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WESTERN REGION

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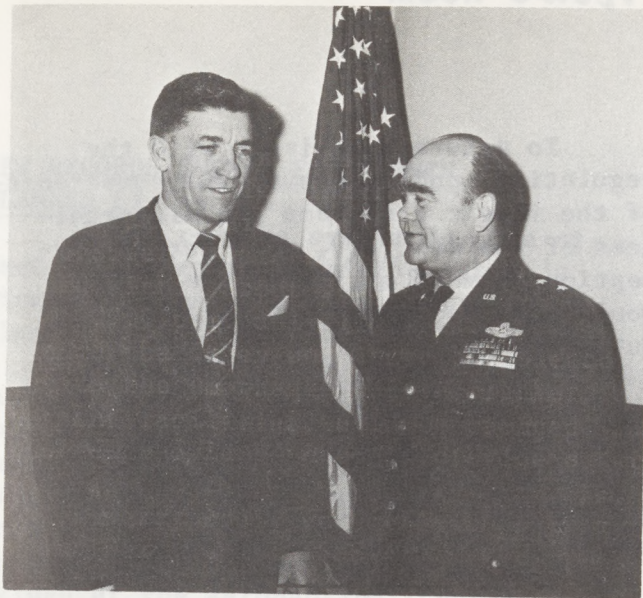
ANOTHER WESTERN REGION "FIRST"

Los Angeles led all other airports in total aircraft operations, with 324,993 for the calendar year 1961. (We are really proud of all the FAA Regions but felt we had to brag just a little on this one).

The Los Angeles Tower, shown above, is an example of the modernization of facilities being accomplished in the Western Region.

Recent trips by Joe Tippets and Ed Marsh, while visiting with Area Coordinators throughout the Region, emphasized the fact that a number of the present field facilities are badly in need of new quarters and other improvements.

Tippets has expressed his appreciation and admiration that Regional personnel continue to maintain an enthusiastic high-quality performance under trying conditions. He has also expressed his determination to provide our field personnel with modern functional quarters and equipment. A special project to accomplish this as quickly as possible will be undertaken. Due to the problems presented, it is anticipated that this project will continue for at least two years.



(L to R) Robert H. Willey, Assistant Administrator, Office of Personnel and Training, Washington, D.C.; Joe Tippets, Assistant Administrator, Western Region.

On Bob Willey's recent trip to the Western Region he visited 17 facilities between San Francisco and San Diego, California, including a helicopter trip to one of the long-range radar sites. He was accompanied by Joe Tippets and Al Horning, Chief of Aviation Facilities Division.

On March 16 he participated as a principal speaker at the Federal Personnel Council held in San Diego, California. His topic, What's My Next Move?, proved to be highly interesting and has received much favorable comment.



FAA Administrator, N. E. Halaby, welcomes Major General Harold W. Grant on his appointment as Deputy Administrator.

General Grant was commissioned in the Army Air Corps in 1929. He has held many highly responsible positions in the military. In 1958 he moved to Washington, D.C. to become Director of Communications and Electronics, Deputy Chief of Staff/Operations, USAF Headquarters.



(L to R) Oscar C. Lott, FAA Director of Training; Donald L. Cooney, Program Staff of Training Division, Washington, D.C.; Joseph H. Tippets, Assistant Administrator, Western Region.

Lott visited the Western Region on a familiarization trip to meet regional personnel and acquaint himself with their activities. Cooney visited the Western Region to explain new training requirement procedures.

FROM THE *Washington News* ROOM

PROJECT LITTLE GUY ESTABLISHED AS ACTIVE FAA PROGRAM UNDER COLIN G. SIMPSON

The Federal Aviation Agency has established Project Little Guy as an active program under the direction of Colin G. Simpson to develop a simpler, more efficient cockpit layout for light aircraft.

The problems of designing aircraft cockpits specifically to meet pilots' needs have been under study by the FAA for several months. Now Administrator N. E. Halaby has initiated a formal program aimed at developing an experimental prototype of a reliable, low-cost cockpit that will enable general aviation pilots to fly more safely in poor weather. It also should reduce training time and make flying easier and more efficient.

Project Little Guy is a program of government assistance to industry.

Major components of any new system probably will include a large pictorial attitude display combining the functions of compass, artificial horizon, turn-and-bank indicator, altimeter and air speed indicator; a central navigational display showing aircraft position in relation to charts projected on the screen; auxiliary displays for status and warning and simplified controls.

FAA ISSUES PROPOSED RULE FOR U.S. CIVIL AIRCRAFT OPERATIONS ABROAD

All U.S. civil aircraft operating over and within another nation would be required to comply with the flight regulations of the country concerned under a rule proposed by the Federal Aviation Agency.

Except for operations of certificated U.S. International Airlines, no specific civil air regulations now exist which require such conformity with foreign rules by civil aircraft of United States registry.

To assure compliance with the regulation, and to assure the competence of the flight crews and the airworthiness of the aircraft, with certain exceptions anyone making such a flight would have to obtain a Foreign Flight Authorization.

The authorization would be evidence of the fact that the pilot and other members of the crew hold valid airman certificates, that the crew is familiar with the regulations of the area where they will be operating.

Foreign Flight Authorizations could be issued not only to pilots but to any person who engages in "the operation of the aircraft" such as the owner or lessee, and could be issued for single flights, a series of flights or a continuing operation outside the United States.

* * * * *

SPIEKERMAN DESIGNATED DEPUTY DIRECTOR OF MANAGEMENT SERVICES

Ernest T. Spiekerman has been named Deputy Director of the Federal Aviation Agency's Office of Management Services.

Spiekerman will assist John Provan, Director. The responsibilities of the Office of Management Services include directing and supervising the Agency's programs on management analysis, accounting, auditing, statistics, program evaluation, materiel policy, and administrative services.

Since joining the FAA in 1960, Spiekerman has served as a Supervisory Management Analyst in the Management Analysis Division where he headed various agency studies of broad management problems.

* * * * *

NEW RECORDS SYSTEM FOR AIRMEN PLANNED BY FAA

A new records system to more effectively keep track of the nation's airmen and their current skills is planned by the Federal Aviation Agency.

Designed to make use of modern automatic data processing concepts, the proposed new system involves periodic renewal of airmen licenses to keep records up to date. Current information on all civil aircraft will also be kept in the system. Records will be maintained at the Aeronautical Center, Oklahoma City, Oklahoma.

"The new records system will also enable the FAA to pass along safety information and advisories to airmen quickly," Administrator N. E. Halaby said.

Along with its value to the Agency for planning development of civil aviation, and in communicating with airmen, this data is needed to plan the role of civil aviation in a national emergency. This is particularly important in view of the emergency readiness responsibilities President Kennedy has just given FAA.

To bring its records up to date, the FAA plans to require the holder of a certificate -- such as pilot, mechanic, dispatcher, controller -- to renew it during the two years after the program is launched, probably next year. This would be done with a simple application. No examination is involved.

POSITIVE CONTROL TO BE DOUBLED IN AREA COVERAGE

High altitude positive control will be doubled in area by the Federal Aviation Agency to provide more efficient traffic service on some of the busiest jet routes over the central and eastern United States.

All visual flight rules (VFR) flying, including VFR on top, is prohibited in positive control airspace. Since the area is confined to IFR

aircraft under full-time control, the FAA's controllers can keep them all safely separated and avoid the hazards of unknown aircraft.

Precise radar information permits controllers to separate enroute aircraft at the same altitude by as little as five miles. Without radar, time intervals -- generally 10 minutes -- are used. This means two jets flying in the same direction and at the same altitude would be spaced up to 100 miles apart.

Operation Topside, another positive control program, will be implemented as soon as FAA centers attain full radar capability. Topside will provide service for military supersonic operations from 41,000 to 60,000 throughout the continental United States. This new program originally scheduled for early March now will be implemented next year when the FAA completes a radar expansion program involving installation of the latest display and beacon decoding equipment in all domestic ARTC centers.

FAA TO PHASE OUT EL PASO AIR ROUTE TRAFFIC CONTROL CENTER

The Federal Aviation Agency will phase out its El Paso Air Route Traffic Control Center and assign the El Paso control area to adjacent centers in a consolidation designed for safer and more efficient use of the nation's airspace.

The change is the latest in a series of nation-wide consolidations scheduled in line with a long range realignment study of ARTC center control area boundaries. There are 29 centers in the 48 contiguous states.

As a result of this study, the FAA recently announced that the St. Louis, Phoenix and Detroit centers will be phased out and their control areas combined with other center areas. The four consolidations will result in annual operating savings of more than



NED K. ZARTMAN, REGIONAL COUNSEL

Ned Zartman serves as the Legal Advisor to the Assistant Administrator. As Chief Legal Officer of the Region, he is directly responsible for providing legal counsel to all Agency programs conducted in the Region. He is also responsible for representing the Agency in all disputes in litigation or claims against the Government which are within the cognizance of the Region. A major portion of his responsibility lies in the enforcement of the Federal Aviation Act and the rules, regulations and orders issued thereunder which he shares with the Flight Standards Division.

Mr. Zartman came to the Western Region in October, 1961, after about ten years in Washington. He did not come directly, however, in that his most recent employment was with the General Dynamics Corporation in San Diego, California.

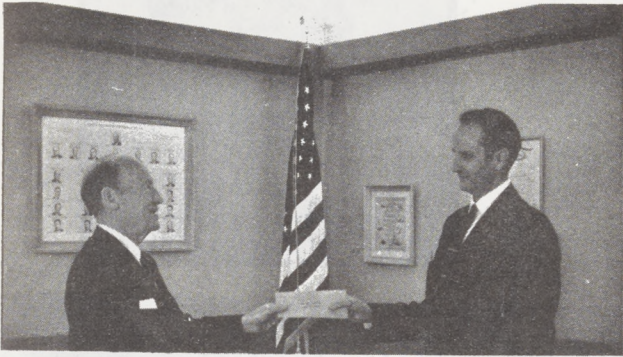
Ned classifies himself as a "Middle Westerner" in that he was born in Iowa and was raised and educated in Indiana, Illinois, Ohio, Kentucky and Missouri. He received his A. B. Degree in 1942, from the University of Kansas City and went immediately into the Army Air Force where he served in the Mariannas with a B-29 Bombardment Group of the 20th Air Force.

Returning from World War II in 1945, Mr. Zartman entered law school and married Marie Virginia Dickey of Kansas City, Missouri, who with Uncle Sam, helped him through law school. During this period Mr. Zartman was not exactly idle in that he worked as Plant and Cost Accountant for the Eagle Pitcher Company having complete charge of all accounting for a subsidiary corporation engaged in non-ferrous metals production.

Mr. Zartman received his law degree and was admitted after examination to practice before the Supreme Court of the State of Missouri in 1950. Admission to practice before the Supreme Court of the United States was obtained in 1954.

Ned Zartman joined the Civil Aeronautics Administration in Washington as an Attorney Advisor in the Office of the General Counsel in 1951. In 1952, he was transferred to the Regional Attorney's Office in Atlanta (old Region 2). In December, 1952, however, he returned to Washington when he transferred to the Department of Justice as a trial attorney in the General Litigation Division of the Office of Alien Property. While in this position, Mr. Zartman assisted in preparing the Government's defense in some very interesting and complicated litigation arising under the Trading with the Enemy Act. One of the principle cases Uebersee Finanz Korporation A. G. v. Brownell involved Fritz Von Opel the son of the wealthy German automobile manufacturer who was claiming the return of property valued in the neighborhood of five to seven million dollars.

Ned returned to the General Counsel's Office of the Civil Aeronautics Administration in 1955 where he progressed to be Chief Trial Attorney representing the Agency in air carrier enforcement proceedings. Late in 1958, he became Airspace Attorney and assisted in the developing of the Federal Aviation Agency procedural rules for airspace and the taking over of the airspace function from



L. Ponton de Arce submits Economy Suggestion No. 1 to Incentive Awards Officer, S. Leo McElroy

Ponton de Arce's suggestion was time/date stamped at 08:00 a.m., Monday, April 2, 1962.

This was the first suggestion to be received in the Western Region and begins the big push towards making the Western Region No. 1 in the FAA Agency-wide Economy Campaign announced by Administrator N. E. Halaby.

Ideas are already coming in as we write this! If you have not yet sent yours--be sure to read the March issue of FLY-BY and Administrative Notice dated April 2, 1962.

We are eagerly waiting for your Economy ideas!!!



BILL FLENER EARNS WASHINGTON AWARD OF \$100.00

Bill Flener (right), of Air Traffic Division, is shown receiving his Certificate of Award and check from Deputy Assistant Administrator, Ed Marsh, for his suggestion on Identification of Air Navigation Aids.

In addition to a wide range of highly responsible activities, Bill has also been very active for several years in helping to assure a successful Incentive Awards Program in the Western Region.

* * * * *

ENTHUSIASM MAKES WINNERS

On March 24th at the Cockatoo Restaurant in Hawthorne, John M. Lane of the Establishment Branch, Aviation Facilities Division, won the South Bay Toastmaster's Area Speech Contest. Competing were representatives of the other five Toastmasters clubs which form the South Bay Area. As winner, John will compete in the Toastmasters District 50 Contest on May 12. Through these contests, an International Toastmaster Winner will be selected this summer. John's topic was - "Enthusiasm".

missing pages when rec.





1.

"They called this meeting for January 25th and said attendance was voluntary but we better be there as there would be two Division Chiefs to talk to us."



2.

"This was the first time many of us had ever seen two live Division Chiefs at one time. They started out by telling us that they wanted to make an announcement to us before it appeared in the papers. Boy, is this a switch.



3.

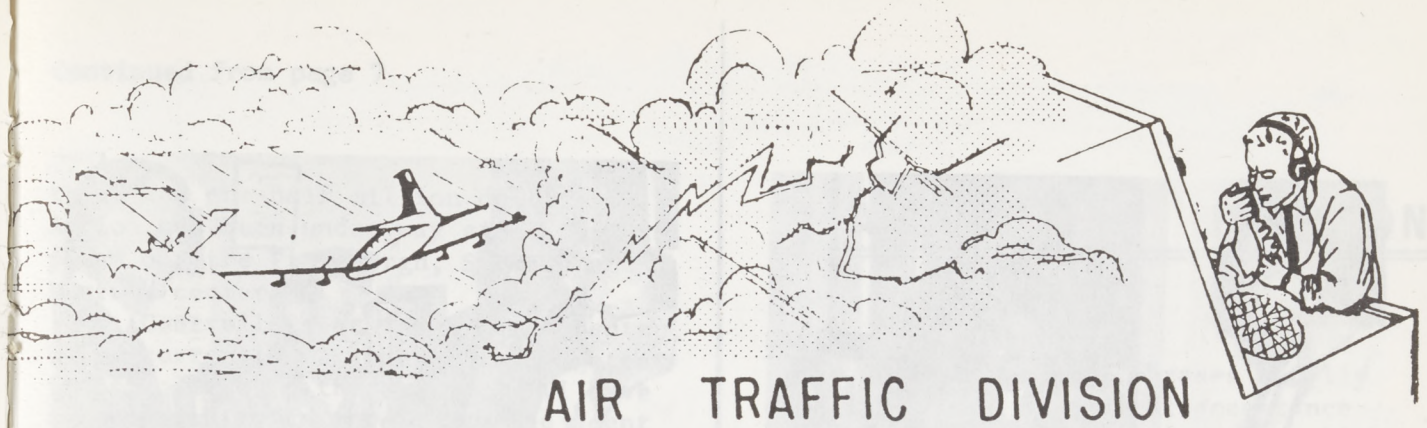
"They started out with a joke about the Phoenix Center closing and the control in this area being transferred to Albuquerque."



4.

"They're serious ! Ye Gads, I'll have to move !

(THANKS TO PHOENIX CENTER)



AIR TRAFFIC DIVISION



Above is picture of a lobby display prepared by controllers Richard D. Arner and Lon L. Everly of the Oakland Center. The display is three dimensional with the base level portraying an accurate colored relief map of the Oakland Center's area. Prominent terrain, cities, rivers, and lakes are identified by lettering. Over the relief map is a presentation of the control area boundaries represented by vertical sheets of blue plastic. At the next level is a scaled presentation of the intermediate airway and above that is the presentation of the jet route structure, both represented by vertical sheets of clear plastic.

By depressing the circuit buttons in the front of the display, the observer can activate small lights which show radar sites, VORs, VFR towers, radio sites, IFR towers, L/F radio beacons, flight service stations, and military bases.

The display has been of great interest to visitors, those with aviation backgrounds and those with little knowledge of our function. It also serves as a training aid, providing an excellent three dimensional visualization of the area and the airway system.

Arner and Everly made the model in Arner's garage, during off-duty hours for the Oakland Center lobby.

DENVER PERSONNEL AID NAVAJO INDIANS

Although the Yule season is some weeks behind us, the following article is of considerable interest and may suggest avenues of service for other facilities to follow when Christmas time rolls around again.

It all started about ten years ago. Mel Hodgson, now a Watch Supervisor in the Denver Center, felt that the exchange of personal Christmas cards between employees was an expense that could be channeled into some worthwhile charity. Through the help of Dr. Ralph H. VerPleog, a need was found for assistance in obtaining drugs for a mission children's hospital. The mission, located in northeastern Arizona far from the influence of charitable organizations of large cities, is called the Canada Mission. It is located on a sixteen-million acre government reservation and is the home of the Navajo Indian Tribe. At the time our contributions started, the Navajo Tribe was the poorest Indian Tribe in the United States.

(continued)



Dr. Spinning, Medical Director, Sage Memorial Hospital, with a rheumatic heart patient and two other Navajo patients

Our interest in supporting the Children's Drug Fund stems from the fact that our first contribution consisted of toys and trinkets and approximately \$50.00 in cash. This was to provide a Christmas for some unfortunate children in the hospital. The Director of the Sage Memorial Hospital, Dr. Spinning, upon receipt of this gift, immediately requested that the money sent for toys be utilized for the purchase of special drugs for the children. He felt that the toys and trinkets became easily damaged or lost and the lasting effect of the drugs would be far more beneficial to the Indian children. The Children's Special Drug Fund has grown from the Denver Center in 1958 to include the Denver Flight Service Station in 1960 and the Denver Tower in 1961. The hospital requires the Navajos to pay for treatment as they feel this will induce the Indians to become more self-sustaining. In most cases this amounts to very little as a dime is considered payment.



Presentation of Drugs and Checks (left to right) - Dr. Spinning, Dr. J.A. Poncel, Supt., Canada Mission; Capt Ralph Harp, Aircraft Commander; Thomas J. Flora, Chairman. Children's Special Drug Fund, Denver Center

Captain Ralph Harp, former radio/radar controller in the Denver Center, now on active duty for the Berlin Crisis, flew the aircraft which delivered the drugs. Chet Zents and Tom Florea from the Denver Center accompanied Captain Harp.

Zents encountered some difficulty in getting these pictures because the true Navajo feels part of his or her personality or spirit is taken away with each picture. All requests for pictures had to be relayed through an interpreter since no white man has been able to master the Navajo language.

SAN JOSE-MOFFETT COMBINED TOWER/RATCC INSTALLS BEACON MONITOR

Many ATS facilities are hampered in their use of IFF Beacon as there is not always a means of correlating beacon target accuracy.

The San Jose-Moffett Combined Tower/RATCC solved this problem by locating a beacon monitor at the San Jose Control Tower, 7 miles distant from the Radar antenna at Moffett Field. This is the only Beacon Monitor in use by a Terminal Facility in this Region.

Continued from page 7

three and one-half million dollars. Action has been under way since 1959 to phase out the Pittsburgh, Spokane and Norfolk centers.

Controllers at the El Paso center, which currently has one of the lightest traffic loads in the system, will have an opportunity to move to the adjacent centers and to other facilities where experienced personnel are needed to handle increasing workloads.

* * * * *

LEGAL DIVISION

A "Farewell Luncheon" was held for Thelma Hollingshead. We all wish her the best. To fill this position we welcome Miss Joanne Marcinko who comes to us from the General Counsel's Office in Washington where she has worked for the past year. Joanne has only been here a little over a week and says she is enjoying our "warm" weather and California very much. We are all happy to have her with us.

Ned K. Zartman, the Regional Counsel, recently returned from two weeks in Hawaii where he provided legal advice and assistance to the Pacific Region. He will address the meeting of the Aviation Medical Examiners at Lake Arrowhead on March 14. He will also attend a Flight Standards conference at Salt Lake City on March 20 and 21.

Acting on a timely report from the Oakland General Aviation District Office, Mr. Harrison went to Sacramento on March 6 where he obtained a Temporary Restraining Order and Order To Show Cause from the U. S. District Court against a private pilot who has been a perennial violator and has been flying while his certificate was under suspension.

ACCOUNTING DIVISION

PAYROLL BRANCH

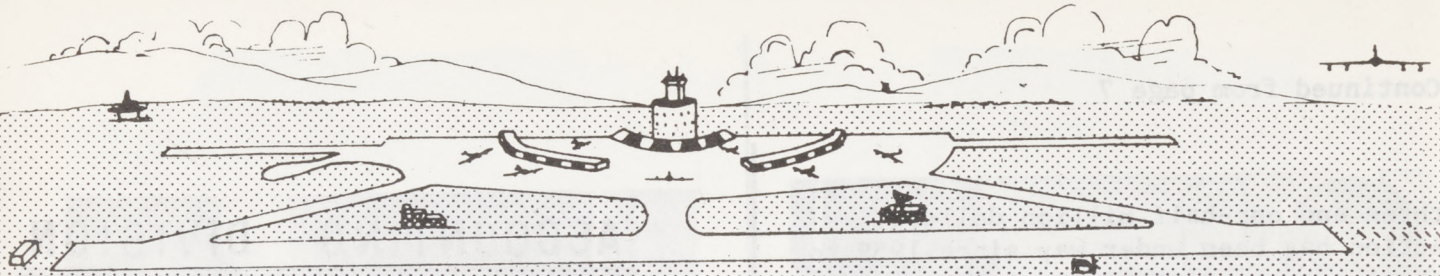
Certain words or phrases usually come into being by general acceptance of the public - you hear them several times, accept them, and then start using them yourself. There is one phrase that seems to have general acceptance among all employees - but is taboo as far as the Payroll Branch is concerned - and that is the phrase "check held back". We have a "pay lag", but we do not "hold back" a check.

At least 10% of the employees who resign, write to the Payroll Branch and want to know where "my first check is that you held back when I started to work". Some of them had been employed for 20 years, and were still under the impression that we were holding their first check.

All industry, private as well as Government, has a "pay lag". This is only normal procedure to allow for receipt of Time & Attendance Reports after the pay period is over, process the Payrolls, and issue the checks.

When an employee enters on duty in one pay period, he does not receive a check until the last Thursday in the following pay period, but the money he receives is for the time worked in the previous pay period - not for the time worked in the same pay period in which he receives the check. Once the employee is on the Payroll, he receives a check every two weeks for the previous two-week period as long as he works or has leave to cover time absent. When he separates, he receives a check two weeks after he leaves. If he has annual leave to be paid in a Lump Sum, it is normally paid two weeks after his final regular duty check.

* * * * *



AVIATION FACILITIES DIVISION

DIVISION CHIEF'S COLUMN

The month of February has most certainly been an active one for the Division Chief's office. Certainly it has been one which brings back "fond" memories of the Agency's activities in Alaska since the unusual weather this month has ranged from the northern and interior type Alaskan cold spells in many of our mountainous areas to the ravages of rain which may be found in the southern portions of Alaska. These things are all familiar to those of us in the Division office who have spend some time in the Territory, oops! pardon me, State.

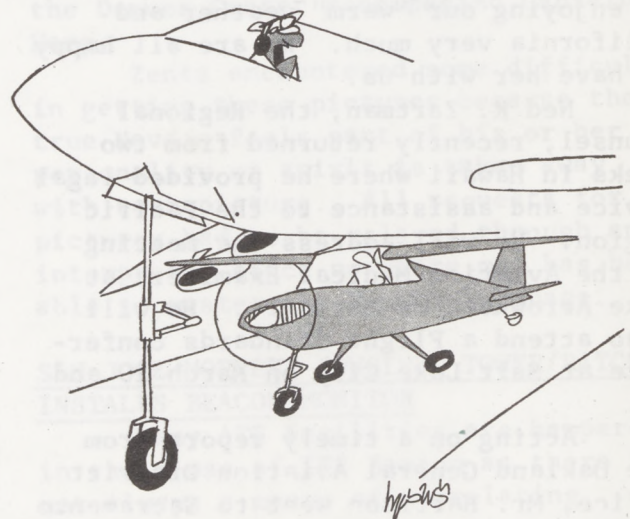
The month also produced many incidents which indicated the fervor with which our Division field employees approach their tasks. Many facilities were kept on the air by the sheer energy and interest of the employees in the field. The same can be said for field engineering, and installation and construction progress under trying circumstances. My special thanks to each and every one of you for your outstanding performance during this stretch of unusually severe weather. While those of us in the Regional Office were not faced with the same problems as our field personnel, certainly credit is due these persons, too, for their special interest in doing their utmost to come to work in spite of the fact that there were many possibilities that they could not return to their homes because of flooded streets, slides and the other things that resulted from our unusual weather here in Los Angeles. Fortunately, none of our personnel were so unfortunate as to lose their homes in the many slide areas.

Bringing this month to a close,

I am particularly pleased to once again see so many of our personnel being recommended for Outstanding Performance Ratings and Sustained Superior Performance Awards. To me, this further indicates that the performance of our employees, under conditions mentioned above, is not a one-time thing but something which continues throughout the year regardless of the weather. Again, many thanks for a job well done.

FREQUENCY MANAGEMENT STAFF

The following cartoon, we think, really explains the Frequency Management bottleneck. We can implement all the discrete frequencies available, but if the pilots do not equip their aircraft, what good are the discretetes?



Airline Captain: Next time get your own clearance!

Puddle Jumper Pilot: But Sir, I do not have the correct Tower frequency.

A UHF redeployment of USAF frequencies is scheduled for May 1962. The change is similar to the FAA redeployment of January 1962, but smaller in scope as far as equipment and frequency changes effecting FAA is concerned. The FAA frequencies as deployed last January will be completely unaffected. Very little advance coordination was done by USAF, which resulted in their having to slip the original implementation date April 5, 1962 to a currently scheduled May 3, 1962, 0900 Zulu. Only RAPCONs and 4 towers will be involved insofar as the Western Region is concerned.

Our documenting program for fixed transmitters and mobile units is progressing satisfactorily. Appropriate field personnel will be receiving the documents or authorization labels as quickly as they can be processed. While this program is a large job initially for Frequency Management, once implemented will actually require less work to keep current than past techniques. It will provide us with an accurate, concise and utilitarian frequency management documentary system second to none within the entire agency.

ESTABLISHMENT BRANCH

The VHF omni range (VOR) navigational system has been in operation for several years on a large scale, practical, in-the-field basis. Its advantages over other types of navigational systems are well known. It does seem, however, that any really good navigational system must have at least one deficiency. In the case of the VOR it appears as rather rigid siting requirements.

The Los Angeles VOR is located on a sand dune at the western edge of Los Angeles International Airport. This site has acquired a profusion of reflecting objects located in the surrounding area, such as power lines,

hangars, homes, etc. Such sources of reflection cannot help but derogate even an inherently excellent facility.

Recently tests were conducted at the Los Angeles VOR site, using the FAA's newly developed Doppler VOR, which produced a substantial improvement over the standard system; in fact, enough improvement was indicated to permit unrestricted use of the facility at any usable altitude.

Why the improvement and where does the Doppler come in? Basically, the improvement is due to using a wide aperture (wide spaced antenna system) rather than the narrow aperture system now used. The Doppler comes in from the way that we now have to generate one of the basic frequencies needed for the system. This frequency is the 10 KC carrier which is frequency modulated at 30 cycles. It was originally produced by a tone wheel. We now require 50 antennas located on a circle with a radius of 22 feet with our old familiar 4 antenna VOR array located in the center. By using a distributor (in some respects like that in your automobile), we feed each of the 50 antennas consecutively and thus stimulate a single antenna mounted on an arm 22 feet long and rotating 30 revolutions per second. Whereas the old fixed antenna produced a constant reflection, or course displacement, at any given point in space, the new Doppler system, by moving the signal source constantly around the circle at high rpm, produces constantly changing reflections, which vary so fast the airplane's receiver is unable to react to them, and the pilot sees a smooth, straight course indication.

At the present time only two Doppler VOR systems have been commissioned. Los Angeles will most likely be the first one to be commissioned in the Western Region and further engineering toward this objective is now underway.

MAINTENANCE BRANCH

Mr. John E. Barrett, EMT GS-8, of Sacramento SMS-5, entered on sick leave May 1961. In July he underwent three operations, one of which was a serious heart surgery. His recovery has been all that could be expected under these circumstances but it will still require considerable time to effect a complete recovery.

He has submitted his resignation with an effective date of March 27, 1962.

He entered on duty at Salt Lake City as a Radio Operator April 7, 1930, and transferred to the Maintenance Branch July of 1941. He has worked at Salt Lake City, Bakersfield, Modesto, Stockton, Albuquerque and Sacramento. Previous service with the Navy and Coast Guard has given him a service computation date of March 27, 1923, for a total of 39 years.



RAYMOND E SHIRE EARNS WASHINGTON AWARD OF \$15.00

Shire (right), of the Prescott Station, is shown receiving his Certificate of Award and check from Bill McCart, for his suggestion on Selling the Flight Following Program Through Service.

REGIONAL FLIGHT SURGEON'S COLUMN

Our "Boss" has returned. Yes Dr. Raymond has returned to the medical office and we certainly WELCOME him.

Dorothy Gunningham has returned to medical after some time in the hospital looking as though she had not been sick at all. We welcome her back.

A wholly fictitious doctor named Jones was awakened at four A.M. recently by the sound of running water. Investigation showed that a basement pipe had burst; the water was slowly rising on the cellar floor.

"Call the plumber", said Mrs. Jones.

"At four A.M.?", the doctor asked.

"Certainly," his wife replied.

"He wouldn't hesitate to call you if he had a medical problem."

So Jones called his plumber and explained the emergency.

"You were quite right to call me," the plumber said. "I'll tell you what to do. Drop two aspirin tablets into the broken pipe every two hours. If the leak hasn't cleared up by nine o'clock, call me at the office."

DISCOVERY

A caterpillar squirmed
Up to a lettuce leaf
And panted at the top
In woolly-worm relief

On pancake world of green
And dizzy depths of brown
It gaped: "Now I've seen everything!"
And slowly slithered down,
Dorothy Sigmund



FLIGHT STANDARDS DIVISION

HOLD THE PRESS!!!

LOS ANGELES --- John L. (Bud) Winder, Burbank, California, has been named to the post of Assistant Chief, FAA Flight Standards Division, Western Region. The announcement was made here by Burleigh Putnam, Chief of the Division.

He first joined CAA in 1940. He was in the Air Force 1942-46 as Flying Safety Officer. He transferred to Burbank in 1953.

Congratulations, John!

OPERATIONS BRANCH

The General Operations Section has been invited to participate in the Aviation Medicine Division's Medical Seminar which will be held at the University of California Conference Center at Lake Arrowhead on March 14, 15 and 16, 1962. Speaker for the General Operations section will be Operations inspector Donald Frost, WE-246, who will discuss "The Demands and Responsibilities of Present Day Flying". The meeting will be conducted by Regional Flight Surgeon, Dr. Frank Raymond, and sixty FAA Aviation Medical Examiners will attend. Informal discussions will be held on aviation medical problems.

Inspector Frost will also attend the Basic Investigation Course, designed especially for inspectors in the Flight Standards Service, to be held at the Brookings Institution, Washington, D.C., from March 19 through 30.

Inspectors Schwab and West are taking a short Out-of-Agency course to obtain commercial glider ratings. This

is being done at the Briegleb Soaring School, El Mirage Field, Adelanto, California.

Slick Airways, Inc., has transferred its operations offices from Burbank to San Francisco, California. Slick Airways has recently added two Canadair CL 44, all cargo, turbo prop airplanes to its fleet.

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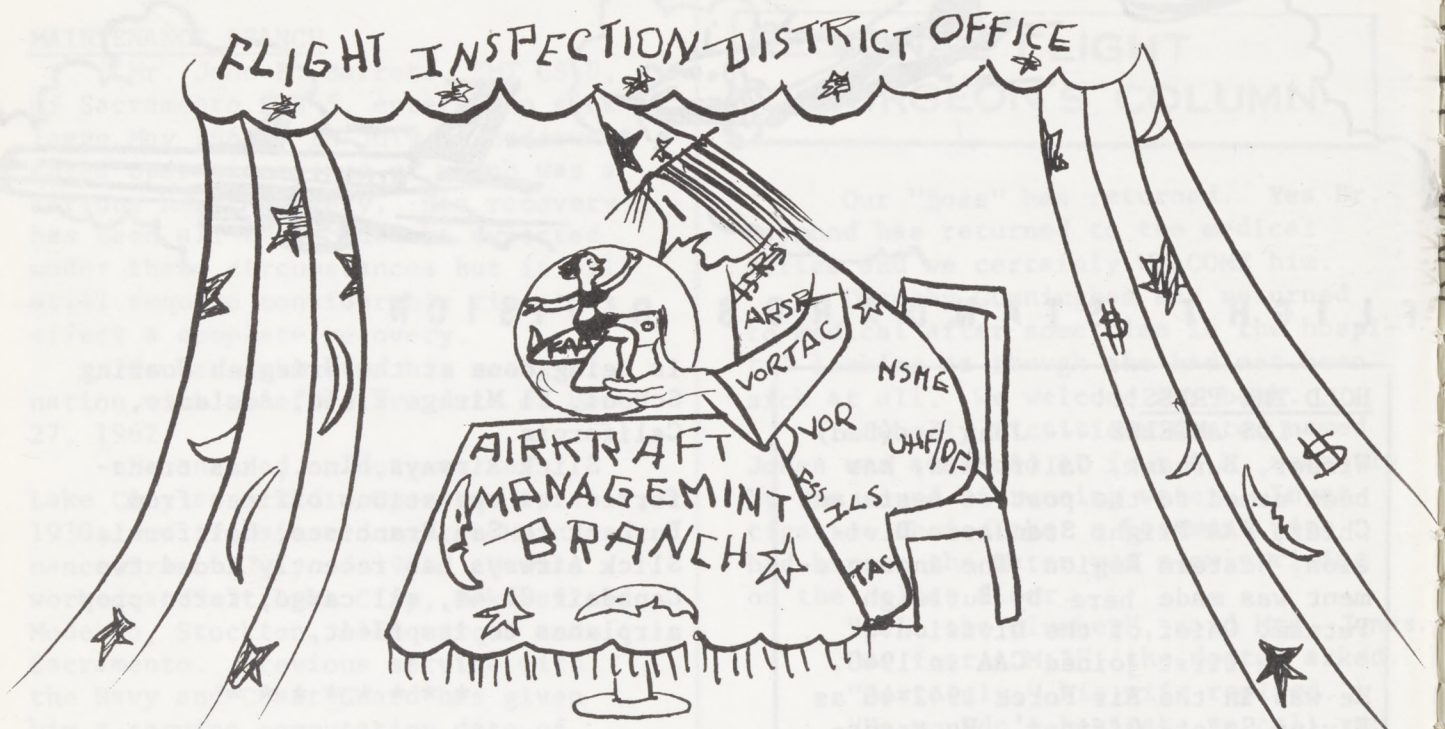
ENGINEERING & MANUFACTURING BRANCH

February 22 marked another important day in Airframe and Equipment Section -- "Sunni" Smargon became the bride of Patrick L. Cox. Best wishes to you, Sunni, and congratulations, Pat. We understand it was their misfortune right afterward to have Pat sent to San Diego for a tour of duty on the USS Marshall (Navy Destroyer). Sunni thinks that won't be half bad so long as it stays in and he doesn't get sent overseas.

Also, on the same day, February 22, Michael Bonanno arrived to make his home with Mr. and Mrs. Anthony Bonanno. Michael weighed in at 7 lbs., 12½ oz. Congratulations!

Best wishes are extended to Kathy Leonard upon her marriage to Allen King on March 3. Many of her FAA friends attended the wedding and reception. We hear she is spending a nice vacation in Oregon.

We welcome the following new employees; Marion Murphy in the EMDO at San Diego; Robert E. Sayres in the EMDO at Burbank, and June Buffington in Flight Test Section



When FIDO-1 - a plane has 'flone' -- that may not be anything ecstatic --
 But - flyin' N-66 in 6 point 6 -- well - this is something erratic!
 Then - N-35 in 3 point 5 -- is this not co-incidental? --
 Then FIDO-2 - with N-57 - flies 5 point 7 -- IT'S MENTAL!

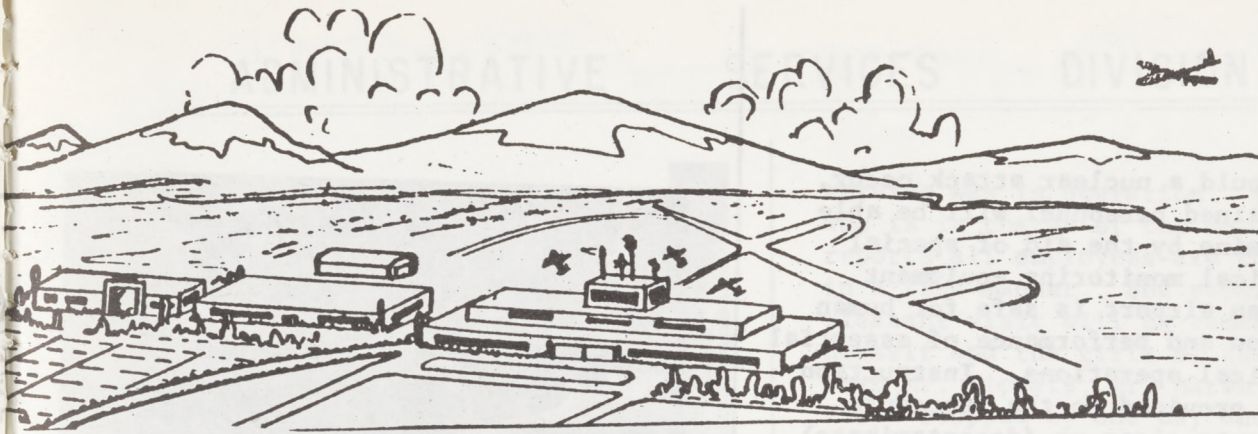
Strange? - could be - but then - you see -- we're really not superstitious! --
 But FIDO 1 and 2 - these planes they flew - the same day -- (and 't'was
 not surreptitious!) --

So if we boast - that our 'Branch is the 'most' - and we say it is an exception -
 Con't scoff or 'lough' - at this here 'stoffs' -- we've got EXTRA-SENS'TORY
PERCEPTION!

 For those who do not 'dig the bit' ie: 6 point - etcetera --
 6 hours and 36 minutes it is - (to explain it a little bit betterer) --
 It means-6 hours and 6 tenths thereof - and if FIDO's a strange nomenclature --
 'FLIGHT INSPECTION DISTRICT OFFICE' it is - (for Test flights and things of
 that nature)

 Miss Kay Ask from Denver, Colorado, is the pleasant addition to our Branch.
 Welcome - Kay !

Aircraft Management Branch personnel gathered for lunch at the Buggy Whip recently to honor Robin Wood who departed for the FAA International Division in Washington, D.C., on March 3. Robbie received many expressions of appreciation and encouragement on her new adventure. To cope with the tears of the occasion, and as an assist to the Washington humidity, she was presented a hair dryer. We wish you luck Robbie. Have no fear - this native Californian will return!



W. O. Johnson Demonstrates Use and Care of Radiological Monitoring Instruments to Phoenix Trainees

Nuclear fallout was recently the object of study in special classes on radiological monitoring and airport recovery at the Sky Harbor Municipal Airport, Phoenix, and the Tucson Municipal Airport, Tucson, Arizona. The fallout fortunately was only make-believe. Classes were attended by members of the airport administrative and operations staff, key personnel of airport tenants, and employees of the Federal Aviation Agency.

Forty people completed the courses, meeting for four hours a day for ten days at each location, under the able instruction of W. O. Johnson, Civil Aviation Defense Planning Officer, Los Angeles Regional Office, FAA.

The Phoenix training program was one of the first airport recovery training programs to be conducted as a result of a Presidential Order that the FAA shall formulate plans for the development, utilization, expansion and emergency management of the Nation's civil airports.

The principal purpose of the course was to educate personnel who will be responsible for the airport's capability to cope with emergencies that would arise from a nuclear attack on the United States or by accidents involving aircraft carrying nuclear weapons.

Should a nuclear attack occur, these trained personnel will be able to determine by the aid of special radiological monitoring equipment whether an airport is safe for human occupation and performance of essential aeronautical operations. Instruction was also provided on the procedure necessary to clean up (decontaminate) airports, aircraft and equipment considered too contaminated with radioactive particles to handle.

An effective airport clean up operation presupposes an atomic explosion outside the airport, but still close enough for the probability of radioactive fallout. Of course, a direct hit on an airport would rule out recovery.

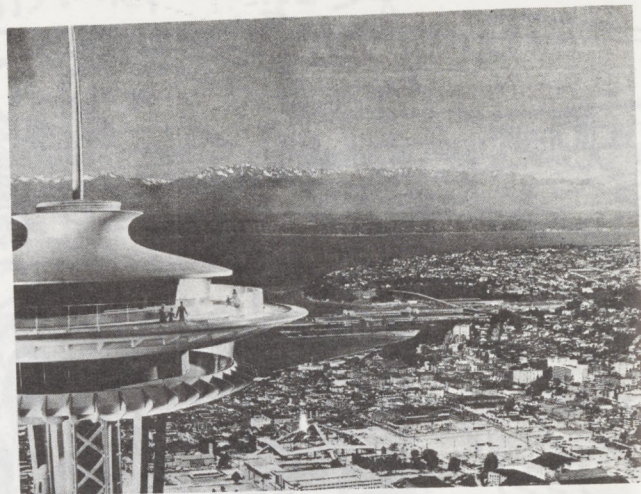
Classes were given on the structure of the atom, how its energy is released in nuclear weapons and methods of detection and measurement of nuclear radiation. Gamma rays, alpha and beta particles, roentgens and milliroentgens were commonplace terms in the classroom work.

Although primary concern would be for the airport facility, these trained men would also be of help to other areas of the community in the event of nuclear attack, supplementing Civil Defense and law enforcement experts where needed.

Both the Tucson and Phoenix airport managements are presently formulating plans for a detailed emergency readiness program. This planning can be attributed in large measure to the stimulus provided by the FAA conducted Phoenix and Tucson radiological monitoring and airport recovery training classes.

SUPPORT YOUR LOCAL RED CROSS ! ! !

The Red Cross Drive is the last of the three annual Fund Raising Campaigns authorized for on-the-job solicitation in all Federal installations. President Kennedy reminds us that - "A strong Red Cross is vital to our Nation in these critical times ..."



Going To The Fair?

While most of us are trying to decide whether or not we will be able to get to the Seattle World's Fair, the people in the Seattle District Office are in the enviable position of being right there. So that those of us who would like to attend the Fair might know more about it, the District Office recently sent a wealth of interesting information on the Fair. Space will not permit printing all of the information, but the following will give you an idea about how much it will cost to see the World's Fair:

The answer, arrived at through research by Economic Research Associates of Los Angeles, is \$5.19 a day for the average visitor.

You can spend more or less than that figure. It's up to you.

Basically, the price structure of the fair is \$2 per adult admission (with advance sales to March 15, \$1.80); \$1 for children not yet 13 on April 12 (with children under 3 free); \$1 for parking at World Fair parking lots; 50 cents for adults to ride the monorail from downtown Seattle to the fair or 74 cents round trip with children's price 35-50 cents; 25-50 cents for amusement rides.

All exhibits, excepting the Fine

(continued page 24)

ADMINISTRATIVE SERVICES DIVISION



Osage Personnel Rescued
From Flood by ASD

During the torrential rains that exhausted Southern California this past month, shuttle bus service was arranged for personnel having business in the various FAA Buildings and Cafeteria area. The above photo indicates there was a sunny interim. However, the storm clouds rolled in and the bus resumed its service. This shuttle service will be provided whenever the rains become too heavy and water too deep for normal foot traffic. Especially will the service be provided during the lunch hour on rainy days so personnel can reach the cafeteria area.

PROPERTY AND SERVICES BRANCH

Mr. Lloyd Barham, Chief, Motor Fleet Management, Washington Office, visited the Western Region this month. Mr. Barham's visit was intended to acquaint him with the operations and problems in the Motor Fleet Management area in this Region and to inform us of the Washington office thinking. We were sorry to learn that Mr. Barham suffered a personal tragedy during his visit to this area, as his mother, who resided in San Marino, passed away after a short illness.

The Message Center reports 110 air line tickets were delivered to FAA personnel for the month of February, which was the first month this new

service was in operation. Lillian Platt, who is in charge of the Message Center, reports all employees are cooperating in a fine manner. She reported that a pleasant visit will be remembered by herself and the girls of the Center, when Mr. Tippetts, Mr. Marsh and Mr. Kropf stopped by one day and showed such great personal interest in the operations of the Message Center.

LOST AND FOUND DEPARTMENT

All articles of a personal nature that are found on the reservation should be turned in to Laverne Page of WE-41, so the unhappy owners may recover promptly or soon after their first breathless visits to the desk of Mrs. Page.

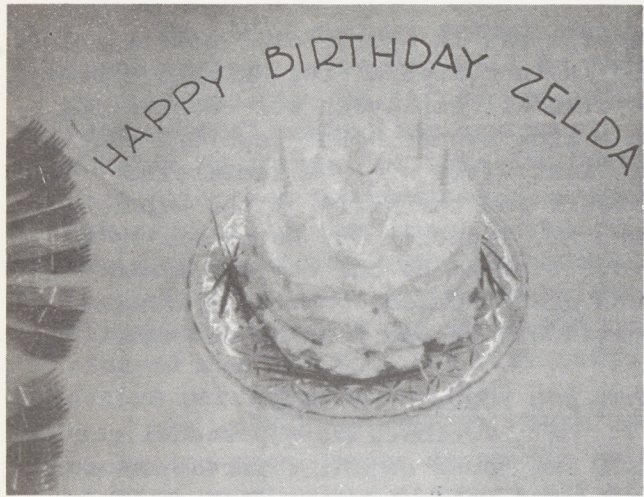
PUBLISHING AND GRAPHICS BRANCH

W. E. "Spud" Murphy, Chief of Publishing and Graphics Branch, Washington, D.C. recently visited the Western Region and inspected local facilities. Mr. Murphy later flew on to Hawaii for further FAA discussions.

Ruth Howlett, offset press operator, "did 18 days," while completing her Jury Duty obligation in the Los Angeles Municipal Court. "It was very interesting, but I'm happy to be back", Ruth said upon her return.

Cleve "Fuzzy" Overall, known as "last of the small time spenders", is back to work in the Distribution Unit and eager to make some honest money after his enlightening visit to "Los Wages".

Virginia Dalton, Publishing & Graphics Clerk, and Flora Frischling, Distribution Unit Chief, visited the Los Angeles Army Ordnance District, Printing Shop and Distribution facilities. They returned with several new ideas which they will study with the idea of incorporating into their own office practices.



Birthdays of Zelda Mack and Barney Dorey were celebrated this month with a daintily decorated cake as pictured above for Zelda and a delicious luncheon for Mr. Dorey. Happiness and a successful year are wishes for both these fine people.

Mary Dehnert, one of the smiling voices of the switchboard, had occasion to take a recent pleasant trip home. A happy throng of nearly 200 friends and relatives gathered at Clarence, Missouri to assist in celebrating the golden wedding anniversary of her parents. This must have been a most joyous occasion for Mary - she said her parents reside on a farm with plenty of room and wonderful farm ingredients that go to make scrumptious cooking.

MOUNTAINS VS MOLEHILLS

I am weary unto death of trivial worries,
 Nauseated by life's bitter little pills;
 I think I'd rather have some large mountain
 Than a million insignificant molehills.

Elsie Bungard Myers

AIRPORTS DIVISION
 (continued from page 22)

Arts -- which has a 50 cent charge -- are free. Meals vary from hamburgers to the finest in restaurants, with your own pocket book your guide for eating. The Performing Arts attractions will vary in scale, depending on the production. Many spectacular special events will be free in a 12,000 seat stadium.

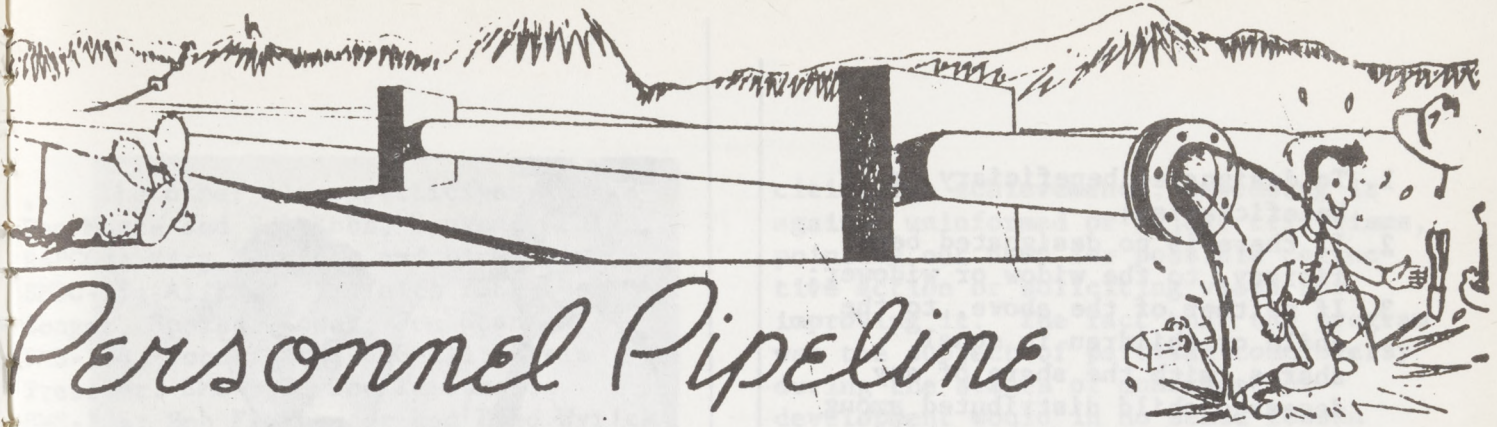
Guidebooks and souvenirs will cost about \$2 to the average fairgoer. What you spend in bazaars, on art objects or crafts in the Boulevards of the World, or in the night-club district is up to you.

If anyone would like to take a look at the other data we received on the Fair, stop by the Airports Division Planning Office.

Now, if only the Seattle District would develop some problems during the next six months that require frequent visits by Regional personnel. We are certain that they will receive prompt attention - especially between April 21 - October 21, 1962.



DONALD L JONES EARNS
WASHINGTON AWARD OF \$65.00
 Donald L. Jones (right), of the Systems Maintenance Sector at Portland is shown being congratulated by C. C. Barrett for his suggestion concerning Additional Instruction Book Material.



Personnel Pipeline

VISITORS ON PERSONNEL STUDIES

We've had many interesting visitors during the past few weeks!

The San Francisco Office of the Civil Service Commission now has a team of personnel management specialists evaluating the Regional Office personnel program. The team is headed by Mrs. Mel Elders, assisted by Inspectors Virginia Scott, Ed Griffin, and Marian Towne. The team is fast winding up its report, which will become a part of the nationwide FAA package. Information obtained from inspections of such field locations as Oakland, Great Falls, Denver, and Seattle will be consolidated into one report by Mrs. Elder's group. The completion date for the nation-wide report is sometime during the month of June.

We as an Agency are looking forward to the Commission's analysis. It will probably have a bearing on the emphasis which FAA's personnel program should take in the future.

Another group of visiting firemen was headed by Jim Dollard, Assistant Personnel Officer in FAA's Eastern Region in New York. Chuck Ferguson of the Washington Office Evaluation Staff worked with Dollard on a Study to determine how far and in what respects the Agency should decentralize its personnel operation. This far-reaching study could remodel the character and type of personnel program which the Regions should carry on. In essence, this study is trying to smoke out the real need for bringing personnel management closer to the rank and file FAA employee. If a real need exists, how will it be done without costing any more money. This group hopes to come up with some answers in this area.

Glyndon Riley, Assistant Personnel Officer, and Bob Gunn, Chief of Placement Branch, jumped around the region recently to conduct training sessions on the recently announced Flight Standards Inspector examination (271B). Thirty-nine Flight Standards men went through the paces in learning the techniques of interviewing under the Civil Service regulations. Interviews are now beginning and will be held at Los Angeles, Oakland, Denver and Seattle.

* * * * *

WORKERS MUST PAY TAXES OR LOSE JOBS

Civil Service Chairman John Macy has addressed a letter to all department and agency heads of Government which, in effect, orders Government employees to pay Federal State and Local taxes or face the loss of their jobs. Mr. Macy's letter brings his erstwhile problem into sharp focus by stating that willful neglect on the part of employees who are delinquent in paying such taxes will find themselves in "hot water". The directive is basically designed to insure that employees meet their financial obligations on any tax matter. In all likelihood, the Commission's word to various Government heads will prompt a tightening of belts throughout the Federal service.

* * * * *

DESIGNATION OF BENEFICIARIES

Payment of benefits due upon the death of an employee will be made to the person or persons who are entitled under the following order of precedence:

1. To designated beneficiary or beneficiaries;
2. If there is no designated beneficiary, to the widow or widower;
3. If neither of the above, to the child or children in equal shares, with the share of any deceased child distributed among the descendants of that child;
4. If none of the above, to the parents in equal shares or the entire amount to the surviving parent;
5. If none of the above, to the executor or administrator of the estate; or
6. If none of the above, to the next of kin as determined under the laws of the State in which the employee was domiciled.

If it is the employee's wish that the benefits be payable in the order designated under Items 2 through 6, a designation of beneficiary is not required since this is the normal order or precedence.

Once filed, a designation of beneficiary for Retirement is valid until revoked; for Unpaid Compensation and Group Life Insurance the designation is valid as long as the employee is continually employed in the same Agency.

In order to be valid, designations must be filed on SF-54 for Federal Employees' Group Life Insurance; SF-2808 for Civil Service Retirement; and SF-1152 for Unpaid Compensation. These forms which are available through normal supply channels, must be completed in duplicate, be free of erasures or alterations, and be witnessed. Please read the instructions and information on the back of both copies before completing. The return address of the employee should be printed or typed in the appropriate block and the forms forwarded to the Procedures & Reports Branch, WE-16.



Regional Instructor Training Course Colonel Saksilp Piyavidayakarn (right) of the Royal Thai Air Force demonstrates "How to Shine Shoes" to course leader Dick Peterson, WE-17. This demonstration was one of four different types of presentations made during the two-week course at Fairchild AFB last January.

The demonstration is designed to give the course participants actual practice in presenting the proper method for on-the-job training. This method can be used even with such simple tasks like shoe shining.

Colonel Piyavidayakarn attended the course through the Office of International Cooperation. He is the third international participant to attend our Western Region course.

"Our FAA people in Spokane were outstanding in their hospitality and friendship to Colonel 'Sak'", Dick Peterson said. "He observed a part of American life seldom seen by tourists or foreign visitors. We all can be proud of them."

The other class participants were Don Moore and Bob Kobs, Spokane Center/RAPCON; Virg Eshelman and Dick Gross, SMDO-15; Alice Beck, Felts FSS; Les Conger, Spokane Tower; Joe Stanton, SMS-104, John Tharp, SMS-111; Chris Tressler, SMS-303; Tom Tomisser, SMS-106; Bob Fankhauser and Fred Wyrick of 412.2

* * * * *

ROLE OF THE CAREER OFFICIAL IN SUPPORT OF FEDERAL PROGRAMS

The extent to which Federal career officials should publicly support current and discuss proposed programs of their departments and agencies requires thoughtful judgment by all concerned. The role of the career official is still evolving within our system of government with the consequences that the precedent of long-standing tradition is not available. It is understandable, therefore, that uncertainty exists regarding the role the career official should play in program advocacy. This uncertainty has prompted requests from career officials, particularly in the field service, and from department and agency heads for guidance.

No definite standard can be enunciated to define this role. Discretion and judgment must be applied by both Presidential appointees and career officials within the context of each problem as it arises. With this in mind it may be helpful, nevertheless, to consider the following guidelines:

Programs already authorized by law or Executive order

When a Federal program is based on law or Executive Order, every career official has a positive obligation to make it function as efficiently and economically as possible and to support it as long as it is a part of recognized public policy. This means that a career official may properly make speeches explaining and interpreting a current program, identifying its public purposes,

citing its achievements, defending it against uninformed or unjust criticisms, pointing out need for possible corrective action or soliciting views for improving it. The fact that the program was the subject of partisan controversy during the stages of enactment or development would in no sense lessen this obligation although the career official should exercise care in divorcing his remarks from a strictly political context.

* * * * *



KENYON W BARRETT EARNS WASHINGTON AWARD OF \$25.00

Barrett (left), Chief of Palmdale Station, is shown being congratulated by Joseph De Friend for his suggestion concerning Modification of Reporting Vertical Visibility.



JERRY C PERKINS EARNS WASHINGTON AWARD OF \$25.00

Jerry Perkins (right), of Aviation Facilities Division, is shown receiving \$25.00 award from Deputy Assistant Administrator Ed Marsh, for his suggestion concerning 17L-7 VHF Communication Transmitter Alignment Cover Modification.

CLASSIFICATION ACT RATES UNDER PAY REFORM PROPOSAL

Grade	Present		Effective 1963		Effective 1964		Effective 1965	
	Min.	Max. ¹	Min.	Max.	Min.	Max.	Min.	Max.
GS- 1	3,185	3,815	3,225	4,170	3,265	4,210	3,305	4,250
2	3,500	4,130	3,540	4,485	3,580	4,525	3,620	4,565
3	3,760	4,390	3,800	4,830	3,840	4,875	3,880	4,900
4	4,040	4,670	4,110	5,370	4,175	5,435	4,215	5,475
5	4,345	5,335	4,565	5,915	4,645	6,040	4,690	6,130
6	4,830	5,820	5,035	6,565	5,165	6,695	5,235	6,810
7	5,355	6,345	5,540	7,205	5,695	7,405	5,795	7,550
8	5,885	6,875	6,090	7,935	6,285	8,175	6,420	8,355
9	6,435	7,425	6,675	8,700	6,925	8,995	7,095	9,210
10	6,995	7,985	7,290	9,495	7,585	9,880	7,800	10,140
11	7,560	8,860	7,960	10,345	8,325	10,800	8,580	11,145
12	8,955	10,255	9,380	12,215	9,910	12,880	10,270	13,375
13	10,635	11,935	10,965	14,250	11,670	15,180	12,190	15,835
14	12,210	13,510	12,665	16,490	13,615	17,710	14,310	18,585
15	13,730	15,030	14,495	18,815	15,725	20,450	16,620	21,615
16	15,255	16,295	16,400	19,670	17,970	21,570	19,125	22,935
17	16,530	17,570	18,350	20,180	20,325	22,350	21,755	23,930
18	18,500	.....	20,315	.....	22,740	.....	24,500	.....
19	.....	.....	22,245	.....	25,150	.....	27,290	.....
20	.....	.....	23,000	.....	26,000	.....	28,000	.....

¹ Top regular step of grade; does not include longevity rates.

PAY REFORM PLAN OUTLINED

President Kennedy has urged Congress to approve a proposal for reform of major statutory pay systems of the Government to achieve and maintain "reasonable comparability" with national average rates for work of like responsibility in private employment.

The proposal calls for phasing pay adjustments for 1,640,000 salaried employees in three annual increments beginning next January and becoming fully effective in January 1965. It also provides for (1) annual study of pay changes in the private sector and Presidential recommendations to Congress of such adjustments in Federal salaries as he finds advisable and (2) maintaining realistic salary relationships within and among the several salary systems under the principle of equal pay for equal work.

Because of the salary lag that has developed over the past 17 years, full correction of the accrued inequities in one year would be unwise, involving the substantial cost of more than \$1 billion, the President explained. "Therefore, to reduce the impact in any one year on the affected \$10 billion Federal payroll --- the plan that I recommend provides that the full

10 percent be distributed over three annual stages ----"

The reform would provide new salary schedules for employees under the Classification Act, Postal Field Service Compensation Act, Foreign Service Act, and Veterans Administration's Department of Medicine and Surgery. Adjustments in pay over the three-year period would range from \$120 in the lowest grades to \$6,000 in grade 18 of the Classification Act. Objective studies repeatedly have demonstrated that the greatest pay lag behind industrial salaries is in the middle and higher grades, while salaries in the lowest grades generally are equal to or better than those paid for similar work in private enterprise.

"It is my belief that this measure, if enacted, will constitute the most important revision and reform in Federal personnel legislation in more than a decade," the President said. "I believe it is essential if we are to achieve and maintain proficiency in the Federal Government. If our civil servants are to fulfill with skill and devotion their obligation to the nation, the nation must fulfill its obligations to the career service."

Salaries for services performed by Federal employees "should be fixed under well-understood and objective standards, high enough to attract and retain competent personnel, sufficiently flexible to motivate initiative and industry, and comparable with the salaries received by their counterparts in private life," Mr. Kennedy emphasized. "To pay more than this is to be unfair to the taxpayers -- to pay less is to degrade the public service and endanger our national security."

Although full reform would not be achieved for three years, changes in the proposed annual increments would be possible in the interim as the result of the required annual surveys and Presidential recommendations for adjustments.

The three-year total adjustment in Postal Field Service rates would average 7.9 percent. Postal clerk and carrier increase for 1963 would average \$168, building to \$345 in 1965.

Other key features of the reform proposal include:

- Addition of two new grades to the Classification Act schedule for a limited number to top positions at and just below the bureau director level.
- Provision for ten within-grade pay rates in grades 1 through 15, seven in grade 16, four in grade 17, and one in grades 18 through 20.
- Provision for annual within-grade step increases for the first three years in grade; biennial raises for the next three steps; and increases every third year for the next within-grade steps.
- Authorization for additional within-grade increases, limited to one step a year, to reward high-quality performance.
- Provision for the equivalent of at least two within-grade step increases upon transfer or promotion to a position of a higher

grade.

- Authorization for appointments at rates above the minimum of the grade for exceptionally well-qualified applicants or to attract persons earning more than the minimum rate who might otherwise decline an offer.
- Broadened authority for making adjustments of pay rates within grades to recruit shortage-category personnel.
- Elimination of the statutory limits on the number of positions in top pay grades.

FEW EMPLOYEES CHANGE HEALTH INSURANCE PLANS

Fewer than 97,000 or 5.3 percent, of the more than 1,800,000 Federal employees and annuitants covered under the Federal Employees Health Benefits program on September 30, 1961, transferred from one to another of the 37 participating health benefit plans during the program's first "open season" held last October, Civil Service Commission reports. During the open season employees had an unrestricted opportunity to change plans and options, and employees who had previously registered not to enroll could enroll in a plan for the first time.

The Commission estimates that 90 percent of eligible employees are now covered under the program. An additional 6 percent are not enrolled but have protection under non-Governmental plans so that about 96 percent of all eligible employees now have some form of health benefits protection.

The increase in enrollment brings the total number of employees and annuitants now covered under the program to slightly more than 1,925,000. The new enrollees also covered 191,000 of their dependents, bringing the overall coverage to 5,752,000.

Employees are assured an opportunity to enroll or change enrollment in a plan at least once every 3 years.



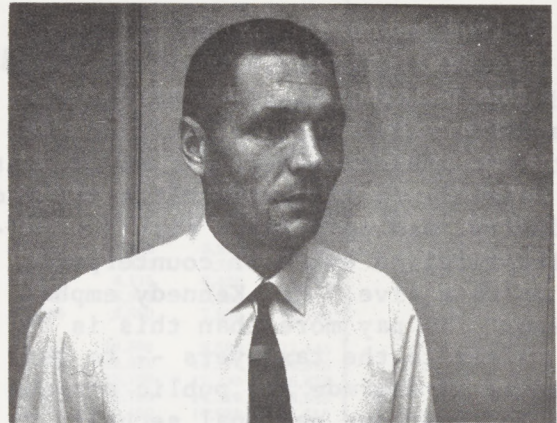
Richard L. Hurst (right), is shown being congratulated by Joe Tippets.

Dick Hurst, of Los Angeles Center, and Frank Dixon, and Lewis Hurst of Oakland Center, have recently been selected for positions in the International Civil Aviation Organization Technical Assistance Program. They will depart in the near future for their duty assignment at Leopoldville, Republic of Congo, Africa.

The aim of ICAO Technical Assistance is to provide experts in their fields who will carry on essential duties until such time as nationals of the countries concerned have been trained to carry out the work themselves. These men are well qualified for these responsibilities, because of their journeyman controller positions in the high-activity Air Route Traffic Control Centers at Los Angeles and Fremont, California.

Dick Hurst's wife, Louise, and their four children will remain in Los Angeles until a later date.

Famous Quote: There is a mountain of difference between people in an organization all working together, and all of them just working at the same time.



FRANK DIXON, ATCS
OAKLAND CENTER

(We quote part of Frank's letter)--

" All traffic control is, in the Congo, done in French. Since it is my native language, this may be the reason I have been selected for the position. I have just received several ICAO manuals and it certainly was a relief to note that there was very little difference in control between one country and another.

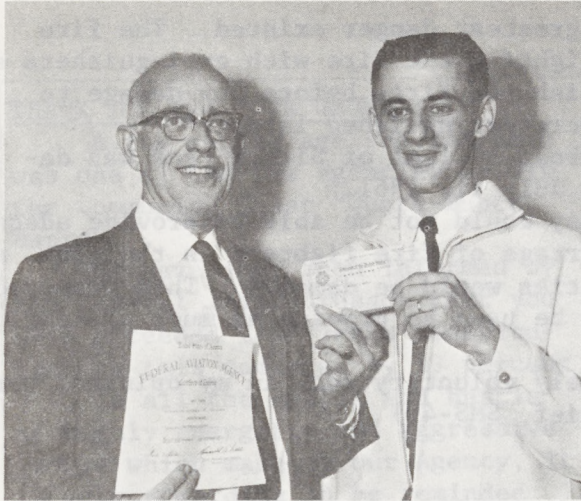
We plan to drive to Montreal, where I shall meet some of the people from ICAO. My wife, Beth, and two children will stay with her mother in Ottawa, and wait there until they join me.

We are looking forward to going overseas "

LEWIS R. HURST, ATCS., OAKLAND CENTER

We were not able to receive a picture from Lewis so will mention some of his background from available information. Lewis is a graduate of Lane College where he majored in Chemistry. He then attended Georgetown University in Washington, D.C. for a year. He served as a commissioned officer in the Air Force in 1953-57, with the primary assignments of Aerial Navigator and Senior Director in an AC&W Squadron. Lewis joined FAA in November 1958.

Lewis is looking forward to his new assignment. His wife, Barbara, and five children plan to remain at Oakland.



Jack Chalk (right), Electronic Specialist of Stockton, California Sector, is being presented Certificate of Award and check by W. S. Warr.

FOREST FIRE AT ANGELS CAMP RCAG AREA

A grass and brush fire was discovered by the State Forestry Service on July 9, 1961, at 2:00 p.m. The fire started about three miles northwest of the RCAG site. Mr. Jack Chalk was working at the site at the time, and after determining that there was no immediate danger, departed the site for Angels Camp at 5:00 p.m. He returned to the site at 7:00 p.m. to check conditions, and found the fire had progressed to within two miles of the site, but was

assured that no danger to the site existed. He then returned to Angels Camp.

Mr. Chalk again returned to the site at 11:00 p.m., and found the fire to be within $1\frac{1}{2}$ miles from the site and the power lines were swinging violently and arcing. Both standby plants were running and the equipment operating normally. He notified the Fremont Center, Stockton FSS, and me, and alerted all concerned that there was a possibility of extended failures but no immediate danger existed. He remained at the site the remainder of the night until the fire was reported under control at 5:30 a.m., at which time he departed for Angels Camp after requesting the Fire Warden to notify him of any change.

The remainder of the day (July 10) was relatively uneventful, with the fire still burning in the contained area. However, a shift in wind direction late in the afternoon caused loss of control, and the fire spread in several directions. At 4:40 p.m., Mr. Charles McKnight of the Division of Forestry, Altaville Station, California, notified Mr. Chalk that both sites were in danger and that the fire had broken from the fire lines. He immediately called me, and I collected the available fire extinguishers, shovels, rakes, etc., and departed for the sites with all available technicians.

Upon arrival at the site, we immediately started working on removing dead grass, wood, etc., from both sites. The gas tank vents and filler pipes were sealed and an area cleared around each antenna tower. The technicians were split up into two groups, and a group was assigned to each site.

Mr. Chalk was quite exhausted and hungry. I asked him to take off and get some food and sleep. He refused to leave, however, as this was "his facility". He finally agreed to go to Angels Camp for a meal.

The fire was moving toward both sites, and was less than $1/4$ -mile from Site 1. Finally, at 11:00 p.m., Mr. Young, District Ranger, reported the fire contained and the crew departed for Stockton. Mr. Chalk remained at Angels Camp.

At 12:30 on July 11, 1961, fire broke the lines southwest of Site 2, and a shift of wind drove the flames up the side of Bear Mountain. Mr. Chalk called and notified me of the immediate danger and expressed doubt as to whether we could get there in time to protect the sites. I directed Messrs. Gisi and Taylor, who were at Linden VORTAC, to proceed to the RCAG site immediately.

Mr. Chalk remained at Site 1 where the greatest danger existed. The fire passed over the site and he remained there fighting the fire with extinguishers and everything available, and managed to extinguish the fires before any damage to facility occurred. Smouldering logs, etc. were extinguished later.

The fire was finally contained within about 50 feet of Site 2, and was declared completely under control at 0900 p.m. July 11, 1961.

The Forestry Service advised me that they would not be able to provide adequate protection for the facilities due to the shortage of fire fighters in the area, and that there was a good chance that the facilities would be damaged. This prompted me to conclude that the SMS personnel should be used to provide as much protection as possible.

The actions taken by Mr. Chalk were purely voluntary and, in my opinion, were beyond the call of duty. (W. S. Warr, Chief, SMS-43)

(We felt it would be appropriate to publish the entire recommendation of Special Act or Service Award for Jack Chalk, in highlighting field facilities this month. Jack carefully coordinated at the early stages of a dangerous forest fire, to assure that air traffic would not be adversely affected in event of equipment failure--and he continued performing in a magnificent manner--including other such acts as providing food for technicians at his own expense, use of personal car at site--and with no personal thought or expectation of overtime because no "outages" occurred. Our sincere congratulations for an excellent performance, Jack! Also to W. S. Warr for documenting this information.)

* * * * *



The demand for the Effective Writing Course exceeds by far our capacity to schedule it. Please be patient. Our objective is to eventually include all Regional employees who originate letters, memos, or narrative reports.

The good looking group pictured here is one of the two groups that recently completed the course in San Francisco.

Front row: Chet Stalker, Lorna Hill, Barbara Hughes, Sheryl Foglia, Mary Walsh, Ross Burnett. Second row: Harold Kays, Curry Jackson, Ted Bollinger, Ralph Ross, El Rowe, Gene Sullivan, Don Sperry, Bill Magalis, Norm Merkel. Third row: Frank Haigler, Bill Cullers, Don Campbell, Bill McNamara, Joe Hill, Gene Maulding.

THANK YOU FOR YOUR GENEROSITY

A few months ago the FAA here was one of the few agencies to win the Community Chest "Quota-Buster Award".

We have just been informed by the Federal Joint Crusade that you have exceeded last years contribution on this campaign by 29 percent.

In all the hustle and bustle of highly energetic and aggressive people which make up our Agency, it is very rewarding to be reminded that there is always time to think about the needs of others.

* * * * *

AIR TRAFFIC CONTROLLER RECRUITMENT

FAA Personnel & Training Office, Washington, has advised us that there will be a new examination announcement issued for Air Traffic Control Specialist at the trainee level. We expect the announcement to be issued within the next few months.

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V.P.P. NOTES

Many inquiries are received concerning plans for reopening the voluntary pledge plan. We are unable to answer these inquiries individually because of lack of time. At the present time there are no plans for reopening the plan.

Please route all correspondence, application for membership, and pledges to WE-36.

D A N C E

CIVILAIR NIGHT

LAWRENCE WELK'S CHAMPAGNE ORCHESTRA

WORLD FAMOUS HOLLYWOOD PALLADIUM

FRIDAY - MAY 18, 1962

8:00 pm - Dancing Lessons - Free

Arrive before 8:00 if you wish reserved seats. - - - - - Upstairs lounge - Free

Dinner reservations in downstairs lounge available by calling HO 6-4311

(no discount on food)

\$1.00 per person (regularly \$1.75)

You can pay at the door
Coupons will be distributed later

COME SINGLE OR WITH A GROUP

FAA OR NOT

(Parking extra)

VACATION TIME IS COMING - - PLAN AHEAD
 Your Civilair can assist you with Tickets For The Following

HI FI SHOW-----	March 21st thru March 25th	AMBASSADOR HOTEL
SPORTSMEN SHOW-----	March 29th thru April 8th	PAN PACIFIC
HOBBY SHOW-----	April 12th thru April 22nd	PAN PACIFIC
BABY LIFE SHOW-----	May 22nd thru May 27th	SPORTS ARENA
INTERNATIONAL TRADE FAIR-----	May 16th thru May 27th	PAN PACIFIC
INTERNATIONAL CUSTO-RAMA AND BOAT SHOW-----	May 25th, 26th & 27th	SPORTS ARENA
17th ANNUAL LOS ANGELES HOME SHOW-----	June 21st thru July 1st	SPORTS ARENA
GREEK THEATRE 1962 Summer Season	June 25th thru Sept. 8th	
HOLLYWOOD BOWL 1962 Season	July 3rd thru Sept. 8th	
ICE FOLLIES-----	Sept. 6th thru Sept. 16th	SPORTS ARENA
12th ANNUAL DECORATORS AND HOME SHOW-----	Sept. 6th thru Sept. 16th	PAN PACIFIC
LOS ANGELES INTERNATIONAL AUTO SHOW-----	Oct. 25th thru Nov. 4th	PAN PACIFIC
ROCKET SHOW-----	Nov. 12th thru Nov. 18th	PAN PACIFIC
LOS ANGELES BLADES ICE HOCKEY-----	1962 thru March 1963	SPORTS ARENA
LOS ANGELES LAKERS PRO BASKETBALL-----	Oct. 1962 thru March 1963	SPORTS ARENA
SANTA'S WONDERLAND-----	Nov. 24th thru Dec. 24th	PAN PACIFIC
LOS ANGELES JETS-----		SPORTS ARENA AND OLYMPIC AUD.
LAS VEGAS SPECIAL PACKAGE PRICE FOR STARDUST AND DUNES HOTEL		
LOS ANGELES TOROS - BOWLING TEAM-----		JEFFERSON ARENA
HALO ON A SHELF-----		CAHUENGA PLAYHOUSE
CONVERSATION AT MIDNIGHT-----		CORONET
LITTLE MERRY SUNSHINE-----		LE GRANDE THEATRE
ENTER SOLLEY GOLD-----		TROUBADOUR THEATRE

COMING SOON:

DEEP SEA FISHING
 GOLF TOURNAMENT (Middle or late summer)
 FREE PARTY AND REFRESHMENTS
 DANCE

I WANT YOU

HELP MODERNIZE THE FEDERAL AVIATION AGENCY BY PARTICIPATING IN THE ECONOMY CAMPAIGN AND WIN UP TO \$1,000 AS A BONUS



WE WANT YOUR HELP IN EFFECTING ECONOMIES

FEDERAL AVIATION AGENCY

(Please Post on Bulletin Board)

