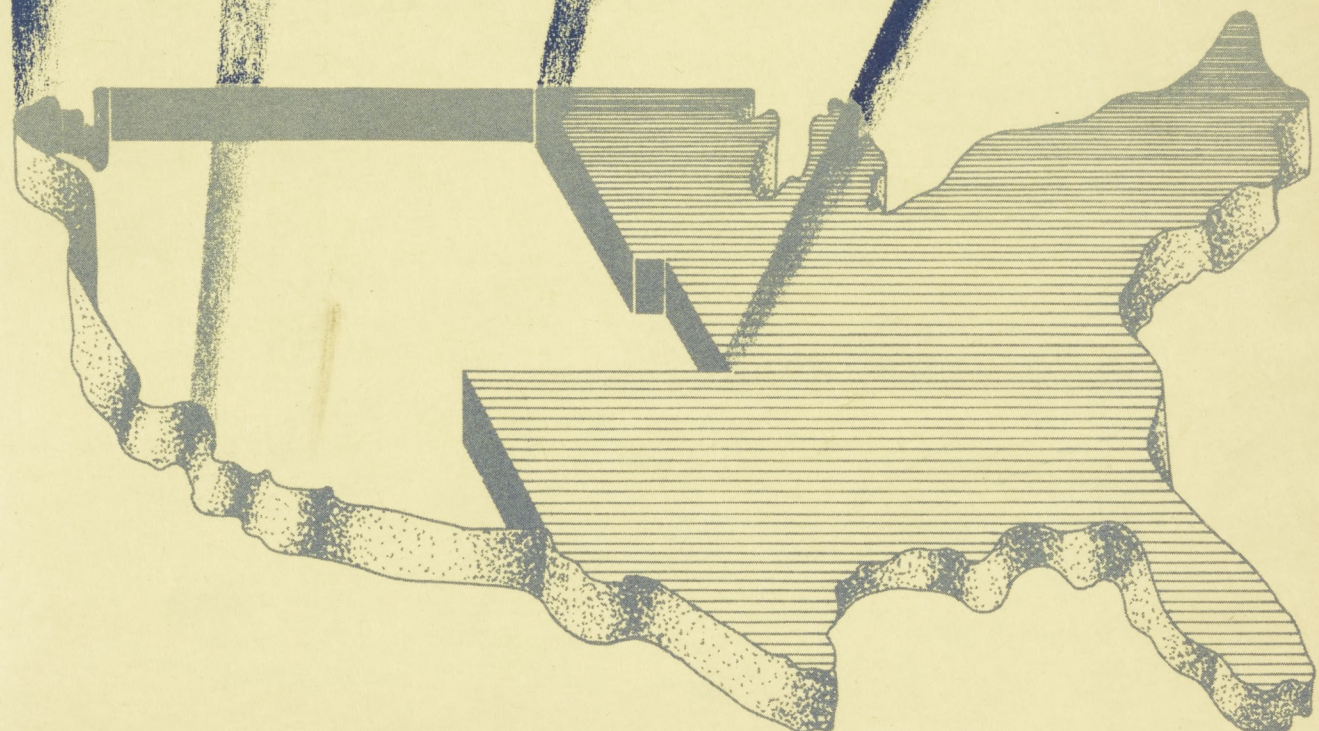


V. IV buy

FAA  
WASHINGTON MONTANA  
WESTERN  
OREGON IDAHO WYOMING  
NEVADA UTAH COLORADO  
CALIFORNIA  
ARIZONA  
REGION  
NEWS



MAY, 1962

FAA WESTERN REGION NEWS

Volume IV

Number 4

PUBLISHED MONTHLY BY THE EMPLOYEE-MANAGEMENT RELATIONS BRANCH

FOR THE PERSONNEL OF THE

FEDERAL AVIATION AGENCY

WESTERN REGION

JOSEPH H. TIPPETS --- Assistant Administrator

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## From The Desk Of

### The Assistant Administrator

I believe that you will agree that the art of communicating is one of the most vital ingredients of our present-day way of life. In all the history of man's existence his ability to express himself, to communicate quickly and accurately with others, to rapidly transmit essential information and data around the world, has never been so great as it is today.

The need for rapid and effective communications is also at an all-time peak. Our modern business techniques and vast population make it necessary; our swift transportations systems demand it; our international political and trade relations require it; and perhaps, most important of all, our people-to-people relationships make understandable and useful communications essential for a successful, happy and useful life.

The Federal Aviation Agency as an organization and in its systems, relies completely on effective communications, by work, by machine, and by impulse. We, in this agency, are probably as conscious of the proper use of "good" communications as any other group in our nation.

Communication is prominently involved in all of our problems. Poor communication invariably leads to conflict and misunderstanding. Accurate, effective, and timely, two-way communication throughout our organization is vital to good management and proper conduct of our Agency's mission. Information needed by top management must flow upward from the first line workers; and the directions and data needed by these workers must be provided thru their supervisors.

There are many bars or dams blocking effective two-way communications; the size or vastness of the Agency; the length of the communications channels; lack of time; failure to see the need for communicating certain data. Ideas often lose their initial sparkle and impetus and even intent as they are passed on to others. Retention of this initial spirit is essential to successful understanding. Sometimes there is a deliberate sifting of ideas at points in the chain of command. Sometimes sheer inertia delays or impedes communication. We may underrate the need for information or the ability of others to use or understand it.

Some people with authority over others seem to gain a sort of satisfaction out of possessing information that is not common property. These are often referred to as "masters of mystery". They use this situation as a means of controlling others who must come to them for the information which should have been disseminated. Secretiveness is a protective device for the insecure.

All employees want information about the organization they work for even when it is not directly related to their immediate work at hand. A regular flow of such information develops a sense of belonging which is important in stimulating teamwork, group cohesion and loyalty. Information must be communicated in terms which have a common meaning to all concerned if we are to avoid semantic misunderstandings. Regular and frequent communications builds this common basis of terms and usage.

The major blocks to communications are often emotional, psychological, and cultural rather than technical and physical. He who desires to communicate must first understand himself. He must be willing to receive unpleasant news and impart information that should be imparted regardless of his emotional disinclination to do so. If emotional and cultural blocks to communication are overcome, the physical means and the techniques are available, or can be devised, to suit the occasion.

Our Agency, and its vital services to the public rely so heavily on effective communications that we should each be personally motivated to consciously strive for its improvement. Objective self-analysis will help us to avoid the blocks mentioned above and insure that essential data moves both up and down the organizational ladder. We must be alert to the effective use of the many means of communication at our disposal. Let us all insure that word-of-mouth and person-to-person exchanges of view and professional and technical data are encouraged and used whenever desirable and beneficial to our Agency's mission. Don't let these various bars and dams block the flow of essential and useful information but DO COMMUNICATE.



The Spokane Washington Area Coordinating Meeting was recently attended by Deputy Administrator General Harold Grant. L-R: Front Row. D. J. Lindberg, Joseph Tippets, General Harold W. Grant, W. Gillis and A. Horning. Back Row: L-R: W. S. Porter, F. A. Smith, D. G. Walmer, M. Schmauch, D. R. Whitney, J. P. Malloy, L. H. Bragg, and Mrs. M. Henry.



Deputy Administrator, General Harold W. Grant recently attended one of the Briefing meetings which are conducted by Assistant Administrator Joseph H. Tippetts. L-R: Gene Kropf, Glen Riley, Burleigh Putnam, Al Horning, Ned Zartman, Dr. Frank Raymond, Charles Winger, Ed Marsh, L. Ponton de Arce, Walt Plett, Joe Tippetts and General Harold Grant.

L - R: Nathaniel H. Goodrich, General Counsel, Washington, D.C.; Joseph H. Tippetts, Assistant Administrator, Western Region; Ned K. Zartman, Regional Counsel, Western Region.

Goodrich was recently appointed General Counsel, succeeding Daggett H. Howard.

His trip included conferences with Pacific and Western Regional Offices.



L - R: Robert H. Willey, Assistant Administrator, Office of Personnel and Training, Washington, D. C.; Kenneth B. Wall, Personnel Officer, Western Region.

Picture was taken at the Federal Personnel Council luncheon in San Diego, California, where Willey participated as principal speaker.



## FROM THE *Washington News* ROOM

### HALABY COMMENDS UNITED AIR LINES CREW FOR SUCCESSFUL EMERGENCY LANDING

The crew of a United Air Lines 720 jetliner was commended recently by N. E. Halaby, Federal Aviation Agency Administrator, for a successful night emergency landing at Tinker Air Force Base, Oklahoma City after fire had knocked out the main electrical system and filled the cockpit with heavy smoke.

"This was one of the most serious aircraft electrical fires ever experienced in commercial aviation and could easily have resulted in disaster had it not been for the skill and presence of mind of the flight crew," Halaby said.

### ROBERT J. SHANK NAMED FAA DEPUTY ADMINISTRATOR FOR DEVELOPMENT

Robert J. Shank of Palos Verdes, California, a systems development engineer of wide experience and national reputation, has been appointed Deputy Administrator for Development, N. E. Halaby, Federal Aviation Agency Administrator, announced recently.

Shank, who has been president of a West Coast electronics company, American Systems Incorporated of Hawthorne, California assumed his Agency responsibilities May 1.

### FAA TO EVALUATE COCKPIT VOICE RECORDERS AT ATLANTIC CITY EXPERIMENTAL CENTER

Extensive evaluation of a newly developed cockpit voice recorder will begin soon at the Federal Aviation Agency's National Aviation Facilities Experimental Center at Atlantic City, New Jersey.

Records of cockpit conversation could prove valuable in determining the causes of accidents by preserving crew conversations prior to and during an emergency. The recorder would be readily identifiable and designed to withstand the impact of a crash and damage from fire and water.

### NEW AUTOMATIC WEATHER BROADCASTING EQUIPMENT UNDER DEVELOPMENT FOR FAA

A new device to convert teletype weather data into voice messages for automatic broadcast to pilots is under development for the Federal Aviation Agency.

The equipment under development will be designed to pick up teletype weather messages from the FAA-operated weather network and translate the messages quickly and automatically into voice communications for broadcast stations located along the airways.

The equipment is to be capable of recording and storing up to 30 selected incoming weather messages of up to 69 characters each in length.

### FAA SHOWS LARGE INCREASE IN FLIGHT PLANS

Transfer of military flight service functions from the U. S. Air Force to FAA in 1961 resulted in an 80 percent increase in flight plans filed at FAA Flight Service Stations -- 3,021,000, compared with 1,676,000 filed in 1960. Flight Service Stations contacted 6,137,000 aircraft in 1961 -- 70 percent general aviation aircraft; 21 percent military; and nine percent airliners.

### NEW HOUSTON FAA AIR TRAFFIC CONTROL CENTER WILL REPLACE EXISTING NEW ORLEANS AND SAN ANTONIO CENTERS

Federal Aviation Agency air route traffic control centers at New Orleans and San Antonio will be consolidated in a new center to be constructed in the vicinity of Houston, Texas, in the interest of operational safety and economy.

The existing New Orleans and San Antonio centers will continue to provide air traffic service until the Houston center is in operation. This is scheduled for September 1, 1964.

These changes, plus the New Orleans-San Antonio consolidation will reduce FAA's domestic ARTC centers from 29 to 21.

WILD WELCOME GIVEN COL.  
LINDBERGH IN L.A.

HUGHES CIRCLES THE  
GLOBE IN 91 HOURS

DAY OF SAFETY IN AVIATION NOW HERE

GOBEL NEARS L.A.  
IN NONSTOP FLIGHT

AIR LINES AGAIN TO FLY MAILS

AMELIA CRASHES

---

## WESTERN REGION OF YESTER - YEAR

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Assembling these pictures and stories for you was one of the most pleasant experiences we have encountered. The history and growth of airways and communications is so rich and extensive that we can only touch upon it here in our Western Region News. It is rewarding to realize, however, that the people who have been a part of this history and growth are right here in the Southern California area.

While most of the persons we contacted for these pictures are "officially retired," it only takes a few minutes to realize that they are still as much a part of this great Federal Aviation Agency as any of us who are still working here in person.

We found them so friendly - so interesting - and so knowledgeable that we hope their information will eventually be compiled and recorded for the benefit of FAA.

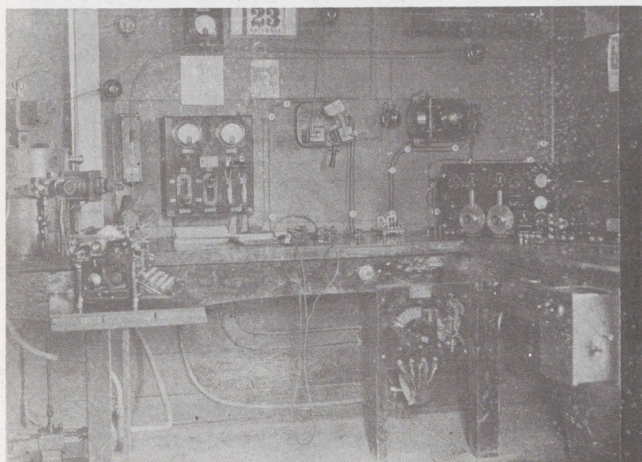
We particularly wish to thank retirees Art Johnson, Griff Edwards, Bill Larsen and George Hall. These are mostly their pictures and their stories. We noticed that some of the pictures were taken from albums. Others who helped were Ponton de Arce, Vic Walthers, Dorman E. Johnson, Art Fielder, Elmo Hartwell, John Renfroe and Glen Riley.

We think you will find something of interest here regardless of the Division you are in, or the position you work.



**WHO IS THIS MAN?**

1921. This event is part of a Los Angeles parade. It is the first time any aircraft participated in a parade under its own power. (See page 31)



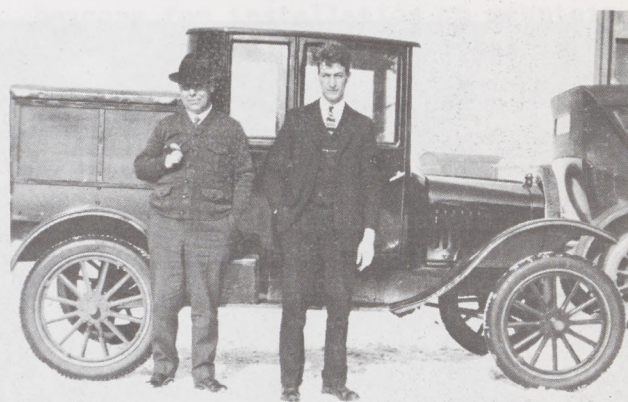
April 1921. Arc radio transmitter and receiver (long wave). This is the Air Mail Radio Station located at Fair Grounds, Salt Lake City.



1926. P-8 at Crissy Field, San Francisco, California



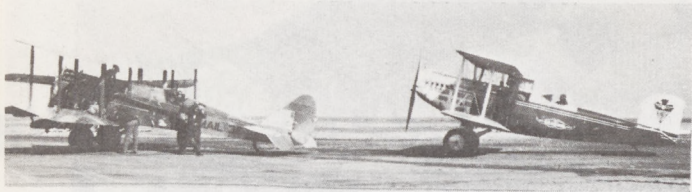
July 1925. Salt Lake City



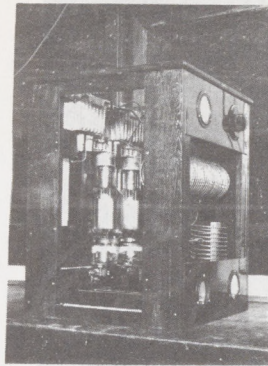
1925. Carl Egge (left), Supt. U.S. Air Mail Service, Washington, D.C., and Frank Caldwell, Western Division Supt. Taken Salt Lake City.



1926. Fokker aircraft at Salt Lake City. The pilot was George Pond of the Air Mail Service. George took off before daylight and Art Johnson and others who were on the ground soon determined he was having trouble with the aircraft. They directed a beam from a spotlight thru a hole in the clouds and George came diving in on the beam.



1926. This is the first mail transferred from U. S. Air Mail Service (a DeHaviland), to Western Air Express flight. WAE is now Western Air Lines.



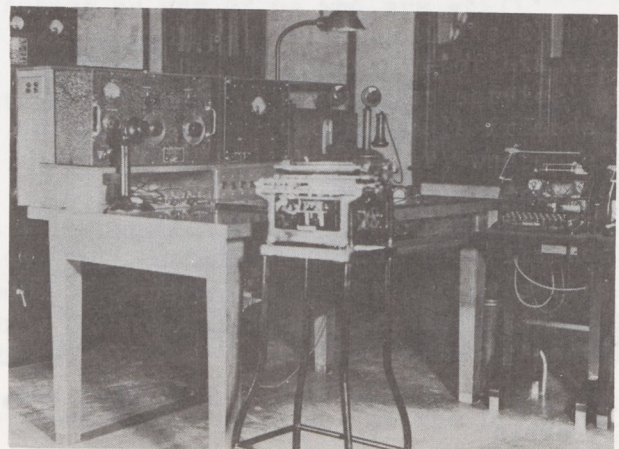
1927. This is one of the early hand-made transmitters. Funds were low in those days and it was necessary for Art Johnson and others to really improvise in the construction of equipment.



December 1929. C.W. Larsen, Operator in Charge of Airways Radio Station KCV, U. S. Lighthouse Service.

KCV was 2000 watts, broadcasted weather and landing information to airplanes on 936 meters, 321 KCS. It was located on San Francisco Bay at the northwest end of Oakland Municipal Airport.

1931. Station KCAD, Idaho Falls, Idaho.





1931. The first side-light of 26 installed in the Columbia River Gorge between Portland and the Dalles, Ore. They were staggered every 3 miles, red on south side of river & green on the north. They were 300 feet above the water and on the cliffs. They were operated by batteries and commercial power.



1931. Burros used to transport 36-inch beacons for installation on mountain tops. Griff Edwards in stocking cap.



1931. Art Hadfield & crew at Sexton Summit Station, north of Medford, Ore.



How the Sexton Summit Station arrived.

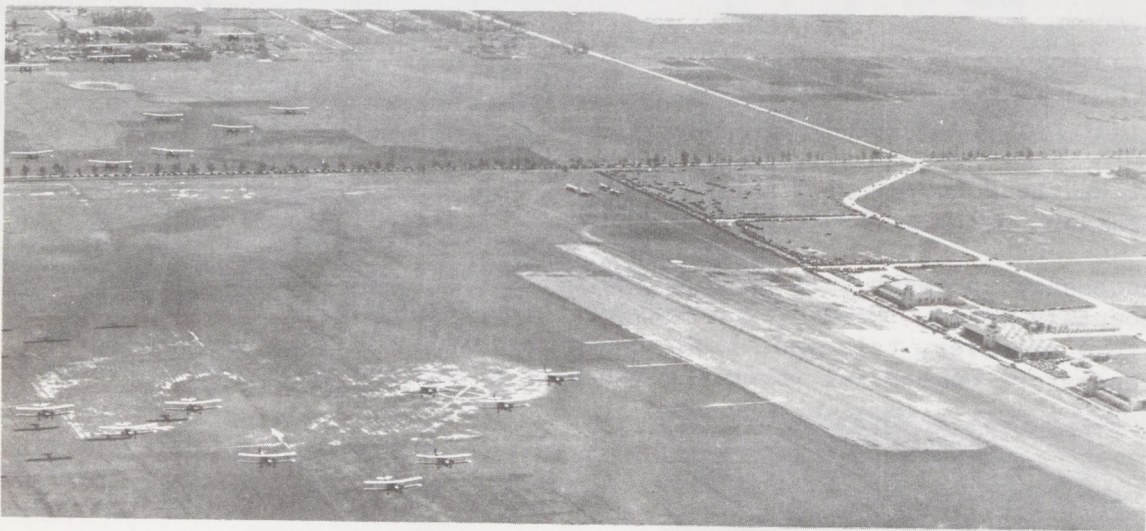
It was necessary to reach this weather reporting and communication station by narrow mountain trail. Most of the equipment was hand-carried yet it had a transmitter, receiver, teletype, light beacon on 50 ft. tower, auxilliary gas engine generator, commercial power and bachelor quarters with a steel bathtub.



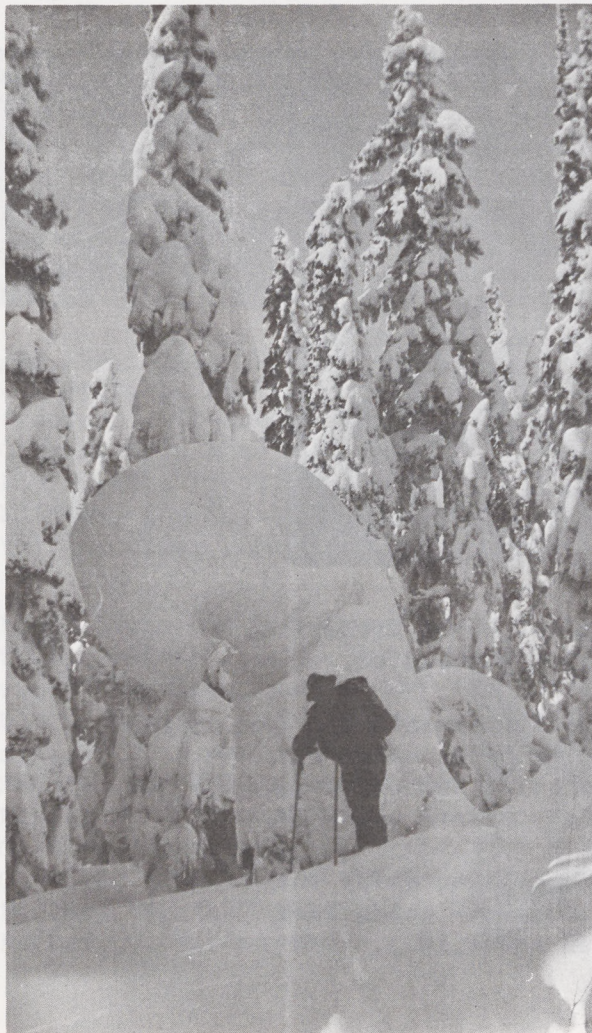
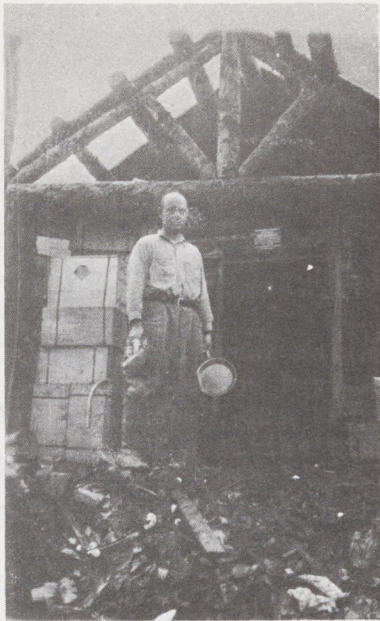
1932. L-R. Cyril T. Hubert, W. G. Edwards & Seth H. Davidson. The first Wind-Aero-Electric installation, and the only one, in the 16th-17th Districts. This site obtained its power from a nine foot propeller driven by the high winds. The generator charged large banks of Edison batteries and the lamps were 32 volts.



1932. First automatic teletype station in the nation.  
Oakland, California



April 1932. Wing Review at Mines Field, California. Mines Field was the old name for what is now Los Angeles International Airport. Both the area development and aircraft design provide an interesting study of advances that have been made in a brief span of 30 years.



Upper left. 1934. Log cabin Power Shed. Two engines inside and crates of gasoline around the outside. Preparing meal is Baldy Graham. There were eleven packers for this job and each was weighed in at the Easton, Washington Post Office each morning at five AM. Some trips took 17 hours. Either Baldy or Griff Edwards broke trail and each of them were carrying 60 pounds. When without packers, Griff and Baldy would leave Ellensburg, Wash. at 4 AM to be at the start of the trail by daylight. They would arrive on top of the mountains after dark. Monday thru Friday they slept on gasoline cases in a sleeping bag. They would return to Ellensburg late Friday, clean up and then go to the restaurant and order two steak dinners apiece.

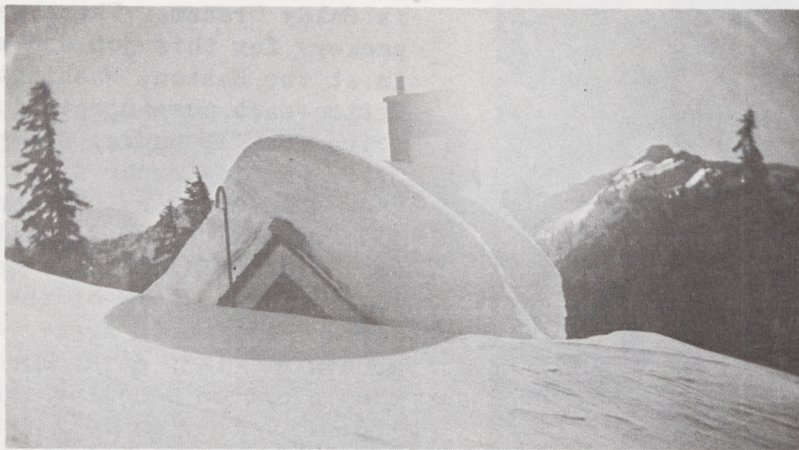
Upper right. 1935. Same shack after it started to snow. The snowfall in one storm was measured at 12 inches per hour for three hours. There was 35 feet of snow when this picture was taken.

Left. 1935. This picture shows the difficulties encountered in blazing a trail.



**WHO IS THE MAN IN THE CENTER?**

December 1937. This picture was taken at the U. S. Airways Communications Station, Wendover, Utah. The others from l. to r. are: A. A. Anderson; Jim F. Copp, now Los Angeles Center; Ray Tucker, now Chief, Imperial FSS; John Renfro, now WE-523.3, Regional Office. (see page 31)



1938. Shelter Cabin (below beacon) at Mount Catherine, Site 4, S-H Airway, east of Seattle, Washington.

This was a lighted airway from Seattle, Washington to Helena, Montana (S-H). Sites were 10 miles apart and Site 4 signified 40 miles from Seattle. Numbers were painted on the tops of sheds to help pilots navigate.

It is interesting to note that radio is actually the oldest continuing service in the country- going back to about 1919, while beacons began about 1923.

1940. Airway Traffic Control Conference, Chicago, Ill. R to L around table.

Al White, Carl McChaur, L. Ross Hayes, Bob Eccles, Lee Warren, L. C. Elliott, Clarence Tolpo, R. O. Donaldson, Claude M. Smith, O. D. Murphy, R. D. Bedinger, John L. Huber, Glen Gilbert, Earl F. Ward, Dick Carlson, Howard F. Rough, Lee Merling, Jack Sommers, Harold Neely, Joe Marriott, Art Johnson, L. Ponton de Arce, Jack Tighe, Homer Cole, Harry Copland, Bud Hock, Leonard Jurden, Stormy Roose, Dick Copeland, Geroge Vest.

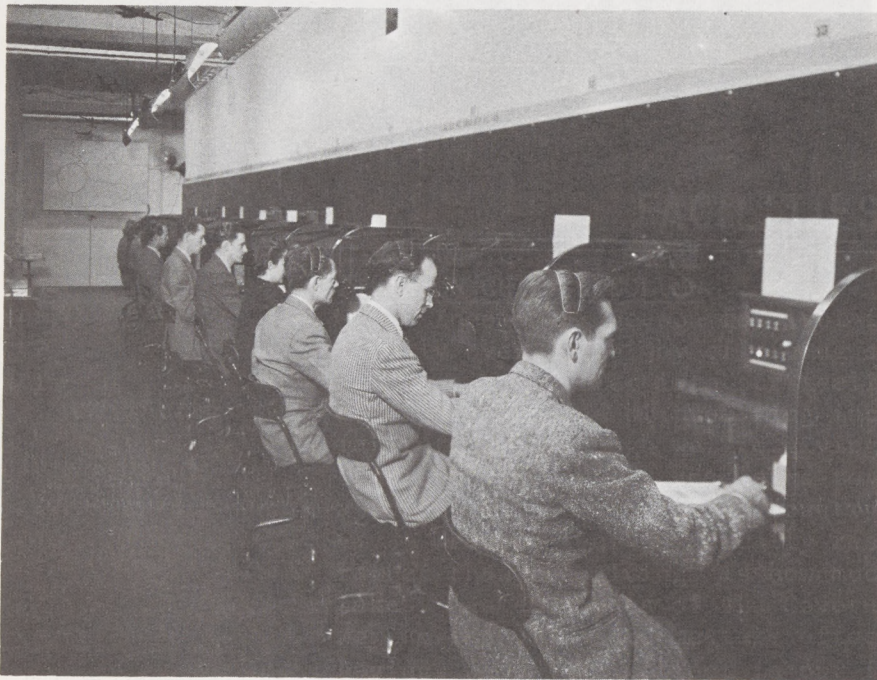


April 1940. Maintenance Operations Conference, Santa Monica, Calif. Front row, 1-r. Art Herbert, James Gibson, Cal Wyatt, Glen Thornburg, Clarence Reid, Ed Dezeil, Ray Scott, Merrill Griffith, Mel Ellison.

2nd row, 1-r. Cody Lehr, Phil Frazelle, Chuck Stillwell, Hal Carrick, Ted Johnson, Art Johnson, Harold Bean, Harold McKinley, John Campbell, Gene Crippen, Hans Anderson, Pop Kneeland. 3rd row, 1-r, Ken Gifford, Herb Hela, George Hall, Charles Givens, Kirk Barry, Jack Cooper, Gordon Robinson, Harry Bovey, Ray Tucker, Harold Davis, John Pratt, George Day. 4th row, 1-r, Walt Blankman, J. J. Thomas, Gene Mathews, Ken Mathews, Ed Becker, Art Fielder, Jay Taylor, Bert Bertuleit, Sparky Wright, Elmer Butler, Bing Miller.

1944. Course in Job Relations Training. Civil Service Commission, Washington D. C. Standing 1-r, C. Benson, G. W. Hammond, John Knoell, Guy Forman, Bruce Uthus, W. A. Brenniman, George Guessner. Seated 1-r. G. Gill, Art Johnson, Keith Harder, Ken Wall, Lowell Decker, C. W. Larsen.





1942. Los Angeles Center.  
This position was known  
as the "B-Stand."

From right to left are:  
Jay Dettman; Vic Walthers,  
now Regional Office; Harry  
Dade, Los Angeles Center;  
Martha Graham; George  
Wiggins, now Honolulu  
Center; Harry Vick, Los  
Angeles Center.

1942. This was the  
control side of the  
Los Angeles Center.

Some of the men at the  
control board from left  
to right are: Harry  
Dade (2nd man); Vic  
Walthers (3rd man);  
Leroy Brown (5th man),  
now in the Regional  
Office. Jay Dettman is  
in the foreground.





The picture below is actually a continuation of the picture at the left. It was taken at a Christmas party in 1943.

How many can you identify?



1945. Oakland Center. At the upper left are the controllers and assistants. Along the right are the B Stand Operators.

Army Flight Service personnel can also be seen in military uniforms.

On the far left is Clyde V. Van Horne, now Chief, Los Angeles Center. The third man seated at upper left is Vernon Bourg, Oakland Center. Standing to his right is Fred Marks, Chief, Oakland Center.



October 1951 - Washington, D. C. --- Facilities Division Chiefs Conference

Kneeling: Lee Hammerley, Joe Tippets, Harry Hill, John C. Hooper, Lou Wendler, Bill Boesch, Henry Metz, Horace Frazier, Robert Williams.

2nd Row (full suit visible from waist up): Wm. King, Harold Robinson, Bob Brown, Al Horning, Bill Jackson, Gene Mathews, I. V. Rovang, Barney O'Fiel, Rubye Foster, Guy Dorsey, Barney Conger, Silas Little, Peter Coporale.

All others from left to right: Morris Plotkin, Harvey Wendorf, E. J. Anderson, Jay Meisel, Frank Cosgrove, Al Hearn, Glyndon Riley, Jack Teunisson, Claude Gardner, Don Mackie, Ralph Ladd, W. A. Higgason, Bill Cecil, Don Middleton, Irving Smith, C. I. Carpenter, Joe Turner, George McKean, Hervey Aldridge, Carl Schonke, Ron Pulling, John G. Melville, Murray Brimberg, Bill Gadfrey.



May 16, 1955 - Washington, D. C. --- Conference of Airways Division Chiefs

1st Row L-R Art Johnson LA-380, Art Lybarger KC-380, - - - -, Robt M. Brown NY-330, Joe Tippets W-300, Dave Thomas W-300, John Hooper AN-330, Harry Hill AC-300.

2nd Row L-R Ted Johnson HO-380, Joe Turner W-313, Bud Stock NY-380, Carl Schanche FW-330, Frank Rhody W-315, Art Blomgren FW-380, Emmy Mehrling W-314, Pete Coporale W-330.

3rd Row L-R Norm Thompson HO-330, Don Mackie LA-330, Don King W-311, Irv Rovang KC-330, Gerald Whittaker AN-380, Art Jenks W-320, Ronnie Palling AC- ---, Hervey Aldridge AN-360, George Rand W-380.

- 16 -



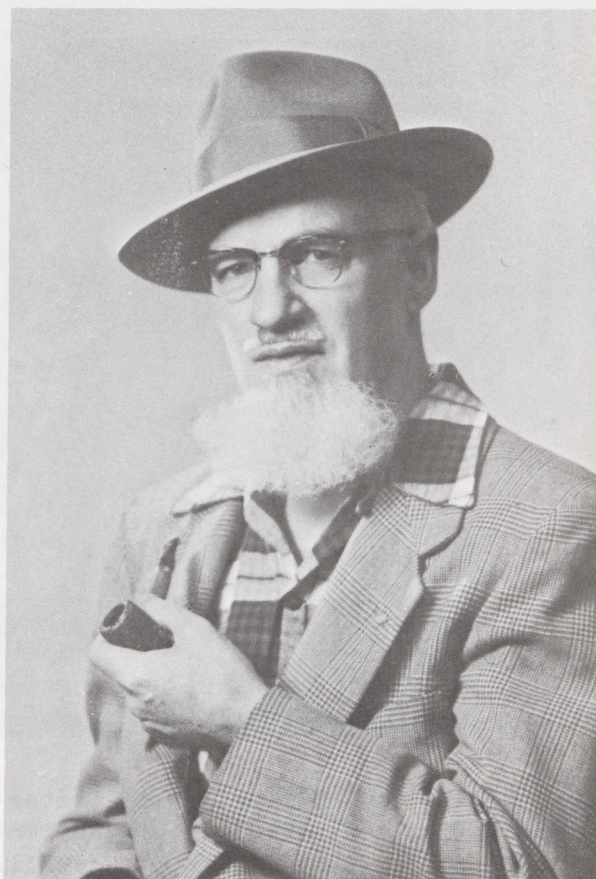
1954 - L-R: Nelson Shapter, FAA Liaison Engineer at Wright-Patterson Field, Dayton, Ohio; Eli S. Newberger, FS-710, Washington, D. C.; Ernest S. Hensley, formerly Assistant Regional Manager, Western Region; Ed Marsh, Deputy Assistant Administrator, Western Region; Henry Foller, Chief EMDO, Miami, Florida.

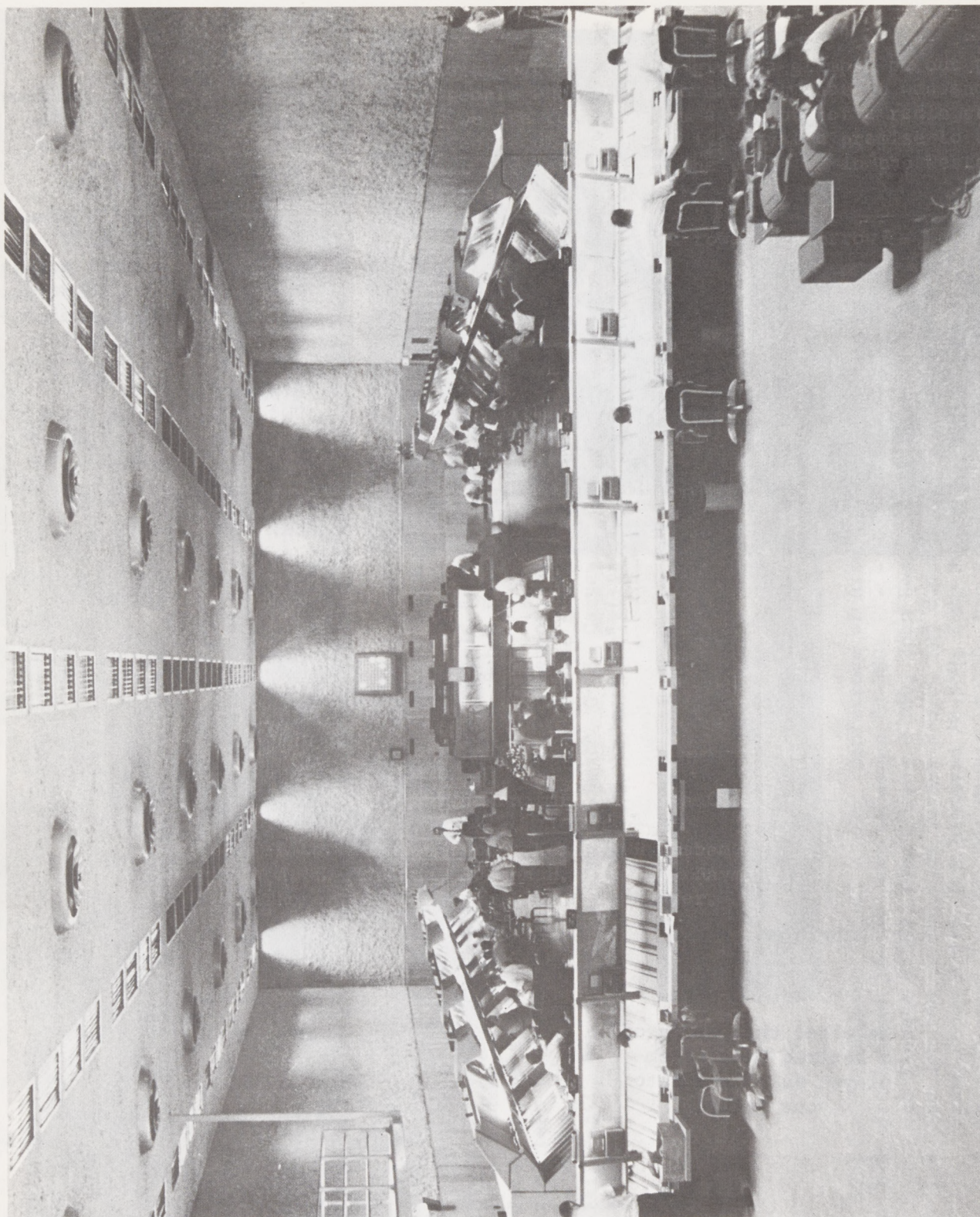
This event was the flight testing of EDO amphibious Cessna - 180 with retractable gear.

Herb Wilson

Christmas 1956

We offer this Study of a Retired Federal Employee as a look into your future.





Oakland Air Route Traffic Control Center- today. The complex control methods utilize the very latest technological advancements of peripheral radar and radio sites, interphone and automatic teletype landlines, and Automatic Processing Data equipment. Extensive changes and new advancements are being made every day to such an extent that constant study and training is necessary for every member of the FAA.

On the preceding pages you were given a glimpse of our past and a look at some of the people who helped to make it what it was and indeed helped to make us what we are today. From a picture of a radio station in 1921 to the Oakland Center of 1962. If its a valid premise to best predict the future by what has happened in the past, we in the Western Region have a future and a fascinating one -

And now to - today and our work toward tomorrow —

\* \* \* \* \*



Tucson, Arizona Area Coordinating Committee Meeting

L to R around table: Kenneth R. Esham, Claud Grace, C. G. Knight, Ben E. Heath, A. E. Horning, Joseph H. Tippetts, Raymond B. Talbot, Clarence A. Saunders, Robert E. Dealing, Lloyal R. Zander.



Area Coordinating Committee Members, Phoenix, Arizona

Front Row L to R: George E. South, John K. Click, J. R. Sindlinger, Chester A. Church, A. E. Horning. Back Row L to R: Harold T. Bean, Chairman; Joseph H. Tippetts, Asst. Administrator, Western Region; Robert Farris, E. H. Becker, Charles R. McGowan.



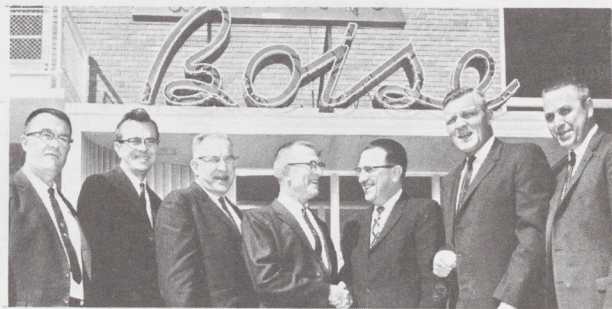
Area Coordinating Committee Meeting, Missoula, Montana. L to R: Woodrow W. Davey, Edward C. Marsh, Eugene S. Kropf, Emil W. Olson, Chairman, O. Marshall Moy, Desmond McDonald, Drummond Representative and David Sellegren.



Ed Marsh and Gene Kropf attend Great Falls, Montana Area Coordinating Meeting



Ed Marsh and Gene Kropf attend Area Coordinating Meeting at Medford, Oregon.



Area Coordinating Meeting at Boise, Idaho. L-R: Lowell Carpenter, John C. Schulte, Eugene S. Kropf, Henry M. Bray, Edward C. Marsh, Russell Peterson, Jerome Harris.

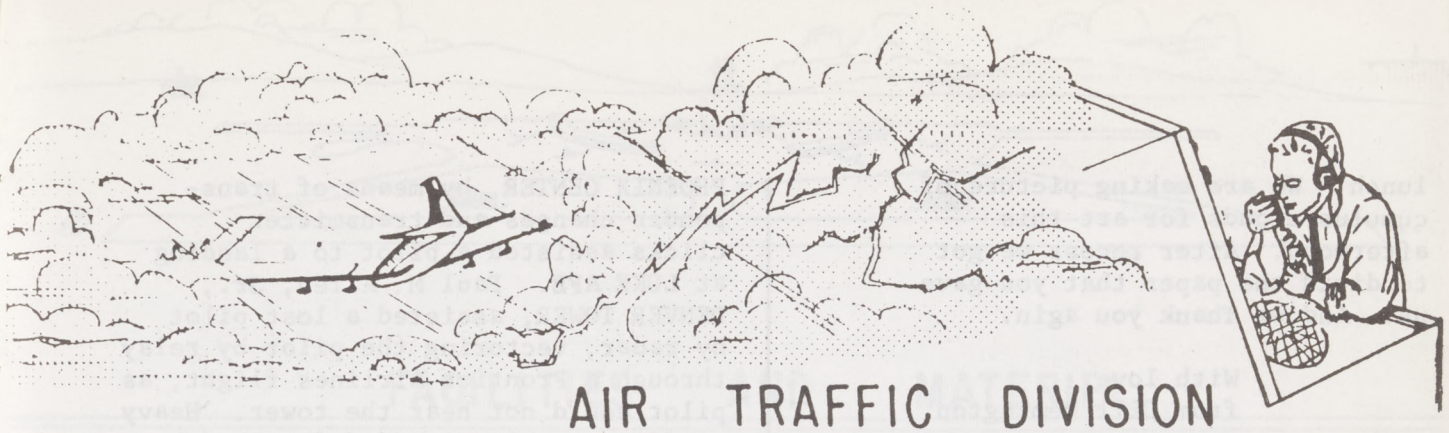


Area Coordinating Committee at Helena, Montana. Front, L-R: E. Hardebeck, W. Bartlett, E. Marsh, W. Pearson, E. Kropf, Back, L-R: L. Conner, L. Blanton, H. Kirsch, L. Tysdale, L. Mills, E. Lucas, E. Morton.



Ed Marsh and Gene Kropf meet with Seattle Area Coordinating Group. Chairman is Bob Wood, Chief, SMDO at Seattle.

\* \* \* \* \*



## AIR TRAFFIC DIVISION

### MARCH RAPCON, ONTARIO CS/T WOMAN PILOT TEAM UP IN "SAVE"

At 0642GMT, Ontario Tower called on the interphone and advised that they were in contact with an N1677C, a Cessna 180, who was not sure of his position. March RAPCON controller requested that the aircraft be told to contact March Approach Control on 121.5 mcs. Two way communication was established with N1677C and after finding out the aircraft's last known position and his altitude, a coinciding target was observed approximately 30 miles North of March AFB. Identifying turns were given and the aircraft was radar identified, 26 miles North of March AFB. N1677C was queried as to his fuel status and the amount of navigational equipment aboard. He replied he had approximately one hour of fuel and was equipped with one ADF and one VOR, with the VOR being used for communication. When asked if pilot was instrument rated, he advised he was not. Aircraft was then given a heading toward the Ontario Airport with the possibility in mind that he might be able to descend through breaks in the clouds. He was also advised to maintain VFR conditions at all times and to advise if at any time it appeared he could not do so. At approximately 0700GMT, N652TC, a Beechcraft Bonanza, flying a charter from Los Angeles to Palm Springs was overheard calling Ontario CS/T for weather. March controller requested that the pilot be asked to change to March RAPCON frequency. Upon being apprised of the predicament of N1677C, the pilot of N652TC, who was Mrs. Evelyn P. Brier (Mrs. Joseph Brier), advised she

would be only too happy to have March vector her to the aircraft and assist the pilot into Ontario. After the controller joined the two aircraft, both were then provided with radar assistance until clear of clouds over the Ontario Airport. Just as N1677C reported Ontario in sight, the engine on his aircraft stopped and he advised he would land without power. At 0742GMT, Ontario Tower advised that Cessna N1677C landed safely without further incident. After observing N1677C effect the safe landing, N652TC was thanked for her assistance in taking thirty minutes of her time, and was radar vectored on course to Palm Springs.

#### Names of FAA Personnel:

##### March RAPCON -

James J. Dickson, ATCS  
Ernest A. Paiz, ATCS  
Paul T. Crowley, ATCS  
Elmer R. Nelson, ATCS  
Kent D. Norman, ATCS  
Paul A. O'Hair, SATCS

-----

This is a letter received from one of the third grade pupils at Lynden, Washington, following a recent tour of the Bellingham, FSS -

Dear Mr. Blanton,

Thankyou for the nice tine and for leting the two third grade come. I wonder where the balloon popped at? We were very very hungry when we got back so we got out lunches and went to

lunch. We are making picture of cumulus clouds for art this afternoon. After recess we got to divid the paper that you gave us. And we Thank you agin.

With love  
from Jill Remington

-----  
SAVE AND ASSIST DEP'T

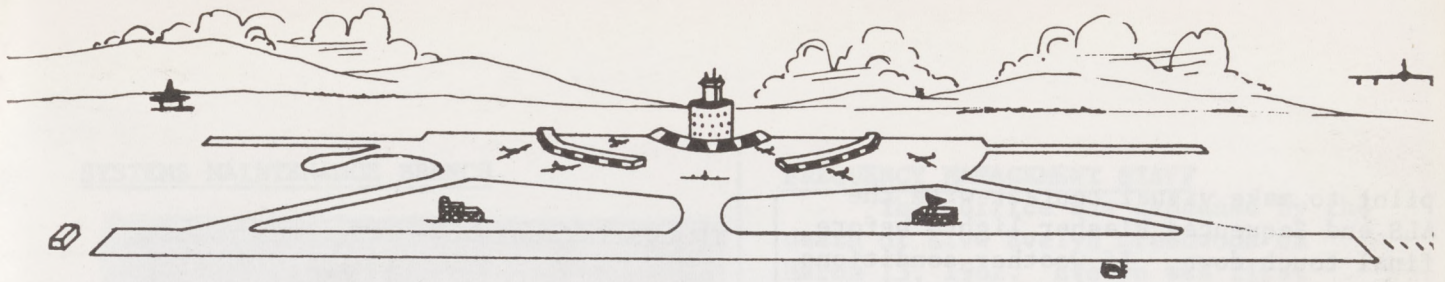
Reports of assists to pilots continue to pour in. Here are a few received during the past couple of months:

Don Millward, Al Dunn, Jack Bumgardner, ONTARIO CS/T and Robert Hale and Glen Thompson, MARCH RAPCON, teamed up on a handoff at El Toro RATCC to guide a lost pilot to Orange County Airport. Bob Hess, Morris Batie, and Earl Anderson, MATHER RAPCON, assisted a Beechcraft Bonanza pilot who had encountered severe headwinds over the Sierras and requested radar service. Pilot vectored through overcast to vicinity of Sacramento Municipal Airport where landing was made. Problems difficult because of precipitation clutter on radar and ECM jamming. Warren E. Roberts and Irving D. Chandler, OAKLAND CENTER, vectored pilot at T-33 to CASTLE AFB where safe landing was made. Pilot had declared emergency. James E. Cavanaugh, CRESCENT CITY FSS, did a nice job guiding an aircraft to another plane which was lost - pilot made safe landing with approximately 1/2 gallon of fuel remaining. Clifford E. Smith and James C. Smith, EUGENE FSS, had a few anxious moments following a pilot report that his engine went dead. Quick airport advisories on two airports were delivered. Pilot landed on a taxiway at Eugene. Alan C. Richmond, Laurence J. Brauch

PHOENIX CENTER, by means of transponder changes and transmitter clicks assisted a pilot to a landing at LUKE AFB. Paul M. Allen, Jr., DENVER TOWER, assisted a lost pilot by radar, vectoring the pilot by relay through a Frontier Airlines flight, as pilot could not hear the tower. Heavy traffic at this time didn't make the job any easier. Pilots of United and Braniff complimented the facility for their efficiency. Layne G. Brown and Harry C. Collier also helped. Merle L. Crooks and Charles A. Adamson, SALINAS FSS, orientation, pilot relay of instructions, assisted the pilot of a Stinson who was lost, to a safe landing at Hollister Airport. Due to a switch failure, runway lights could not be turned on and the airport manager lined up several automobiles whose headlights illuminated the runway sufficiently for landing.

Some other instances of aid included assists by C. N. Ober, STOCKTON FSS; Wes B. Owens, Joseph A. McAdam, PALMDALE FSS; Dennis J. Myers, VAN NUYS TOWER; Paul Baker and Norman Johnson, LONG BEACH TOWER; K. M. Shake, PRESCOTT FSS; James W. Burns and W. H. Pattison, PHOENIX CENTER; Ronald D. Kiel and James R. Mendenhall, LOVELOCK FSS; Robert H. Watmore and Victor B. Seeberg, MEDFORD CS/T; Edward P. Campodonico, MARYSVILLE FSS.

More saves and assists - Ronald A. Cates and Cleo L. Hamilton, MARCH RAPCON; Clyde A. Powers, PALMDALE FSS; Eugene J. Monahan, Donald L. Getting, Robert F. Hess, MATHER RAPCON; Thomas J. Hickman, Roger Kraines, William M. Cain, EDWARD RAPCON; Francis J. Paulissen, Dean L. Shipley, RED BLUFF FSS; Ralph A. Woodford and Arthur W. Ramsey, PORTLAND FSS; Ed Newberry, Reuben Jones, Don Kline and Art Woolston, BURBANK TOWER; Robert J. Wilson and Chief Robert V. Andrews, GILA BEND FSS; Jose Lavato, HANKSVILLE FSS.



## FACILITIES AND MATERIEL

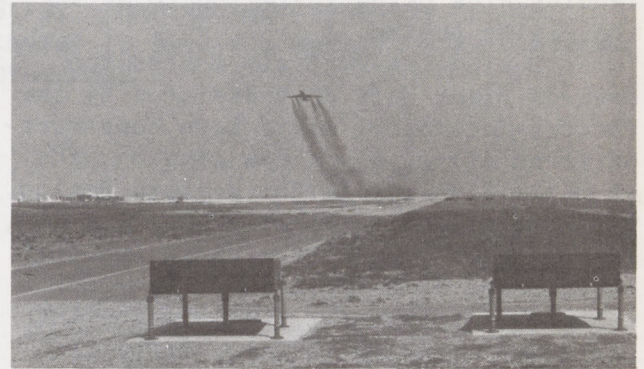
### DIVISION CHIEF'S COLUMN

Income tax season for 1961 is finally over. The joy of giving somehow does not filter into our feelings during the period of preparing income tax returns although we are giving unto ourselves -- to enable us to live as free citizens in a free country.

What most of us actually resent, rather than the giving, is how much it takes. As employees of the Government we can each, in some measure effect savings which can reflect in our future tax returns. The Agency has embarked on an economy campaign. The success of this combined effort can make real savings possible.

To top it off, the Agency will pay you for your ideas. You have received details of the Special Cash Awards Program for your suggestions to effect savings. We, in the Aviation Facilities Division, comprised mainly of engineers and highly skilled technicians, working in the operating area, are in an excellent position to analyze our procedures and come up with simpler, more efficient ways to do the job with less money, people or material. Our people have the initiative, the inspiration, and the ability to respond in this area as evidenced by the fact that we lead in the number of suggestions submitted and accepted in the past.

THINK  
of more efficient methods, concentrate on  
SAVINGS  
and submit your ideas  
NOW !



### VASI

With the recent development of VASI (Visual Approach Slope Indicator) it is now possible to land giant Airliners on a beam of light. The use of light for the guidance of aircraft is nothing new. The first airways aids consisted of acetelyne blinkers, electric code beacons and rotating beacons. These blinkers and beacons marked the low altitude cross-country routes followed by the pioneers of aviation. Although Electronic Installations have since taken over the major task of providing flight and landing guidance to the larger and faster aircraft used in this modern day and age, light still gives that real down to earth touch to the pilot of the landing aircraft.

A modern high speed Jet Airliner may now fly non-stop from New York to Los Angeles in a few hours relying wholly upon electronic instruments for guidance without reference to the terrain below. However, while making an instrument approach to the Los Angeles Airport, it is vital that the

pilot to make visual contact with the ALS and Sequenced Flasher lights before final touch down. If weather conditions at Los Angeles are such as to require final approach and landing from the west you may see this giant of the sky virtually gliding down a beam of light called VASI to a landing on the runway. VASI is the newest of the lighted landing aids being installed to serve the flying public.

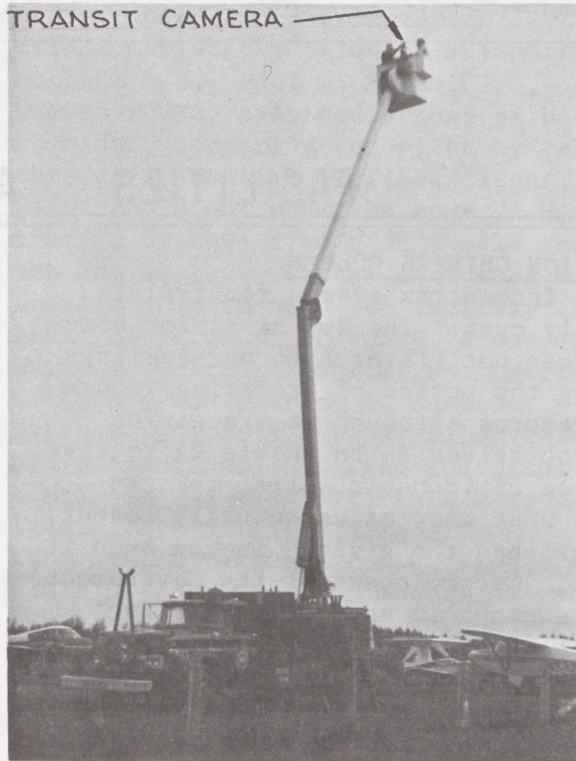
During the past six months the Naviads Plant Unit ably assisted by the Electro-Mechanical Staff have constructed seven (7) of these new landing aids at major Airports in the Western Region. The facilities installed at Los Angeles, San Francisco, Salt Lake City, Denver, Phoenix and Arcata have been commissioned and the one at Santa Monica is operating on a test basis. An eighth VASI is now under construction at Las Vegas.

The VASI System consists of 12 light units installed in groups of three, with two groups of three each side of the runway. The lights are so aligned as to give a visual glide path of 2.5 to 3 degrees along which planes may descend without reference to Electronic instruments. The lighted path is visible 4 to 6 miles by day and 15 miles or more by night. If the pilot is making the proper descent he sees the farther three light units each side the runway as red and the nearer three light units each side the runway as white. If he is above the path all lights are white and if below the path all lights are red.

The original installations of VASI were all made on runways not equipped with ILS inasmuch as no radio equipment is required to use the visual approach slope indicator system, just good eye-sight.

Use of this system should reduce the noise level in the approach zone of non-instrument runways by guiding the pilot along the steepest practicable approach to the runway.

TRANSIT CAMERA



The above photo shows one of the steps in siting a new Airport Traffic Control Tower. Tom Hall of the Program Staff Section, Establishment Branch is taking a series of Panoramic photos from the proposed location and height for towers at airports in Oregon. The panoramic picture shows what a controller would see of the airport and surrounding terrain from the proposed tower location.

\* \* \* \* \*

A bit of news for the many friends of Roy Wallace and in answer to numerous inquiries. After 21 years of service, Roy has retired on disability and is now occupied in keeping his apartment house full of tenants (paying tenants that is).

Good Luck to you, Roy.

SYSTEMS MAINTENANCE BRANCH



L-R: Warren Hill, George E. McCarthy, John Barrett, Henry Bertuleit, Mathew Frampton

John Barrett, Electronic Technician at the Sacramento SMS-5, retired on March 27, 1962 after 32 years of service in FAA. John entered on duty at Salt Lake City, April 7, 1930 in the Communication Branch. In 1938 he transferred to the Maintenance Branch and served as Chief at several locations prior to his arrival at Sacramento in 1956. Twenty-five FAA personnel attended a luncheon in his honor.

\*\*\*\*\*

On March 2, 1962, Mr. Everett Lasher, Chief, SMDO-12, Medford, Oregon, retired after more than thirty-one years of Government service with the FAA and its predecessor agencies. He and his wife Minnie were honored with a dinner party held at the Hotel Medford and attended by approximately forty-five fellow employees and their spouses. The party was climaxed with a beautiful outboard motor and the statement - "Happy Hunting, Fishing, and Tripping."

One of the Maintenance Crew at SMS-30, Tonopah, Nevada recently played Good Samaritan to a snowbound Mother Fox and her family by bringing extra rations to them while they were taking refuge from the winter in one of the bunkers. His attempts to win her friendship failed, and with warmer weather, Mother Fox and her brood decamped to greener fields.

FREQUENCY MANAGEMENT STAFF

This office was saddened by the death of Elva Evelyn Greenwood on March 13, 1962. Evelyn was first employed with FAA November 3, 1946 and was associated with the Maintenance Branch of Aviation Facilities Division for many years. The past five years she had worked as Radio Frequency Clerk with the Frequency Management Staff. Our deepest sympathy is extended to Evelyn's mother, Mrs. Claudine Greenwood.

\*\*\*\*\*



PAUL F GIRAS EARNS WASHINGTON AWARD OF \$15.00

Paul F. Giras, Santa Monica Hangar, received congratulations from Ed Marsh (left) for his suggestion concerning Fabrication of Alignment Tool, RT-220C TACAN. Paul will also benefit from 2 Group awards - an award of \$20.00 shared with Paul J. Neiman, for Modification of retaining mechanism - and an award of \$20.00 shared with Bernard L. Erickson, for suggestion concerning Chassis Holder Clamp.

Western Region received 227 suggestions during the month of April, 1962. Ten years ago 7 suggestions were received during this period.

This is the first group to receive training as Materiel Specialists. Training is planned for an approximate total of 62 persons. These specialists will eventually assume many of the materiel functions being handled by technical personnel.



L to R: Philip A. MacDonald, Long Beach; Harold Walton, Great Falls; Clarence M. Broughton, Los Angeles; Walter Lammi, Los Angeles; George Day, Instructor; Jerry Melville, Chief, Maintenance Branch; Horace Tsugawa, San Francisco; Joe Tippets, Assistant Administrator; Al Horning, Chief, Facilities Division; Slade Hardee, Chief, Materiel Branch; Dan Seitz, Instructor; Monte L. Porter, Instructor; Marx V. Tyler, Salt Lake City; Eugene DeBra, Portland; Federal Upchurch, Phoenix.

\* \* \* \* \*

#### OFFICIAL CONDUCT

To assure the integrity of Agency operations, to promote compliance with applicable laws, policies and regulations, to avoid even the appearance of impropriety and to safeguard public confidence in the FAA, the following policy is hereby prescribed:

"The highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the FAA."

The above policy is prescribed in Agency Order 51 (Rev.) of July 3, 1961. This order has to do with employees or representatives accepting fees, payment of expenses, or any other thing of monetary value. It also precludes involvement in any outside activity not compatible with the full and proper discharge of the responsibilities of an employee's office or position.

The head of each organizational segment of the Agency is responsible for maintaining this policy.

The Administrator has directed that all violations of this policy are to be promptly brought to the attention of the Compliance and Inspection Staff.

\* \* \* \* \*

#### Controller Alertness Aids Community

A fire was spotted from the FAA tower at Air Force Plant 42 at 4:09 AM, April 1, by Manley Dibble of the FAA and Sgt. O. R. Lippert, Lockheed Air Terminal. Dibble called the fire department while Sgt. Lippert drove to the scene in a radio car. Quick action by firemen was credited with saving a large segment of the Palmdale Plaza after fire roared through the Don Hertel Pharmacy for a \$100,000 loss. Dibble is a controller at Palmdale, California.



#### ENGINEERING & MANUFACTURING BRANCH

The Training Division in Washington has been developing a course in Basic Investigation, and the first prototype was held at the Brookings Institution in Washington, D. C. March 19 through 30. Bill Williamson of WE-212 was requested to participate in the evaluation of this course, together with 19 other FAA personnel representing Flight Standards Operations, Maintenance, Manufacturing Inspection and Engineering. With some improvements, the course will be valuable as well as interesting, and will eventually be given to all Flight Standards personnel. With eight hours of class work each day, and with reading assignments for each evening and the week end, Bill reports there isn't much time left to get into mischief.

Welcome is extended to Helen Chulick, who transferred here from the Washington FAA Office.

Congratulations to Virginia Galloway for winning three ribbons on her doll collection display at the recent Hobby Show.

#### OPERATIONS BRANCH

Congratulations and welcome to Mr. John L. Winder, formerly Supervising Inspector, Burbank Air Carrier District Office, on his promotion to Assistant Chief, Flight Standards Division.

Mr. Robert O. Blanchard, Assistant Chief, Operations Branch, attended the M-27 Management for Supervisors Course, held at San Francisco April 8 to 20, 1962.

The Seattle Helicopters Airways, Bellevue, Washington, has received approval to operate from a helicopter rooftop helipad at the Seattle World's Fair. This company will conduct a scheduled air taxi operation in the Seattle area throughout the duration of the Century 21 Fair.

A special thanks from WE-240 to the Switchboard and Message Center girls for their consistently pleasant and efficient cooperation.

#### AIR RESERVE GROUP GETS NEW CHIEF

Robert B. Asbury, General Aviation operations inspector at Fresno, recently assumed command of the 650th Air Force Recovery Group. Col. Asbury succeeds Lt. Col. George W. Kastner. Brig. Gen. Andrew B. Cannon, Commander Sixth Air Force Reserve Region, writes "The cooperation of the Federal Aviation Agency, an employer of many of our Reservists who are on ready status, has greatly contributed to the overall success of the Air Force Reserve Program."

Fashion note: There will be little change in men's pockets this season.

**RUNWAY LIGHTING STANDARDS**

**ADOPTED BY FAA**

National lighting standards for airport runway centerline and touch-down zones have been adopted by the Federal Aviation Agency to provide an extra margin of safety during low visibility landings and takeoffs.

Under the new standards, centerline lighting -- offset 18 inches from the runway centerline to avoid concrete joints -- will consist of bidirectional inset lights installed at 25-foot intervals over the entire runway length to within 25 feet of each end. The centerline lights will provide incoming pilots with a reference to judge direction, roll, and pitch during approach and landing. Departing pilots will have directional guidance during takeoff.

\*\*\*\*\*



**JOHN F. BUCK EARNS  
AWARD OF \$25.00**

John F. Buck (right), of Flight Standards Division, Santa Monica Hangar, is shown receiving \$25.00 award from Deputy Assistant Administrator Ed Marsh, for his suggestion concerning 17L-7 VHF Communication Transmitter Alignment Cover Modification.

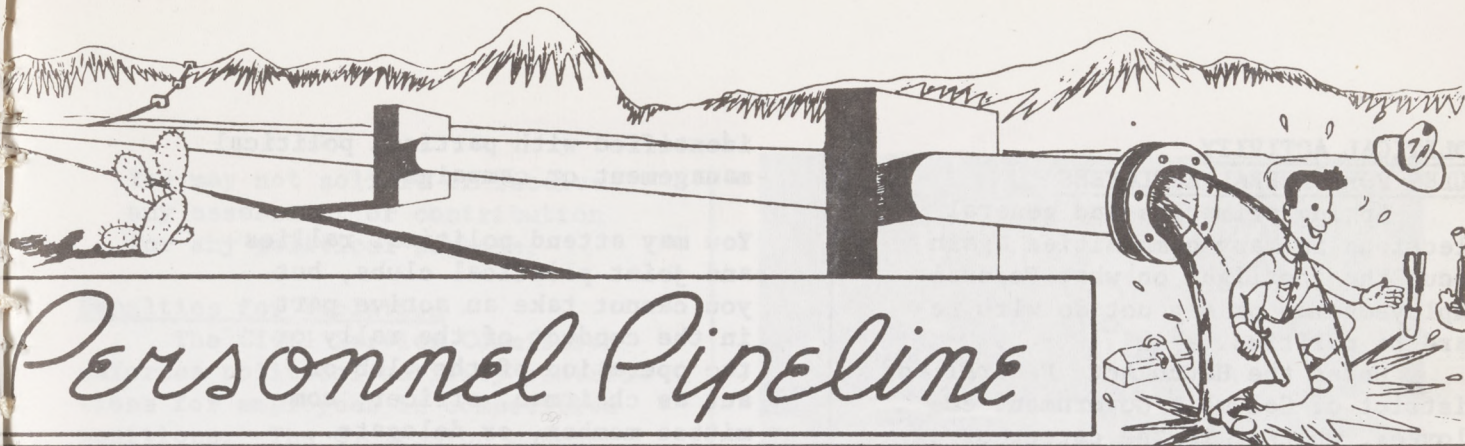
**AIRPORTS  
DIVISION**



Donald Barton was recently named Chief of the Operations Branch, Airports Division. Don's Federal service began in October 1939, as Asst. Controller in Burbank and had advanced to Chief Controller of the Los Angeles Center by 1944. He transferred to the Airports Division as an Operations Officer in 1946. Don's aviation career started in 1935 after graduation from the Boeing School of Aeronautics with United Airlines where he served as station manager, dispatcher and radio operator. The photo shows Don in his 1931 Model 'A' Ford, which in one respect, is like the most modern jet - it performs well on kerosene.

\*\*\*\*\*

**L. A. DODGER - BASEBALL TICKETS  
STILL AVAILABLE  
FOR CHOICE DATES  
BOX SEATS \$3.50 EACH - PARKING \$1.00  
MAIL REQUESTS TO OR CONTACT  
CAROLE FYNN, PUBLIC AFFAIRS, WE-5  
-CIVILAIR INC-**



# Personnel Pipeline

## KEEPING PACE WITH THE FIGURES --

The Region's population now shows a total of 7357. Of this group, 1916 are Electronic Technicians, 100 Civil Engineers, 142 Electronic Engineers, 107 Airways Engineers, 48 Aeronautical Engineers, and 257 Flight Standards Inspectors. 3428 Air Traffic Controllers are scattered around, with 889 in Flight Service Stations, 874 in Towers, 1245 in Centers, 230 in RAPCONs and 112 in CS/Ts.

## A NOTE TO ALL FACILITY CHIEFS --

The official effective date of a person's resignation often gets quite tricky. In general, a person's resignation date is his last day of active duty, but because of the law on the lump sum payment of annual leave, the whole process becomes somewhat involved. Green Insert to Standard Practice 3386, Subject: Effective Date of Resignation, has not been clear enough to prevent misinterpretations. For that reason, the Accounting Division and Personnel Division are now collaborating on a new Order on this subject, which will be released within the next week. Be on the lookout for it. It should help you to determine precisely what should be done when unusual circumstances surround a person's resignation.

## CIVIL SERVICE INSPECTION --

The Branch Office of the Civil Service Commission gave its stamp of approval on the Region's personnel management program. At the same time, there were a few factors which caused some concern. These in turn will be used as the basis

for shifting our emphasis in our Personnel Division. The Commission Representatives expressed a real appreciation for the excellent cooperation accorded them throughout the Region. Their study covered seven months and involved just about every type of position. It was the most comprehensive evaluation yet made of our Agency and to our way of thinking the most constructive.



## AVIATION FACILITIES DIVISION ESTABLISHMENT BRANCH

A dinner honoring Frank F. Gray and his wife Bertha was held at the Inglewood Elks Club on April 27, 1962 on the eve of his retirement from government service. Many of Frank's and Bertha's friends were present at the dinner, where he was presented with a retirement certificate, sustained superior performance award, and a gift from his many friends and associates.

Mr. Gray's career in the government service started in September 1941, with his appointment as a Principal Radio Electrician.

POLITICAL ACTIVITY  
RULES FOR FEDERAL EMPLOYEES

Spring primaries and general elections in many communities again focus the spotlight on what Federal employees may or may not do with regard to politics.

Under the Hatch Act, Federal and District of Columbia Government employees, whether in the career or excepted service, are subject to political activity restrictions. Part-time and temporary employees are included.

What Employees MAY Do - These are some permissible activities with regard to politics -

You have the right to vote as you choose.

You have the right to express your opinions on all political subjects and candidates as long as you do not do so in such a manner as to take an active part in political management or political campaigns of a partisan nature.

You may display a political sticker on your private automobile, but you should not do so while on duty conducting the public business.

You may wear a political badge or button, but here again, you should not do so while on duty performing the public business.

You may petition Congress or any Member of Congress. For example, you may write to your Congressman and tell him how you think he should vote on any issue.

You may sign petitions, including nominating petitions, but may not initiate them or canvass for the signature of others if they are

identified with partisan political management or campaigns.

You may attend political rallies and joint political clubs, but you cannot take an active part in the conduct of the rally or the operation of the club or act as chairman, officer, committee member, or delegate.

What Employees May NOT Do -

The general prohibition on Federal employees is that they may not take an active part in political management or in political campaigns of a partisan character -

You may not solicit others to become candidates for nomination or election to partisan offices.

You may not campaign for or against a political party or candidate.

You may not use your automobile to transport voters, except members of your immediate family, to the polls. However, riders in regularly scheduled carpools can stop at the polls on the way to or from work.

You may not distribute campaign material.

You may not march in a political parade.

You may not sell tickets for or otherwise actively promote such activities as political dinners.

You may not write for publication or publish any article or letter soliciting votes for or against any political party or candidate.

You may not solicit or receive any assessment of contribution for any political purpose.

**Penalties for Violation -**

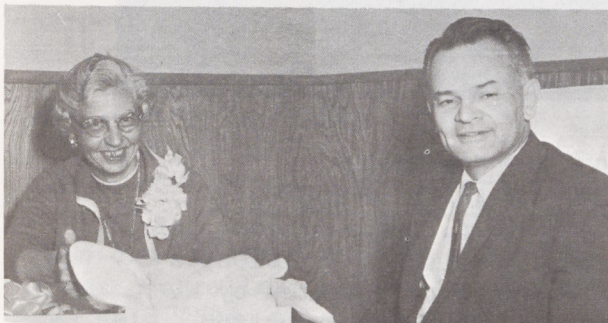
The Civil Service Commission enforces political-activity restrictions for employees in competitive positions. The Commission makes investigations and holds hearings, in cases involving violations. The most severe penalty for violation is removal and the minimum penalty is suspension without pay for 90 days.

In cases where removal is ordered by the Commission, the employee may not be reemployed in any position the salary of which is paid from the same appropriation as the job from which he was removed.

Employees in excepted positions come under the jurisdiction of their agency head in political-activity matters.

**What to Do If in Doubt -**

If you are uncertain whether a certain action would violate political-activity rules, you should present the matter in writing to the Personnel Office at WE-10 for guidance and coordination with the Civil Service Commission.



(left to right) MYRTLE DAWSON, JOE MAYER

Myrtle was honored at a "going-away party" which included members of the Budget & Accounting Divisions, and Audit Services. Myrtle has been in the Budget Division since 1959 and now plans to make her homes in Florida.



This is one of the regular Economy Campaign meetings held by Western Region Campaign Coordinator Ed Marsh and Division Coordinators. L-R; 1st Row: Ted Anselmo, Catherine Coon, Leo McElroy, Ray Anderson, Charles Benson. 2nd Row: Keith Pope, Chet Shimp, Ed Marsh, Heber Hobbrook.

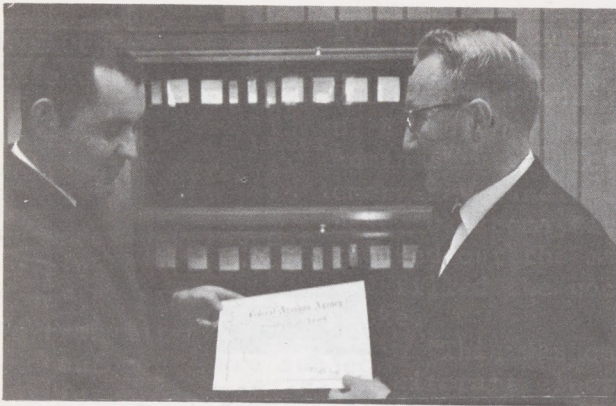
**Answers to picture puzzlers -**

Page 7 - L. Ponton de Arce  
Page 12 - Joe Tippets  
Page 36 - L-R, from top: Ken Wall,  
Louise Anselmo, Mert Claar,  
Riley Harris, Fred Wild,  
Bill Sullivan.

Civilair, Inc. is planning to sponsor a handicap golf tournament for FAA personnel during the summer months ending September 1, 1962. It will be divided into a ladies and a men's division. It will be necessary for all entries to play seven rounds of golf on any legal 18-hole course of their own choice to establish a handicap.

**FISHING**

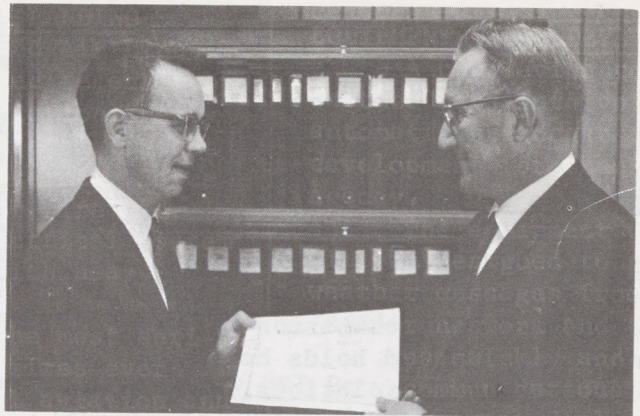
Civilair, Inc. also proposes to sponsor a deep sea fishing trip during the month of June which will be conducted on a Saturday from Redondo Beach Pier. Interested parties should contact Don McConn of Los Angeles Center by May 30.



**JOHN H KING EARNS**

**WASHINGTON AWARD OF \$25.00**

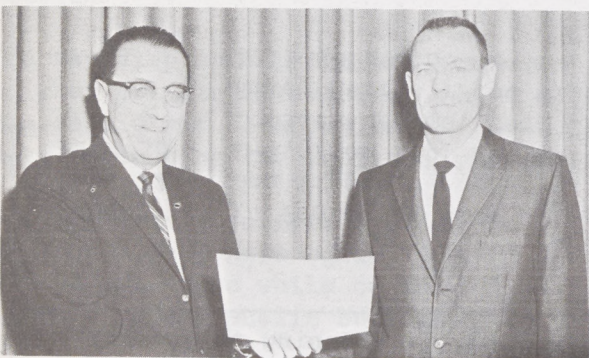
John H. King (left), of Aviation Facilities Division, is shown being congratulated by G. A. Mickelson for his suggestion concerning Providing Visual Indication of Servo Lock in FA-5100 Mapper.



**JAMES E MCKEEHAN EARNS**

**WASHINGTON AWARD OF \$100.00**

James E. McKeehan (left), of Aviation Facilities Division, is shown being congratulated by G. A. Mickelson for his suggestion concerning Modification to CPN-18 Comparator to Provide Stabilization and Reduce Noise.



**CHANNING C SARGENT EARNS**

**WASHINGTON AWARD OF \$150.00**

Channing C. Sargent (right), of Flight Standards Division, is shown receiving award and congratulations from Deputy Assistant Administrator Ed Marsh for his suggestion concerning Establishment of Aircraft Specification and Operational Data Handbook for Issuance to General Operations Inspectors.



**MARVIN A TRUPP EARNS**

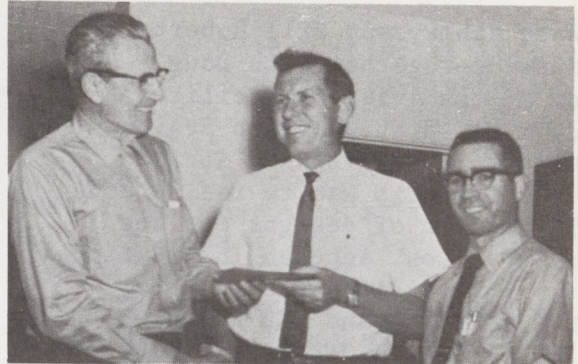
**WASHINGTON AWARD OF \$45.00**

Marvin A. Trupp (right), of Aviation Facilities Division, is shown being congratulated by W. A. Smith, Jr. for his suggestion concerning the Repair of Recording Tape Cartridges for the Model CA-3409 Transcribed Weather Broadcast System.



SAM P CARROLL EARNS  
WASHINGTON AWARD OF \$75.00

Sam P. Carroll (center), of Aviation Facilities Division, is shown being congratulated by G. A. Palmer (left) and O. J. Rasmussen (right) for his suggestion concerning the Modification of Map Drive Ring on FA-5100 Video Mapper.



W A WELCH EARNS  
WASHINGTON AWARD OF \$50.00

W. A. Welch (center), of Aviation Facilities Division, is shown being congratulated by E. H. Becker (left) and J.K. Click (right) for his suggestion concerning Removal of Servo Reference Voltage ARSR-1 Consoles.



RUTH M. DENNIS EARNS  
WASHINGTON AWARD OF \$100.00

Ruth received her award from Joe Tippetts, Assistant Administrator and L. Ponton de Arce, Chief, Air Traffic Division, during one of the Staff Meetings in Mr. Tippetts office.



LEROY C. DREXL EARNS  
WASHINGTON AWARD OF \$100.00

LeRoy C. Drexel (left), of Salt Lake City Station, is shown being congratulated by R. N. Tripp for his suggestion concerning Military Flight Plan Acknowledgement Procedure.

"And did you hear the one about the Tower controller, a boy from the South, who said, "You all is cleared for take off", and five planes at the runup ramp took off simultaneously".

-From the Seattle "Centerline"-

"Nothing is easier than fault-finding. No talent is necessary to set yourself up in the grumbling business."

Robert West

# ADMINISTRATIVE SERVICES DIVISION

Wade Ashley and Bill Roberts of this Division together with Doug Anderson of the Aviation Facilities Division visited the Eastern Region Headquarters in New York in April. Purpose of the trip was to refine and finalize details of designs for the FAA Hangar at Los Angeles International Airport. They visited the firm of Designs for Health and Education which was selected by the Offices of Management Services, Washington, D. C. to design the B-3 Hangar project.

While on their Eastern Region trip, Ashley, Roberts and Anderson spent a day with Space Management. They exchanged and compared Space Standards in effect in both Regions. Net result, their discussion may become the basis for office type space standards throughout the seven Regions.

## SPACE MANAGEMENT BRANCH

We are very glad to welcome on board Bill Thornhill from Long Beach. Understand he is doing a wonderful job and in "orbit" with our other Space-stranaughts or (spacemen) Roberts, Shunter and Burkhardt. Welcome aboard Bill!

We have moved to Building D. You will find us happily situated on the second floor in our bright sunlit quarters.

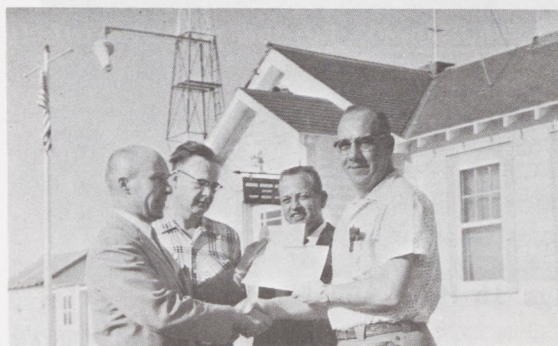
## PROPERTY AND SERVICES BRANCH

Glanced into the Message Center and discovered a refreshing seascape had been added to the south wall. The effect of this lovely creation on the girls of the Center is quite apparent for their eyes sparkle with smiles as they proudly invite your inquiries. It seems that Assistant Administrator Joe Tippetts visited them quite recently and felt because of the nature of their work they should have something to brighten their surroundings. We are pleased the girls were so fortunate to receive such a lovely portrait of the sea.



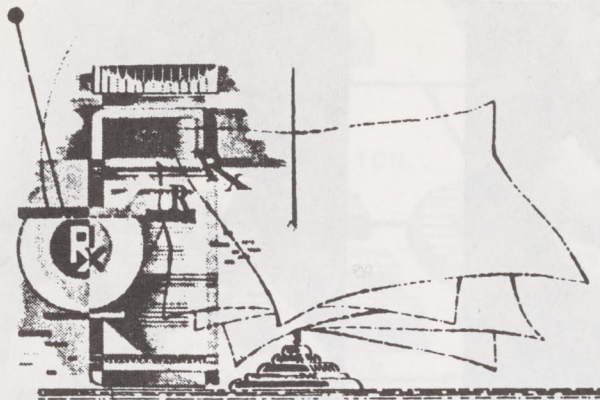
## FIRST FOR FLORENCE

Florence Smith in addition to performing the many and varied duties as Chief of Property and Services Branch (Administrative Services Division) serves as Chairman of the Civilair Board of Directors. Florence has the distinction of being the first woman to serve in this capacity since the formation of this Employee's Organization. Congratulations, Florence and our appreciation of your efforts.



## CARL A. HUTCHINSON EARNS WASHINGTON AWARD OF \$25.00

Carl A. Hutchinson (right), of Aviation Facilities, is shown being congratulated for his suggestion concerning Memory Light Circuit, TMC, Model RTC-1. Left to right - P.E. Watkins, Lloyd Tysdal, Earl Mort and Carl.



## REGIONAL FLIGHT SURGEON'S COLUMN

Back in 1929 a young fellow applied to one of our first Civil Aviation Medical Examiners for a medical certificate to fly. Thus the Chief of Flight Standards, our own Mr. Burleigh Putman was issued a student pilot certificate in that year. In 1933 the same medical examiner, Dr. Francis C. Hertzog, Sr., of Long Beach, issued to Mr. Putman his Class I Medical Certificate. By then presumably, and to the good fortune of the aviation industry, Mr. Putman was irretrievably committed to a life in Aviation.

Pilots, medical examiners, planes, airports and everything connected with Aviation have no doubt made strides beyond that envisioned by those associated with the business in those begone days. There are now about 90,000 pilots in the Western States. We have around 1,200 medical examiners associated with us who give examinations as part of their regular medical practice.

Dr. Hertzog couldn't break away either. He's still doing physical examinations as a designated Class I Aviation Medical Examiner in Long Beach.

The Aviation Medical Service held its 4th Medical Examiner Seminar on March 14, 15 and 16th at the

Conference center, UCLA, at Lake Arrowhead. Sixty doctors attended the meetings. The next seminar was scheduled at the University of Colorado on May 9, 10 and 11th; following this will be another at the University of California at Berkeley on May 23, 24 and 25th.

To the incurable optomist who believes all things are possible, one of staff has suggested it might be a little difficult to whistle a symphony.

\* \* \* \* \*

## LEGAL DIVISION

A "Farewell Luncheon" was held for Doris Smith who has accepted the position of Secretary to Glen D. Woodmansee the new FAA Hearing Officer. We are all sorry to see her go but wish her the best.

Shortly after Mr. Barr's return from Hawaii and Washington, where he assisted in the promulgation of regulations concerning the administration of Wake Island for the Pacific Region, it was learned that he had been appointed to the newly created position of Chief, Legal Counsel at the Aeronautical Center, Oklahoma City. He will be leaving for his new position on or about May 18.

Mr. Nathaniel Goodrich, who has since assumed his position of General Counsel in Washington, was in the Regional Office for one day on his return trip from the Pacific Region. He attended the Assistant Administrator's briefing session and met with the attorneys in the Regional Counsel's office.

ADMIN

These are all well-known personalities at the Western Region Headquarters. Try your hand at guessing their identity!---



Last name something no home should be without-



One of the first women traffic controllers. Every little breeze seems to whisper - -



Need to clarify this one?



He has always led the life of - - - -



He later switched to Wild-Root and visits his barber regularly.



It's not "John L.", It's -----

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