division has some vacancies for Clerk-Steno and Secretarial positions. Tell your friends about these jobs with unlimited opportunity!

GEORGE KIEFFER'S GET TAX DEDUCTION

The George Kieffer's son, Michael Hugh, arrived on December 7th earning his proud parents a tax deduction in addition to a bundle of joy.



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

FAMILIARITY WITH AVIATION INDUSTRY

Back in 1947 when R. W. F. Schmidt was Superintendent of the then Airports Branch, he gave his people what was termed as "refresher quizzes". These covered a multitude of questions which were designed to show an individual's overall knowledge of the transportation industry and the historical, economical, geographical, and agricultural background of the Region.

Now, the following hasn't much to do with airports today, but we are going to give you, old-timers, a chance to test your knowledge of familiarity with the aviation industry in 1947. This questionnaire appeared in "Airports Branch Refresher Quiz No. 4."

(1) Names. Simply check answer you believe right. (Incorrect minus one; if you do not know, check the column indicated by ? for zero).

	Yes	No	?
Eddie Rickenbacker is president of Eastern Air Lines	()	()	()
Milt Gross is president of Lockheed	()	()	()
Octave Chanute designed the first parachute	()	()	()
W. A. Patterson is president of United Air Lines	()	()	()
Forrest Watson is an Oklahoma aviation enthusiast	()	()	()
William "Bill" Ziff is a famous stunt pilot	()	()	()
T. C. Drinkwater is president of Southwest Airways	()	()	()
Randolph Scott manufactures aircraft radios	()	()	()
James Ray is president of Western Air Lines	()	()	()
L. Welch Pogue is a past-president of the NAA	()	()	()
Paul Mantz won the 1946 Thompson Trophy	()	()	()
The Dole Flight was won by Al Williams	()	()	()
Clarence Belinn is president of Los Angeles Airways	()	()	()
Marvin Landes is chairman of the CAB	()	()	()
Gail Sullivan is Postmaster General	()	()	()
Roscoe Turner was formerly associated with Nevada Airlines	()	()	()
C. R. Smith is a director of Pan-American Airways	()	()	()
Wayne Parrish is editor of "American Aviation"	()	()	()
A. Harold Bromley attempted a Trans-Pacific flight in 1930	()	()	()
"Bill" Hudson is credited with 489 flights in one day	()	()	()

(continued on next page)

	Yes	No	?
Max Karant is editor of "Flying"	()	()	()
Col. Hank Myers piloted the "Sacred Cow"	()	()	()
J. W. Miller is president of Mid-Continent Airlines	()	()	()
C. Bedell Munro is a member of the CAB	()	()	()
D. W. "Tommy" Tomlinson was a member of the Navy "High Hats"	()	()	()
Beverly "Bevo" Howard designed the Howard airplane	()	()	()
Earl Ovington is credited with being the first airmail pilot	()	()	()
Amelia Earhart made the second solo trans-Atlantic trip	()	()	()
Glenn Curtiss made the first transcontinental flight	()	()	()
Dick Merrill flew non-stop New York-Paris-New York	()	()	()
Wiley Post flew the "Winnie Mae"	()	()	()
Kingsford-Smith piloted the "Question Mark"	()	()	()
The Reynolds "Bombshell" is a Northrup model	()	()	()
Howard Hughes won the Bennett Cup in 1938	()	()	()
George Haldeman attempted a trans-Atlantic flight in 1927	()	()	()
W. T. Piper originated the name "Cub"	()	()	()
Edward Music piloted the "Southern Cross"	()	()	()
Doug "Wrong-way" Corrigan flew a Curtiss "Oriole"	()	()	()
Edgar R. Burroughs is editor of "Western Flying"	()	()	()
Dr. Hugo Eckner commanded the "Graf Zeppelin"	()	()	()
The "Spirit of St. Louis" was a Stinson model	()	()	()
C. G. Taylor is editor of "Aero Digest"	()	()	()
Frank Hawks flew for Texaco	()	()	()
Jimmy Doolittle is associated with Shell	()	()	()
"Tex" Rankin was acknowledged acrobatic dean	()	()	()
Lucius Beebe is the leading aerial photographer	()	()	()
The Curtiss "Tanager" won a Guggenheim award	()	()	()
Chicago Trib's "'Untin' Bowler" was a Sikorsky	()	()	()
George Haddaway flew the "Betty Jo"	()	()	()
Taft Wright designed the early "Cyclone" series	()	()	()

SCORE _____

If any of you have gotten this far and would actually like to know your score, check with Airports Division Representative. He can supply the answers.

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THOUGHT-OF-THE-MONTH

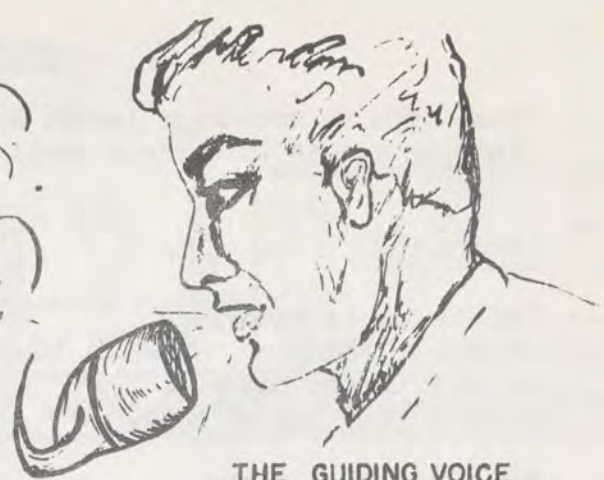
ANY FOOL CAN CRITICIZE,
CONDEMN AND COMPLAIN...

AND MOST FOOLS DO !!

* * * * *



THE GUIDING HAND



THE GUIDING VOICE

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

Air Traffic Control

NEW YEAR - NEW STATION



Ellensburg ATCS was recently relocated 30 airmiles northeast to Wenatchee, Washington. The new station is located in the southeast wing of the new Administration Building at Pangborn Field. (In picture at left ATCS offices are to the right of the dome.)

Pangborn Field is a historic landmark in aviation. "Miss Veedol," a single engine Bellanca, piloted by Clyde Pangborn and Hugh Herndon, landed at Wenatchee, October 5, 1931. "Miss Veedol" departed Japan, October 3rd covering the 4,860 miles in 41 hours and 13 minutes - the first non-stop transpacific flight.

The new station quarters are spacious and operating equipment is the latest. The Ellensburg LF Range, VORTAC, and A/G equipment are remotely operated over control carrier equipment from Wenatchee. Wenatchee itself has its own A/G facilities giving it a wide range of radio coverage.

Station personnel and Chief, Orray Blanton extend an invitation to visit the "Apple Capital."

CHRISTMAS GREETINGS

FAA personnel at Spokane - Station, Tower, Maintenance, Center, Flight Inspection and Safety contributed their Christmas card funds to the Salvation Army for a needy family. Over \$50 was contributed. Another facility reporting similar action was the Los Angeles Tower crew.

CHRISTMAS - SKOL

Trinidad Station personnel held their second annual Christmas dinner the evening of December 12 at the Airport. ANF personnel from Raton joined TAD ATC personnel for a total of 30 (families too). Jack Stoltz cooked the huge turkey - wives assembled the rest of the scrumptious dinner. An electric popcorn popper (grand prize)--was won by Mark Argo at Bingo.

RESTRICTIONS

These seem to encourage latent artistic talent. From the requirement limiting access to certain facilities, a rash of new art has mushroomed??

19 SIX-TEE

The Center is entering
an era so bold;
no work and no pay
without your key of gold.

You gotta have a key,
brother
to get inside the door
to hang your coat on the
old coat rack
and go to work once more.

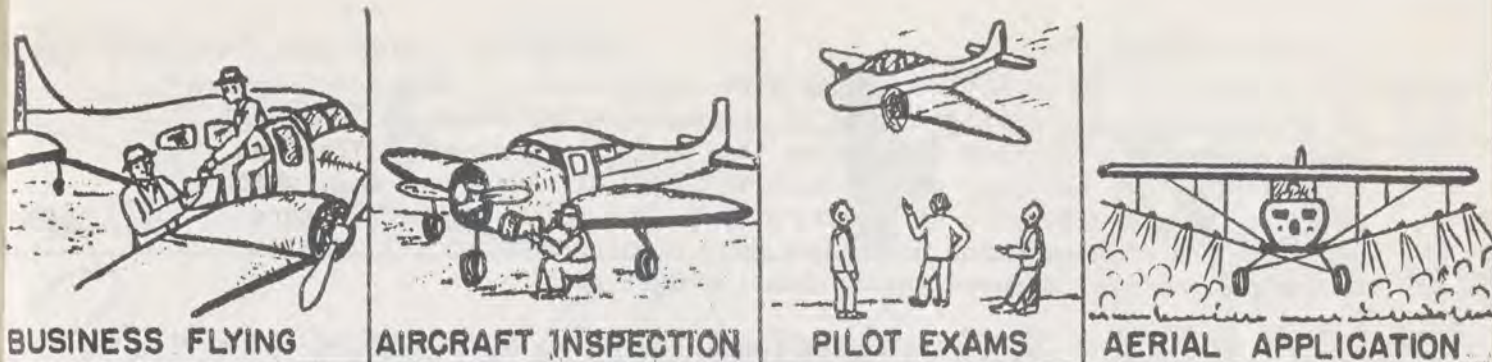
You gotta have a key,
brother and
if you drink your coffee
black, be sure to take
it with you when you
take that trip out back.

The new year may be
mighty bright, or grim
as your case may be,
but no matter where
you go brother, be sure
to take your key.

.....

(Poetry lifted from
Denver Center "Slip
Sheet")





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

General Safety Division

PERSONAL AND PERSONNEL

We know you will all be relieved to hear that "Judge" and Mrs. Reynolds are still in favor of that new granddaughter after a Christmas visit to Houston. Seems the baby is wonderful, beautiful, good -- shucks, why go on? Susan Reynolds is naturally a typical Texas baby.

During the Christmas holidays, Inspector and Mrs. Hopkins in Spokane announced the engagement of their daughter Jeanette, to Lt. Dean Laxton, USN, with the wedding tentatively set for August 27 in Seattle. We are checking with the Hopkins to see if they want us to issue the general invitation: "Y'all come!"

Inspector Robert H. Lewis is transferring from the Oakland GSDO to a position in Washington. His replacement will be Thomas W. Frederick from the General Operations Branch in Washington. Carl Christensen has transferred from Medford to Van Nuys. When Roy Outcen reports to the R.O. in February, his replacement at Van Nuys will be Harold Lane from the Medford GSDO. Two new Maintenance Inspectors are joining the Division during January: Everard Curry reports to the R.O. on January 11 for training before assignment to a district office and Henry Meyer will report to the Sacramento District Office on January 25. Good luck to one and all in their new assignments.

FLIGHT STANDARDIZATION

General Safety's big program for January concerns flight standardization. The purpose of the program is to ensure uniform application of private and commercial pilot flight test standards and valid evaluation of applicant competency in all regions. Messrs. Mercure (General Operations Branch, Washington) and Archer and Thomas (Aeronautical Center, Oklahoma City) have come out for the program in Region IV. Inspectors Lueneberg and Ruedy from Region III are conducting the tests of our Operations Inspectors, while Myles Ruggenberg of the Portland GSDO is acting as team coordinator and representative of the Regional Office. The first tests are being conducted at Oakland beginning January 11. Later in the week, the program shifts to Van Nuys and in subsequent weeks to Spokane and Denver. Later two of our Region IV inspectors will help in the standardization program in Region One.

CAR AMENDMENT 1-3

We have reported previously that CAR Amendment 1-2 which required inspection of an aircraft prior to its original certification in the standard category

had resulted in the receipt by most district offices of increased numbers of applications for certification of approved repair stations. Several district offices reported this month that these increased applications were continuing, but some others reported that CAR Amendment 1-3, which modifies the requirements of Amendment 1-2, has relieved the pressure and there is some question as to how many repair stations will follow through to secure approved Repair Station Certification.

CAR AMENDMENT 20-12

Much interest (and some confusion) resulted throughout the region from the announcement of the new instrument requirements for private and commercial pilot certificates which will become effective in March 1960. The general feeling in the district offices is that successful implementation of the new requirements will be beneficial from a safety standpoint. However, some district offices report an increase in private pilot written examinations in an apparent effort on the part of many to acquire their certificates prior to the effective date of the new requirements on instrument ability. The expectation is that there will be an even greater increase in private pilot flight tests just prior to March 16.

ELECTRICITY BY AIR

Phoenix reports that PDQ Airways has completed a contract with the Park Service at the Grand Canyon. This contract entailed the use of a Sikorsky S-55 and two Bell helicopters to bring electricity to the bottom of the canyon. The Sikorsky was used to haul heavy transformers, insulators and reels of wire, while the 'copters were used to haul the lighter equipment.

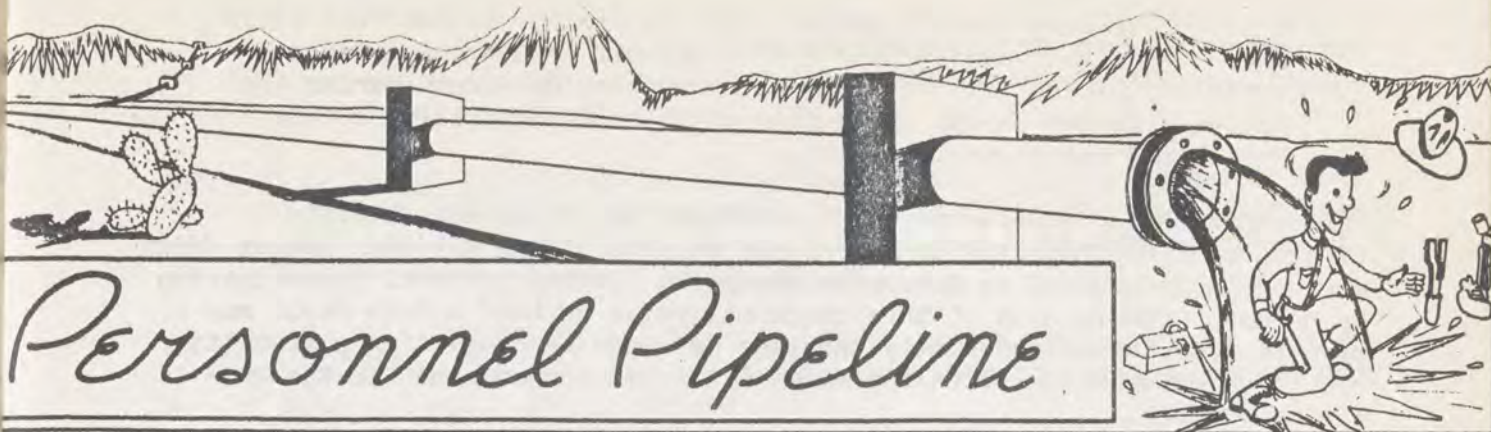
AVIATION ASSOCIATION MEETING

The Washington State Aviation Association held its annual meeting at the Town and Country Club in Seattle on December 10. Mr. Reynolds, Chief of the General Safety Division, and Mr. Demaree, Chief of the General Maintenance Branch, were in attendance and took part in the panel discussions. Governor Rosellini was a guest at the noon luncheon and was presented with a plaque in appreciation of his support of, and interest in, the aviation industry.

DOOLEY PILOT

This business gives one a chance sometimes to do a good turn and feel one is helping -- at least in a small way -- in a really worthwhile endeavor. Thus, Supervising Inspector Eddy of the San Diego office was happy recently to break into his annual leave to give a multi-engine flight test to Jerry Euster so that his take off for Laos in a newly purchased Apache would not be delayed. Euster will be pilot for Dr. Tom Dooley in Laos.

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

HAPPY BIRTHDAY

Our Federal Civil Service System is now 77 years old. The Commission recently designated the week of January 16-23 as Civil Service Week to commemorate the signing of the Civil Service Act. Our Agency policy has always been to take part in any Nation-wide type of observance. Often, ceremonies are held in local communities in which event Supervisors should respond to any invitations to take part.

HAVE YOU BEEN THINKING ABOUT TAKING A TRIP TO EUROPE?

Our Personnel Relations Branch is making a second effort to arrange a 28-day European Holiday tentatively planned for May 6, 1960. A bulletin was recently distributed soliciting an expression of your interest. The price is right, the time is right, and if your pocketbook is also right, contact LA-94 right away.

IF YOU ARE INVESTIGATED

A few questions constantly come up about the different types of investigations made on Federal employees. A quick summary may aid in clarifying.

Under Executive Order 10450 dated April 27, 1953, an investigation is made on any Federal employee. The various types are as follows:

National Agency Check (NAC). This is a basic check made of fingerprint and investigative files of the FBI and the US Civil Service Commission; House Committee on UnAmerican Activities and the Investigative Files of the Army, Navy, Coast Guard, and USAF. In addition, a request in writing is made to law enforcement agencies, former employers, supervisors, personal references, and schools. All of the above makes up the basic NAC.

Full Field Investigation. This is a case where a Government agent personally obtains full facts about the background and activities of the individual. This involves personal interviews, sometimes as many as 50-100 with individuals who have been acquainted or associated with the person being studied.

Limited Personal Investigation. This is similar to the Full Field except that the Investigator limits himself to obtaining facts pertaining to certain derogatory information developed during the National Agency Check. Even this might be as exhaustive as the Full Field but normally is not.

For persons being considered for a sensitive job requiring security clearance of Confidential or Secret the results of the National Agency Check are carefully studied to determine whether a limited personal investigation is needed. The results of this check may point up that a Full Field may even be necessary consequently the time involved in completing a security clearance often varies with the type of information obtained in the preliminary check.

MORE ABOUT THE NEW HEALTH PLAN

The following information concerning the Health Benefits Program has just been received from the Civil Service Commission and is quoted below:

"The Aetna Life Insurance Company of Hartford, Connecticut, has been selected as the carrier of the Government-wide indemnity benefit plan. The company will submit the details on a proposed plan of benefits for Commission consideration by about January 15. The plan is expected to be the best that can be devised within the cost limitations. Since the Act requires the carrier to reinsure with other health insurance companies eligible to participate, the advice and assistance of the entire industry will go into the plan.

This is only one of the four types of plans to be offered Federal employees under the Health Benefits Act. Other types are: the Government-wide service benefit plan to be underwritten by the Blue Cross-Blue Shield; approved plans of Federal employee organizations, and approved comprehensive medical plans that may be offered by individual associations."

Each Civil Service Region is establishing a job of Health Representative whose main mission will be to assist Federal agencies to set up an educational program to inform employees about the Health Benefits Program.

SUGGESTION PROGRAM

Nine Suggestion Awards, totalling \$520.00 were made in December. These adopted suggestions result in tangible money savings of \$14,278.60, plus many intangible benefits.

The Suggestion Award winners were:

Wesley M. Bell, ANF Division, Lewistown, Montana -- suggested modification of Type CA-1295 Monitor amplifiers by replacing the fixed alarm circuit input with a variable control. This was approved by Washington for National use. Award: \$50.00

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. For adoption, with slight modification, at 17

stations in Region 4 an award of \$100.00 was granted in September, 1959. Referral to other Regions for consideration resulted in adoption by Region 6, where it was estimated an annual savings of \$400.00 would be realized. Award (additional): \$20.00

Raymond J. Christiansen, ATM Division, Cedar City, Utah -- suggested that control centers answer interphone calls by identifying the particular sector rather than the location of the Center. Washington approved the idea and adopted it for National use. Award: \$25.00

Raymond O. Fox, ANF Division, Salt Lake City, Utah -- suggested an improvement of the MMDIS Test switch. Washington approved the suggestion and adopted it for National use. Award: \$25.00

Harold L. Hazlett, ANF Division, Los Angeles -- suggested that a used Teletype platten roller or similar roller be attached to a shaft and used in a hand drill to rewind repeater cartridges. This idea has been adopted in Region 4 and will result in approximately \$6,438.60 in time savings annually. Award: \$190.00

Alfred R. Hemming, ANF Division, Spokane, Washington -- suggested that the location of fuse in Type R-361 Receiver be changed to the face panel of the receiver (EEM 203). Washington reviewed this suggestion along with two similar ones from other Regions and recognized each suggester's contribution to adoption of the idea. Awards: \$25.00

Dorothy Holland, ANF Division, Los Angeles -- suggested a visual aid type schedule for noting, revising, and reserving of room space for bid openings on construction projects so that information is readily available and can be seen by all interested people. This suggestion was adopted locally. Award: \$10.00.

Albert Lincoln, ANF Division (now in Washington, D.C.) -- suggested that a 30-foot boom and platform be fabricated and supplied each location having TACAN installation using OA-1547/URN Antenna. This device was used on an interim basis for modification of the antenna and maintenance and inspection of the antenna otherwise possible only with the use of a costly mobile crane. Award: \$25.00

Porter Williams, ANF Division, Oakland, California -- suggested an improvement of the Error Detector Circuits of the ASR-3 Radar. The proposal was approved by Washington and adopted for National use. Annual savings will be \$7,440.00 Award: \$150.00

SPECIAL ACT OR SERVICE AWARDS

Sylvester L. McElroy, ATM Division, Los Angeles, was granted a Special Act or Service Award of \$25.00 for outstanding contributions he made as a Panel Rater on the ATCS Rating Panel and the excellent operating guide he developed for use in training new Raters. Mr. McElroy's services as a member of the ATCS Rating Panel were recognized by the FAA Fourth Region Board of U. S. Civil Service Examiners.

Howard K. Cramer, Lloyd D. Falls, and James N. Wilmarth, ATM Division, Montague Station, California, were granted a Special Act or Service Award for their direct contribution, over and above the call of duty, to the "save" of an Air Force C-119 Globe Master that had a runaway propeller and was attempting to land at Mott Field and, further, for their contribution

in fostering good public relations, as evidenced by a resolution passed by the Siskiyou County Board of Supervisors commending these men for the part they played in the safe landing of the aircraft. Mr. Cramer and Mr. Falls were awarded \$50.00 each and Mr. Wilmarth was awarded \$100.00 for the outstanding service they rendered.

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VIRGINIA TROLINGER SELECTED AS FAA NOMINEE
FOR "MISS FEDERAL EMPLOYEE" CONTEST

The Regional Office Committee, composed of Mr. George Hammond, Mr. Slade Hardee, and Mr. Walter Moon, has selected Virginia Trolinger, Placement Officer, to represent our Agency in the "Miss Federal Employee" Contest.

This contest is sponsored by the Greater Los Angeles Area Council of the National Federation of Federal Employees. The Council invited each Federal agency in the Los Angeles area to nominate one person and they will select "Miss Federal Employee" from among the group nominated.

Selection by the NFFE Council on January 27 will be based on contributions the nominee has made to the Federal Government, particularly outstanding accomplishments, special services rendered, degree of originality and responsibility exhibited, length of Federal service, and special recognitions earned during the past year. Our Committee applied the same criteria in selecting the FAA nominee.

We are proud of our nominee. Virginia has made many outstanding contributions to FAA and other agencies of the Government during her more than 15 years of Federal service.

* * * * *

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: _____

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