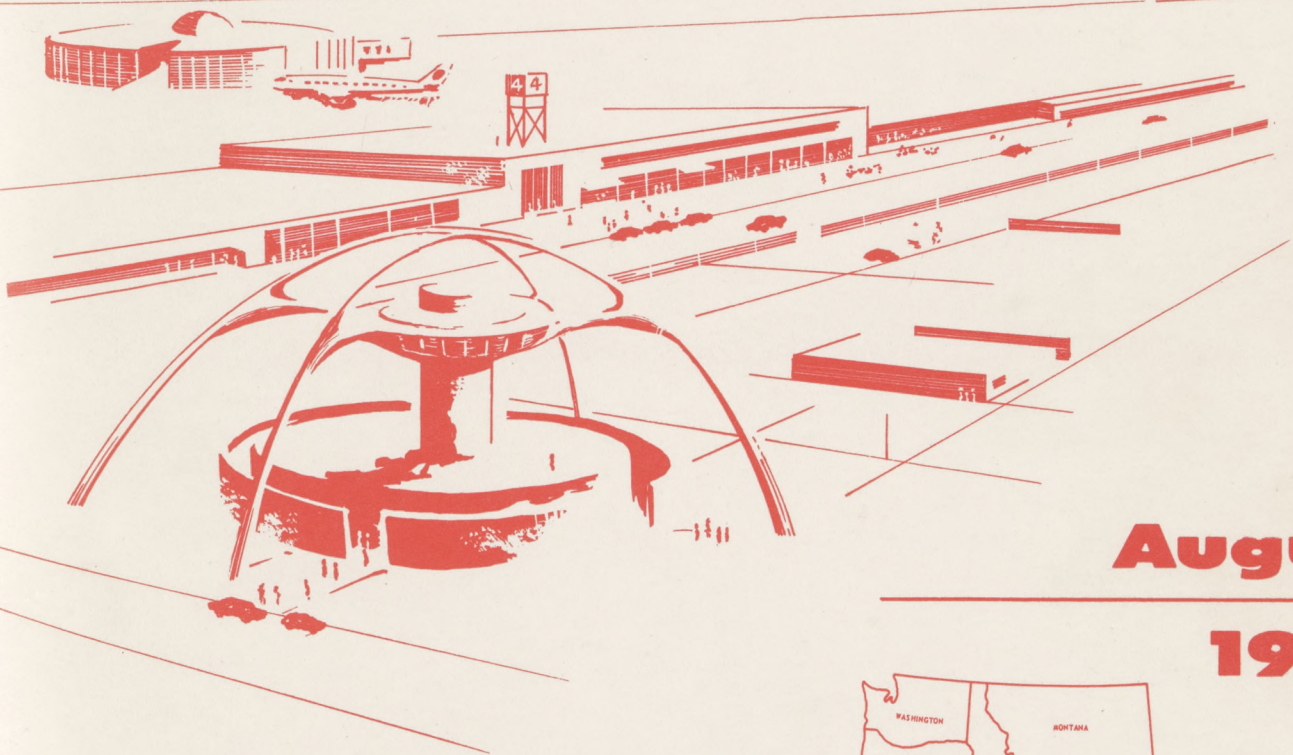


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WESTERN REGION NEWS



August

1962



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FAA WESTERN REGION NEWS

Volume IV

Number 6

PUBLISHED BY THE EMPLOYEE-MANAGEMENT RELATIONS BRANCH
FOR THE PERSONNEL OF THE
FEDERAL AVIATION AGENCY
WESTERN REGION

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COVER — Artist's impression of Los Angeles International Airport.



From the Desk Of The Assistant Administrator

GONE FISHIN'—

As this is written, I am enjoying my summertime vacation. This break in my regular routine has given me the opportunity to reflect on the many accomplishments during the past several months. This reflection has served to renew my appreciation of all your efforts.

Speaking of accomplishments — I want to commend you on the splendid participation on the recent Economy Campaign which netted some 1232 suggestions here in the Western Region. You may or may not know that our Region was tops in participation. This was an outstanding showing, made possible not only by the suggestors but because of the all-out effort extended by the Regional evaluators and the Incentive Awards Committee.

I realize that one of your strong interests at this time concerns the reorganization plans, and how this will affect you personally. We expect the plans will be completed and implemented by October 1, 1962. For the most part, while added responsibilities will be given to the field facilities, there will be a minimum of disturbance organizationally. This decentralization should certainly widen the area of interest and get field people more involved in the actual management participation processes.

We hope to accomplish any such necessary change in a manner that causes the least possible inconvenience to the individual employee.

Back to **your** vacation. Vacations more and more are being recognized as something that the employee has earned as a result of faithful past performances. They are also to be considered a reconditioning period for the coming year. I do hope that all of you who have not yet enjoyed a vacation period will make plans soon. After we are all sufficiently refreshed we can tackle the problems ahead and do that much better a job. If your interests include activities more strenuous than fishing, be moderate! Do not attempt to be a full-time athlete for two weeks out of the year. We need you and want you back, strong and healthy, to play an active role in the many projects of the coming year.



AREA COORDINATING COMMITTEE MEETING, PORTLAND, OREGON

Seated L to R: C. C. Barrett; R. C. Bateman; K. C. Burley; J. H. Tippetts, Assistant Administrator, Western Region; Lt. Gen. H. W. Grant, Deputy Administrator, FAA; A. E. Horning; G. Hollingsworth; W. L. Stillmaker. Standing 1st row, L to R: J. Burris, J. Geblin, Jr., A. Fitzgerald, L. S. Yates, Jr., W. P. Haley, R. L. Holen, L. E. Davis. Standing back row, L to R: L. G. DeMerritt, F. Johnson, W. L. Traglio, P. E. Jemison, R. E. Pierce, C. E. Anderson.



Mary Healy, Chief, Administrative Division, MS-100, accompanied by two of her staff, recently conferred with Joe Tippetts on the interior decor and furnishings for the new Los Angeles Hangar. Mary's staff is responsible for carrying out the Agency's space management Program and the development with GSA of furniture and standards for FAA which are functional, attractive, a minimum cost and best utilize available space. The Denver ARTCC and the LAX Hangar are the first facilities in the Western Region to be given the full treatment of the new concept in Space Management.

FROM THE *Washington News* ROOM

GODBOLD NAMED DEPUTY ASSISTANT ADMINISTRATOR OF PERSONNEL AND TRAINING AT FAA

John W. Godbold has been named Deputy Assistant Administrator in the Federal Aviation Agency's Office of Personnel and Training.

Godbold comes to the FAA from the Civil Service Commission, St. Louis Region Office where he has been Regional Director since 1954.

GEYSER NAMED DEPUTY ASSISTANT ADMINISTRATOR OF FAA ALASKAN REGION

Colonel William E. Geysler has been named deputy Assistant Administrator of the Federal Aviation Agency Alaskan Region by N. E. Halaby, FAA Administrator.

Colonel Geysler reported to his FAA assignment July 25, upon leaving his assignment as Commander, Headquarters, North Atlantic Communications Region, Westover Air Force Base, Massachusetts.

FAA NAMES DR. HAYNES TO PSYCHIATRIC POST

Dr. H. C. Haynes has been named Chief of the Federal Aviation Agency's newly established Psychiatric Services in the office of the FAA Civil Air Surgeon, Aviation Medical Service.

"Dr. Haynes' appointment will assure a unified FAA medical program with proper emphasis on the psychological as well as medical needs of the nation's airmen," according to Dr. James L. Goddard, FAA Civil Air Surgeon. "He has acted informally as an Agency consultant over the past year, and his effectiveness in the psychiatric area has been well demonstrated."

FAA PROPOSES RULE TO CONTROL THE FIRING OF ROCKETS

A regulation to reduce possible hazards to persons and aircraft on the ground and in the air by controlling the indiscriminate firing of rockets has been proposed by the Federal Aviation Agency.

Toy or breakable model rockets would not be affected by the regulation if they weigh less than 17 ounces, including the propellant, and the propellant itself weighs less than 5 ounces.

The regulation would prohibit the firing of rockets within five miles of any airport boundary or within controlled airspace. It also would prohibit rocket firing into any cloud, or during hours of darkness, or to altitudes where clouds or other phenomena cover more than five-tenths of the sky. Further, rockets could not be fired unless the horizontal visibility from the rocket was at least five miles during the entire operation or if the operation was conducted less than 1,500 feet from any persons not associated with the operation.

An additional requirement would call for a 24 to 48 hour prior notice by the rocket operator to the nearest FAA air traffic control facility. The information would go out as a NOTAM (Notice to Airmen) calling attention to the location of the rocket operations, their duration and altitudes.

The FAA is proposing the new regulation, despite its recognition of amateur rocketry's good safety record, because of the steady increase in rocket operations, especially experimental amateur rocketry. Today there are over 5,000 amateur rocket clubs in the U. S. with over 40,000 active members.

FAA TO REQUIRE SUPPLEMENTAL AIRLINES TO CONDUCT PROVING FLIGHTS ON NEW AIRCRAFT

Supplemental airlines must conduct proving flights on new or materially altered aircraft before placing them in service, under a new Federal Aviation Agency rule.

The new requirement is the same as one currently in effect for the scheduled airlines. New aircraft not previously proved for airline use must fly a total of 100 hours in flight tests, including 50 hours en route operation and at least 10 hours at night. This will enable FAA inspectors to determine whether the carrier can operate the aircraft safely and permit the carriers to gain needed experience.

FAA ISSUES RULES FOR THE SHIPMENT OF MAGNETIC MATERIALS

A new rule to prevent shipments of magnetic materials from adversely affecting the aircraft's magnetic compass has been issued by the Federal Aviation Agency.

The rule requires that packages containing these materials be clearly marked and that permanent magnets be effectively shielded or be equipped with keeper bars to neutralize the magnets.

An additional provision stipulates that these materials not be loaded on the aircraft in the vicinity of the magnetic compass or the compass master unit. If this is not possible, a special aircraft compass calibration is required.

GOVERNMENT-INDUSTRY SYMPOSIUM ON MIDAIR COLLISIONS HELD JULY UNDER SPONSORSHIP OF FAA GROUP

A government-industry symposium on airborne equipment to help prevent midair aircraft collision has been sponsored by the Federal Aviation Agency's Collision Prevention Advisory Group in Washington, D. C.

The Collision Prevention Advisory Group (COPAG) is made up of 17 members representing the FAA, the National Aeronautics and Space Administration, the Departments of the Army, Navy and Air Force, the Aircraft Owners and Pilots Association, the Air Transport Association, the National Business Aircraft Association, the National Pilots Association, and the Air Line Pilots Association.

FAA began an anti-collision research and development program for both heavy and light aircraft at the end of 1958. Work has been conducted by Agency personnel and by seven contracting concerns. FAA conducted a considerable number of airborne tests of this hardware last year.

FAA AWARDS ADDITIONAL CONTRACTS IN SUPERSONIC TRANSPORT PROGRAM

Twelve additional contracts totaling \$1,685,552 have been awarded by the Federal Aviation Agency in the government-industry research program on supersonic transport aircraft technical problems.

The twelve contracts are part of a supersonic transport research program headed by the Federal Aviation Agency with the active support of the National Aeronautics and Space Administration, the

Department of Defense, and industry. Research is being conducted in selected problem areas of aerodynamics, propulsion, materials and operating problems.

Additional research contracts will be awarded at an early date.

Congress appropriated \$11 million for the supersonic transport research program in Fiscal Year 1962. FAA has requested \$25 million to continue the program in Fiscal Year 1963.

PILOT-TO-FORECASTER SERVICE EXTENDED FAA PLANS THIRD FACILITY

The Federal Aviation Pilot-to-Forecaster Service operating at Washington, D. C., and Kansas City with the cooperation of the U. S. Weather Bureau will be continued without interruption on its present frequency, 122.6 mc., until October 1, 1962. By that date a similar test unit will be activated at Los Angeles and all three units will operate on a new frequency, one which can be given national application.

The pilot-to-forecaster service, inaugurated July 1, 1961, on a test basis, has proved highly popular with all classes of pilots—military, airline and general aviation. Washington has been averaging over 1000 air-ground contacts a month and Kansas City 700.

The service, which is provided 24 hours daily, augments the standard aviation weather services and furnishes information to airborne pilots when unexpected conditions are encountered. By switching to the 122.6 megacycle frequency, a pilot can speak directly to a qualified meteorologist who will provide him with information tailored to his current needs. At the same time the forecaster acquires on-the-spot knowledge of conditions aloft which he makes immediately available to other pilots, to air traffic controllers and FAA Flight Service Stations.

* * *

"Kindness predates psychiatry by hundreds of years; its antiquity should not lessen your opinion of its usefulness."

* * *



AREA COORDINATING COMMITTEE AT SAN FRANCISCO

Seated at the center are General Harold W. Grant, Deputy Administrator—and Joseph H. Tippetts, Assistant Administrator of the Western Region.



AREA COORDINATING COMMITTEE, CASPER, WYOMING

First Row L to R: R. L. Markwith; D. Downing; J. I. Bruce; C. E. Montgomery; L. F. Farrar; H. J. Dalton; L. H. Klahn, Area Coordinator Chairman; G. L. Brater. Second Row L to R: E. S. Kropf, Public Affairs Officer, Western Region; E. C. Marsh, Deputy Assistant Administrator, Western Region; K. T. Galick, R. E. Williams, G. Olton.



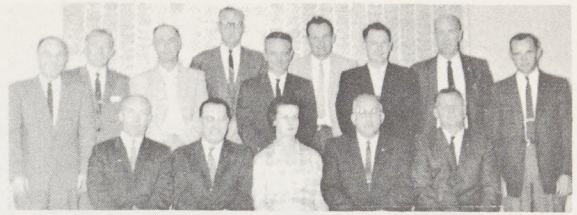
AREA COORDINATING COMMITTEE AT BAKERSFIELD

Meeting was attended by Ed Marsh, Deputy Assistant Administrator and Gene Kropf, Public Affairs Officer.



**AREA COORDINATING COMMITTEE
MEETING, GRAND JUNCTION, COLORADO**

First Row L to R: C. L. Gordon, J. Williams, C. J. Piccone, P. Nicoletti. Second Row L to R: J. E. Arriza, E. C. Marsh, Deputy Assistant Administrator, Western Region; T. E. Mundhenk, J. F. Campbell, E. S. Kropf, Public Affairs Officer, Western Region.



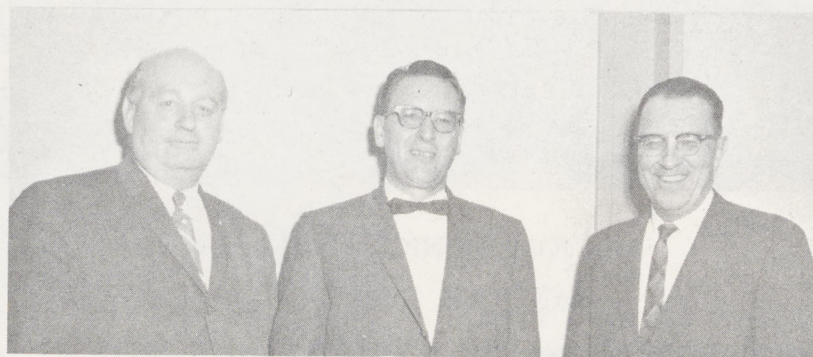
**AREA COORDINATING COMMITTEE
MEETING, BILLINGS, MONTANA**

Seated L to R: P. Watkins, Area Coordinator, Chairman; E. C. Marsh, Deputy Assistant Administrator, Western Region; Benita Nanyon, E. S. Kropf, Public Affairs Officer, Western Region, D. Wright. Standing L to R: C. Corning, B. Geier, G. Atkins, E. Waldrip, P. Gountanis, R. Tunby, T. Fuher, T. Lane, J. Vickrey.



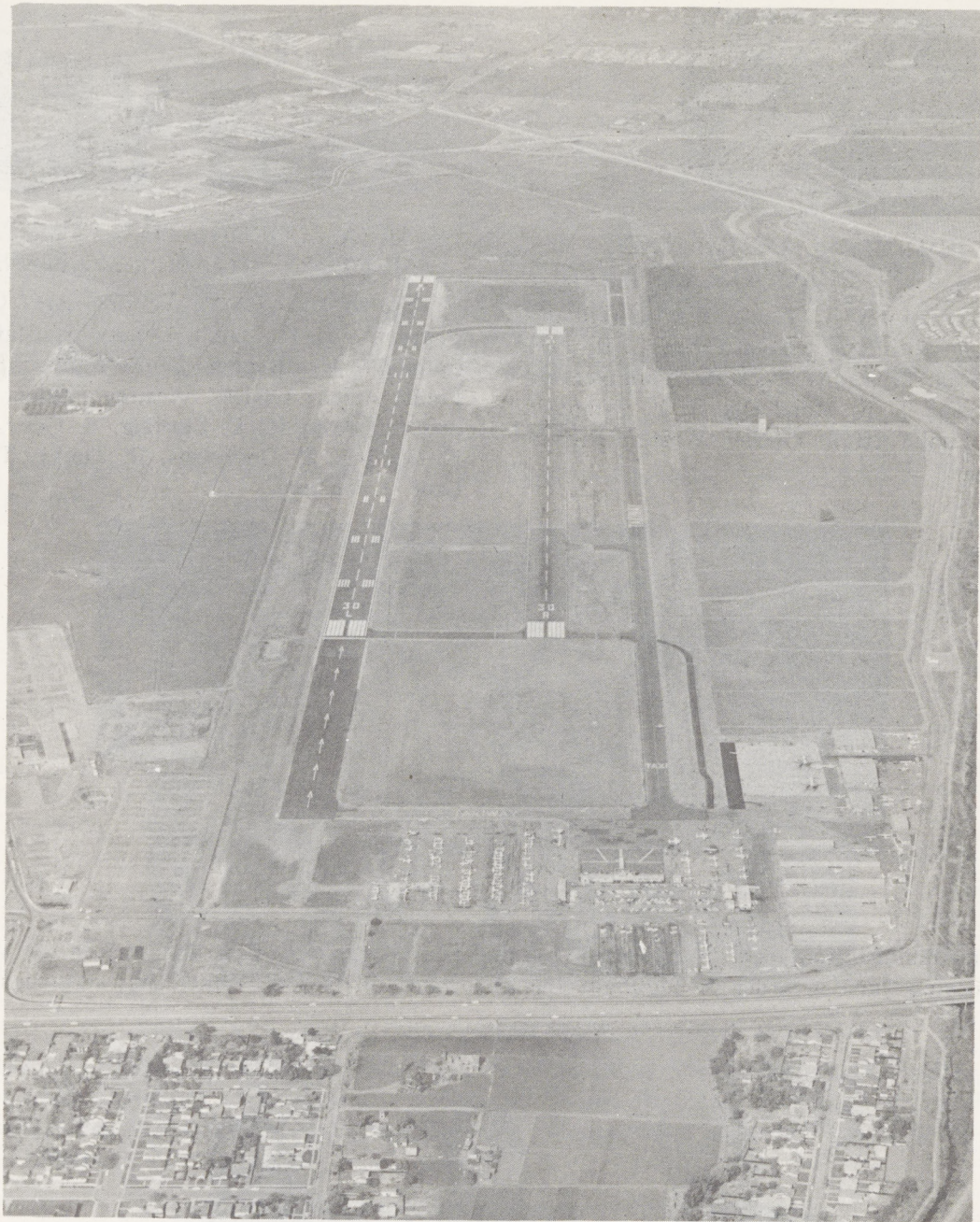
Tippets Addresses Regional Office Employees

Assistant Administrator, Joe Tippets, held a meeting of all Regional Office employees in the Cafeteria and Patio area during June in order to highlight the importance of the 1962 United States Savings Bonds Program.



**Joe Tippets, Bob Webster, Ed Marsh
Principal Speakers at Savings Bond Meeting**

Bob Webster of the U. S. Treasury Department gave an outstanding presentation of the Savings Bonds Program and what it accomplishes. More than 100 Western Region offices have now exceeded 50% participation. Savings Bonds Chairman Ed Marsh has initiated action for the offices to receive regional Certificates of Accomplishment, which are being newly designed for this purpose.

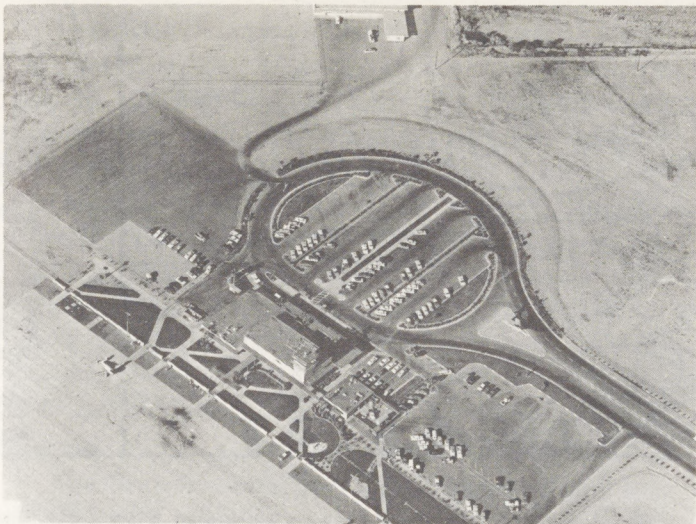


SAN JOSE MUNICIPAL AIRPORT
SAN JOSE, CALIFORNIA

The photo shows improvements resulting from several Federal Aid Projects.

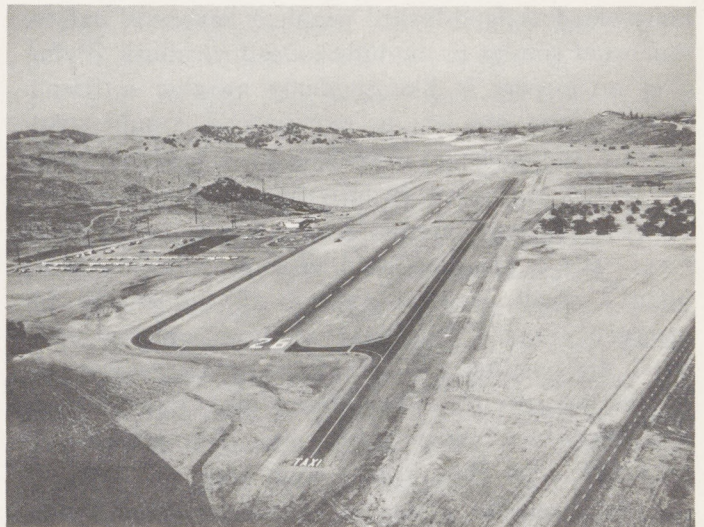
In our future issues of the Western Region News, we plan to show some of the work which is being accomplished within the various Divisions of the Western Region. We are starting with the Airports Division, and Bob Stockton of this Division has done a fine job of presenting us with material and pictures. We would like to see various district offices continue to send other pictures and stories.

We hope that our readers will become familiar with the different activities, and in turn, tell their friends what the FAA accomplishes.

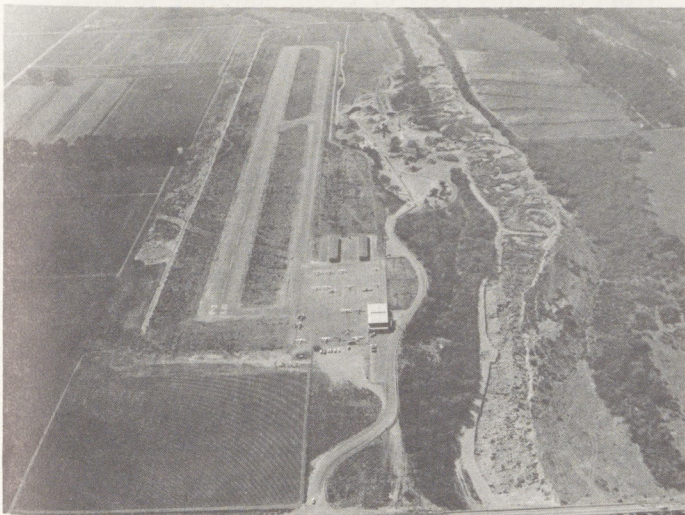


Meadow Field, Bakersfield, California - The above terminal area and apron are examples of airport development under the Federal-aid program.

Brackett Field, LaVerne, California. Except for the taxiway in the foreground, this airport was largely built with the help of Federal-aid.



Lompoc Airport, Lompoc, California. This airport was almost wholly developed under the Federal-aid program.





THE AIRPORT

Airports have always held a large amount of charm. The rotating beacon flashing through the night has represented to land-locked people a harbor of safety, somewhat similar to the lighthouse for sailors. Flying over an airport is like suddenly meeting a friend. When pilots are lost or experiencing trouble with aircraft the question foremost in everyone's mind is—"where is the nearest airport?"

Each airport seems to have a personality of its own. It's a pleasant experience to suddenly come upon a small, isolated airport, all lighted up for emergency use. The busy airports, on the other hand, are bustling with all kinds of excitement and interesting activity, and sightseers often line the roads and fences to watch these activities. Many thousands of people visit the airports each year.

An airport is a sign of progress and each community proudly displays its airport to any visitor who will look and listen.

AIRPORTS DIVISION

Airports, of course, don't just happen. They are the result of highly skilled technicians and management personnel.

The Chief of the Western Region Airports Division is Charles J. Winger. Winger has a very interesting background. He is a graduate of law from the University of Kansas City, and practiced law both as a partner of a private firm, and in Government, including such activities as legal assistant to U. S. Attorney. Prior to his present position he has served in such positions as Assistant to the Administrator of CAA in Washington, D. C., and as Assistant Regional Manager in the Fourth Region.

Charles S. Benson serves as Assistant Chief of the

Airports Division. Benson graduated from North Dakota State College. His chief undergraduate college subjects were surveying, design, hydraulics, mechanics, drafting, mathematics, and other subjects which well fitted him for his present position. He has had a long history of engineering experience.

In carrying out its mission the Airports Division is organized with three branches — the Planning Branch, the Engineering Branch and the Operations Branch. In addition to these branches, whose home base is the Regional Headquarters, there are currently seven District Offices throughout the Region which, at field level, carry out the various programs through direct contact with communities and other political sub-divisions. Something about the activities of each Branch follows:

THE AIRPORT PLANNING BRANCH

One of the keys to any successful enterprise is the quality of its planning. The Airport Planning Branch is directed by Fred J. Wild. Wild graduated from the University of Utah, majoring in Civil Engineering. His past experience in the construction and engineering fields has been very valuable in preparing him for all responsibilities associated with his present position in Planning.

To begin with, we might now mention the "National Airports Plan". This FAA Plan is an annual five-year forecast of airport needs — and is a planning document, not a request for appropriations for allocation of funds. The Plan simply states what improvements should be made to the airports we now have, and what new airports will be needed for the future growth of aviation. The Planning Branch has the responsibility for preparation and revisions which may be necessary for the Western Region portion of the National Airports Plan.

This Branch must, of course, work very closely with the Airport District Offices located in the field, in advising civil officials and individuals on areas relating to airport planning. It also analyzes recommendations made by the Airport District Offices for programming Federal-aid funds for specific projects. The very nature of its work requires the Planning Branch to coordinate many activities with other divisions in the Region. For example: Each Master Plan of an airport involves a great deal of such coordination with the Air Traffic, Flight Standards and Aviation Facilities Divisions prior to its approval.

The Branch coordinates airport planning and site selection with agencies concerned with surface transportation, such as the State Highway Department.

They are an enthusiastic and forward-looking group, and while our reporter, Bob Stockton of the Planning Branch, is a capable and constant salesman of airport activities, his own efforts have convinced us that all he says is true. As a Division, they are a fine able group of people.

AIRPORT ENGINEERING BRANCH

Ted A. Wendland serves as Chief of this Branch. Wendland is a Civil Engineer graduate of Montana State College where he majored in Mathematics, Hydraulics, and Surveying. His previous experience is very interesting, and has ranged from surveying, structural engineering, civil engineering, and supervisory general engineering, prior to his association with the FAA.

The major functions of the Engineering Branch is to review plans and specifications for Federal-Aid projects to see that they meet sound design principles and established standards. The Branch also assists Airport District Offices in on-the-site inspections of construction projects to insure that the engineering and construction of each particular airport sponsor is operating in accordance with approved plans and specifications. When projects are completed, they investigate and evaluate the method of design and construction, and also determine the adequacy of maintenance.

Procedures are continually being developed by the Branch to assure the highest quality of construction at a reasonable cost.

All interested individuals and public officials are given advice on various aspects of design, construction, and maintenance.

This Branch provides many other services, but mainly it furnishes all the civil structural, electrical, mechanical, and architectural engineering services required by the Division to assure the physical features of airports are adequate to accommodate the ever-changing demands of aircraft and air travelers.

The specialized knowledge and experience of engineering personnel will certainly continue to play an increasing importance in the engineering development of our modern airports.

AIRPORT OPERATIONS BRANCH

Donald L. Barton heads up this Branch. Barton is a graduate of the Sioux Falls College in South Dakota, and majored in Mathematics. In addition to the wide background in work related to airports, Don also has considerable experience in air traffic control and was, in fact, Chief of the Los Angeles Center from September of 1944 to July of 1946.

The Airport Operations Branch has a wide variety of duties relating to developing of new airports and improvements of present airports. They review and process the contractual documents between Federal government and local governments which receive Federal-Aid in airport development.

The personnel of this Branch works closely with the Airport District Offices in furnishing advice to project Sponsors on matters relating to legal and policy requirements. It also assures that Sponsors comply with all contractual conditions. While all the Branch activities must be exacting and correct, it makes every effort to effect compliance with such agreements through the medium of good public relations.

Other duties include the disposal of surplus Federal airport property needed by communities and useful to civil aviation. It is interesting to learn that Section-16 of the Federal Airport Act provides for the withdrawal of public land to be used for public purposes, sponsored by public agencies. Such action requires investigations and recommendations by the Branch prior to any actual transfer.

The Operations Branch necessarily maintains close liaison with the Regional Counsel for legal advice in connection with the functions of the Airports Division.

Much of the aviation industry is located here on the West Coast, and we feel quite confident that the Airports Division will fully meet the challenge of its role in aviation.



CIVILAIR PICNIC

It was our first, and a big success. Employees and their families, 745 strong, turned out Saturday, July 28 at Redondo Beach City Park for Civilair's first Agency Picnic.

The picture of the Solo Sack Race for kids started the day's activities around 11:30 A. M. followed by Three-legged Sack, Wheelbarrow and Ping Pong Spoon Races, and a Tug-of-War. Excitement ran high as the kids strove to win under the expert direction of announcer Glyndon Riley, assisted by starter Leroy Brown and judges Don Sullivan and John Garrison. The adults proved their agility in a Tug-of-War. An Egg-Tossing Contest, won by Frank Deane and daughter, climaxed the games. The candid shot here of Mr. Tippetts doesn't quite do justice — that white shirt of his had just been splattered by egg yolk, beautifully tossed by Mrs. Ed Marsh. Volley ball and swimming followed the games.

A very busy man that day and one of the most popular, was Civilair member, Don McConn, who, besides arranging for the beer and park facilities, worked tirelessly at the tap. His able co-worker was Ray Bondy. An interesting statistic reveals that 1650 hot dogs were served — the fact that no one had to wait for service is due to Kathy Gerard and her group. To name of few, Virginia Dolim, Faye Lewis, Elsie Silbersdorf and Alice Banham. Alice's two sons, John and Bill, were just as busy helping to serve the 1200 soft drinks that were dispensed. The Good Humor Ice Cream truck was obtained through the efforts of Phil Guidon.

Serving the free food and free drinks was well controlled due to the excellent work of the ticket committee headed by Ted Wilder and June Harrison. Thanks to Kay Ask, Bill Meyers, Ray Skinner and Clyde Harrison, this group was responsible for the



Agency maintaining their identity and group "togetherness" for the day. Later in the afternoon, recorded music provided by the City Park System gave twisters an opportunity to show their talents. Noteworthy here were Joe Alvarez and Miss Willie Browning.

Special thanks must be made to Florence Smith and her Civilair Board Members—to Walt Moon and Joe Orr—to Harlan Tyler and the Cafeteria Personnel, and to the many employees who volunteered their services during the day.

* * *

THAT'S LIFE

A sure test of willpower is to meet a friend with a black eye and not ask him any question about it.

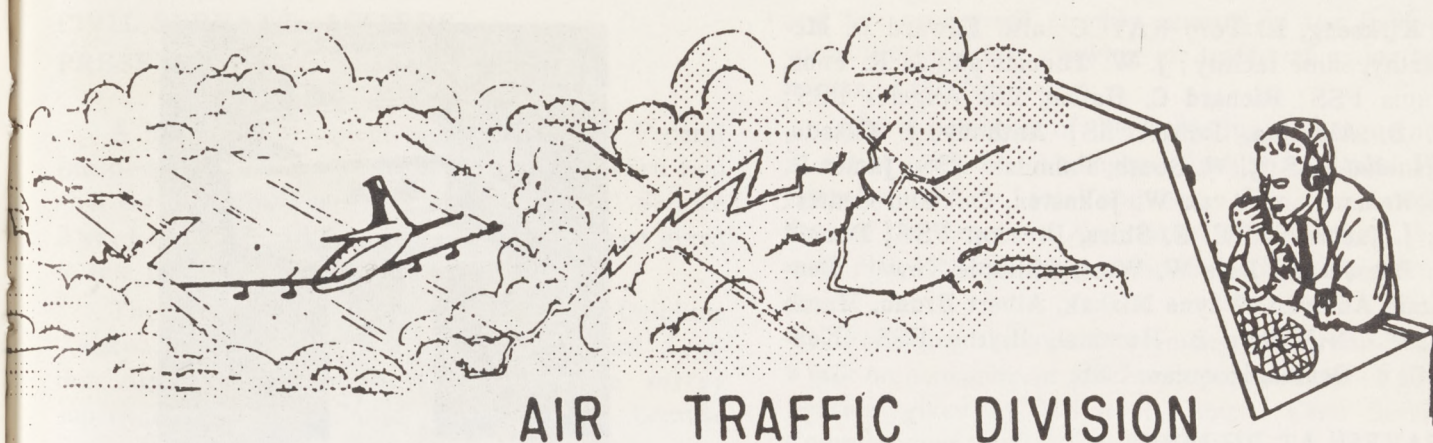
A pedestrian is a guy who knows that there are still a couple of gallons of gas left when the gauge points to empty.

* * *

LOOK OUT!

There's trouble ahead when the woman who says all men are alike marries the man who says he understands women.

* * *



TWO NEW FACILITIES PLACED IN OPERATION

On July 16, 1962, the Santa Rosa Tower was commissioned, and the new Oakland Tower was placed into operation.

Chief of the Santa Rosa Tower is John Cox, formerly at the Los Angeles Tower. The new facility is located at Sonoma County Airport, approximately six miles northwest of Santa Rosa, and is served by Pacific Airlines. Approximately 80 aircraft are based at the field. Other personnel who are stationed at the facility are Albert Gemoets, Jr., Larry Hagen, Ted Rydberg, James Valley and Dale Emens.

At Oakland, the same day saw realization of a long-standing dream when at 4:00 P.M. operations were transferred to the new control tower and IFR room. Personnel who have served at Oakland will recall with a shudder the crowded conditions, poor ventilation, and restricted visibility which led one Washington specialist to label physical aspects of the facility as "the worst in the country." The new tower, situated on top of the new terminal building is 121 feet above the ground. It is equipped with dual positions of operation as an additional runway constructed to serve the new terminal creates almost a "two airport" operation. The new IFR room, two floors below, is in startling contrast to the well-worn tent which housed radar operations for nearly a decade. Ted Holmes is chief of the facility.

SAVE AND ASSIST DEPARTMENT

We don't know whether pilots are getting into more difficulties, or our field facilities are doing a better job of providing service or both. At any rate, another bumper crop of flight assists was received during the past couple of months. As usual we are

not able to document each one, but here are some representative samples:

A C-133, contacted by Controller **David H. Poling**, Denver Center, advised he was unsure of his position. Poling noted that the pilot seemed confused and asked him about his oxygen. Vectors and other suggestions were acknowledged but the pilot was slow in reacting. After the pilot wandered off course several times, a no-gyro approach to Denver was issued. The pilot made a safe landing at Buckley and expressed his appreciation for the service.

Controller **Benjamin P. Bergen**, Ontario CS/T received a call recently from a pilot who said he was VFR at 2000 and lost. He was obviously frightened, and was directed to tune his ADF to the Ontario Middle Compass Locator which also had tower voice. A double check was made using the pilot's VOR. A short time later the aircraft was seen approaching the field, and the pilot proceeded to Brackett Field. He later advised that this was the worst situation he had ever faced and expressed thanks for the assistance.

Other assists by **Jerome V. Mancebo** and **John E. Stark**, Lewiston FSS; **Henry E. Matthews**, Sheridan FSS; **H. W. Fox**, McChord, RAPCON; **Paul H. Lindstrom**, Eagle FSS; **Darrel C. Vernon**, **Johnny C. Fries**, **Marvin E. Mehrt**, **Curtis L. Shaffer** Oakland Center and **Thomas Hendershot**, Tonopah FSS; **Clarence E. Crosby**, Bellingham FSS; **Laura C. Gilmer** and **Glen R. Ray**, Tucson Tower/RAPCON; **James A. Attaway** and **Errol R. Jensen**, Imperial FSS; **Francis D. Mahon** and **Errol R. Jensen**, Imperial FSS; **Francis D. Mahon** and **M. A. Harritt**, Fresno FSS; **Duane A. Montgomery**, **Robert D. George**, **Roy E. Keehnel**, **Leonard B. Dansky**, Seattle-Tacoma Tower; **Frances Bradley** and **Robert Leghorn**, Denver FSS; **Raymond Mena** and **Jack Allen** Ventura Tower; **Robert T. McKay**, Loren

I. Kirkeeng, El Toro RATCC; also Edward D. McCarthy, same facility; J. W. Thomas and L. R. Foos, Yuma FSS; Richard C. Hallen, Los Angeles FSS; B. B. Alberton, Boise FSS; Anthony J. Casado, Trinidad FSS; J. W. South, Palmdale FSS; James R. McNamara and Avon W. Johnston, Oakland Center; L. J. Jacobs and E. E. Shire, Prescott FSS; Donald B. Beeson and Dale W. West, Gillespie Tower; Benjamin Antoyan, Wayne Mishak, Albert Bruno, March RAPCON; Wilbur B. Hummel, Blythe FSS; Kenneth K. Dennis, Hoquiam FSS.

"SAVES" AT BILLINGS

During a recent day shift Billings Tower personnel were credited with two "saves" within 26 minutes when landing aircraft were observed on short final approaches with the landing gear in the "up" position. Both aircraft pulled up and circled the airport for another approach after being advised of the situation. Theodore Jeffers was the watch supervisor in charge of the shift — Dean Kreitzbert Robert Carley were working control positions.

SONS AND DAUGHTERS BRING SMILES TO FACES OF PROUD PAPAS

Word has been received that there were a number of proud papas around the Region as the school year drew to a close.

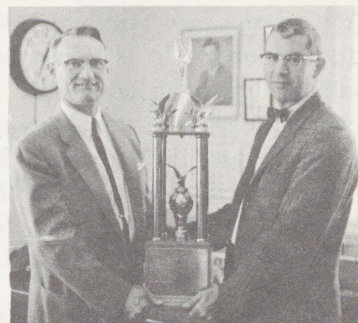
Roy McElroy's daughter Patty received a certificate award as one of the top 40 in her class of over 600. Don Pearson's son received an award as the outstanding student of the year, at Orange View Junior High in Anaheim. Don's boy is proficient in athletics and scholarship—an unusual combination. Ace Carter's son graduated from Annapolis with honors—Ace traveled east for the occasion. Hank Palmer hit the jackpot with his son and daughter. David received his Masters degree in Electrical Engineering from the University of New Mexico, graduating at the top of his class, with a straight "A" average. Adele received the award for being the outstanding graduating scholar, was in the Honor Society 6 semesters at Airport Junior High in Los Angeles. Don Davis' son, Brian, received Honorable Mention in the Orange County Science Fair with his entry — an ionic fuel exchange cell. Ted Culvers' son, Roger, graduated from the University of California at Riverside, majoring in Physics. He has since received a Research Assistanceship from the Physics Department at Ohio State University for the forthcoming school year.



New Boeing Airport Tower, Seattle, Washington

FAA recently dedicated 'its' own version of the "space-needle" at Boeing Field International, Seattle, Washington. Ceremonies included "open house", press and TV coverage, and the attendance of many local dignitaries as well as that of FAA Deputy Administrator, General Harold Grant and Western Region Assistant Administrator, Joseph H. Tippetts. Design and construction of the tower was supervised by Richard T. Puckey, FAA District Airport Engineer.

Thrills came in pairs for Chief Controller Charles L. Welchko who was named "man of the year" a short time later. Welchko was cited by the Seattle Unit of the Aircraft Owners and Pilots Association and awarded the Dean Spencer Trophy. (See below).



Mr. Harry Wenger, Chairman, Awards Committee, Seattle Unit, AOPA making presentation to Charles L. Welchko, Boeing Tower Chief.

CIVIL SERVANT AWARDS PRESENTED TWO BOISEANS

A long-time precedent was broken at a Federal Business Association luncheon Wednesday when two civil service employees were given the Civil Service Award for 1962. In previous years it has been given to one person annually.

The awards were bestowed on Miss Delphine Aldecoa, air traffic control specialist, Federal Aviation Agency, and Morlan W. Nelson, snow survey superintendent, Soil Conservation Service, because they made "equal and outstanding contributions to their professions and community," according to James F. Hughes, Boise postmaster, who made the presentation.

At the luncheon, held at the Elks Temple, Hughes pointed out that the choices were made by a committee "exclusively outside Civil Service." The high degree of competency in their federal work and outstanding contributions to the community by the two, made it impossible to choose one or the other, so both were awarded, Hughes said.

Miss Aldecoa, a native of Boise, entered federal service upon graduation from the University of Idaho

and has progressed steadily upward in the field of controlling the fast growing air traffic at major terminals of the Northwest.

She is president of the Boise Junior League and is active with St. Alphonsus Auxiliary, Alpha Phi Sorority and Life Line Volunteers. She is past president of the American Association of University Women, Pan-Hellenic Association and Alpha Phi Sorority.

Following the award ceremony, the group heard a talk on management and employee relations in Civil Service, given by Wayne Salisbury, Civil Service Commissioner, Seattle, Washington.

HILL AIR FORCE BASE RADAR CENTER FINISHED

Hill Air Force Base, Utah—A new radar approach control center was recently dedicated at Hill Air Force Base.

The facility, which cost \$230,375, is operated by the Federal Aviation Agency. It contains search and ground-approach control radar used in controlling military aircraft taking off and landing at Hill AFB, and private, commercial and military aircraft flying in the vicinity of the base.



Left to Right: Gary Costar, (International Aviation Service, Los Angeles), Joseph H. Tippetts, WE-1, Zuhair Beydoun, Director of Civil Aviation for Lebanon (Beirut, Lebanon), Edward C. Marsh, WE-2

Mr. Beydoun is visiting the United States as a participant in the Foreign Leader Program of the Bureau of Educational and Cultural Affairs, U. S. Department of State.

While concerned with all phases of aviation, Mr. Beydoun is particularly interested in current and, even more important to him, future airport design concepts and developments in management, passenger handling and facilitation (including security and customs), operational (as opposed to technical) aspects of air traffic control, air crew emoluments, labor problems and methods of handling disputes, administration of a civil aviation directorate (including assignment and control projects, follow up, storekeeping, inventory control, central filing processes and controls, U. S. approved flying schools and aviation safety. Gary Costar arranged Mr. Beydoun's itinerary while in Los Angeles.

The visit afforded Messrs. Beydoun and Tippetts an opportunity to renew their long acquaintance. Tippetts was formerly Chairman of the United States Delegation to ICAO.

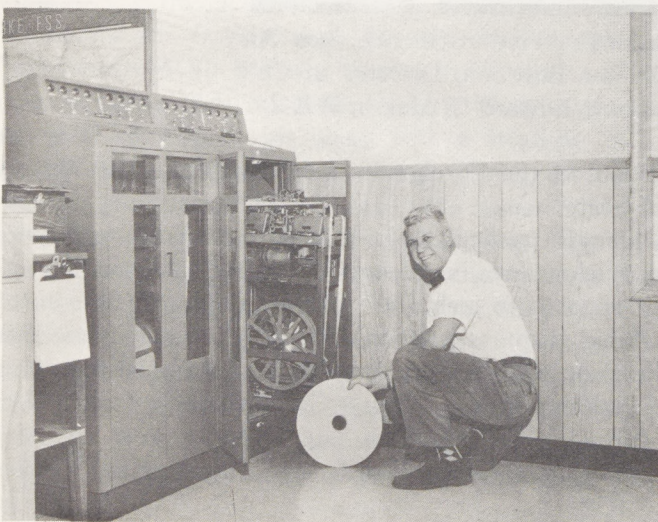
The following pictures show one of the

MODERN COMMUNICATIONS STATIONS IN FAA TODAY

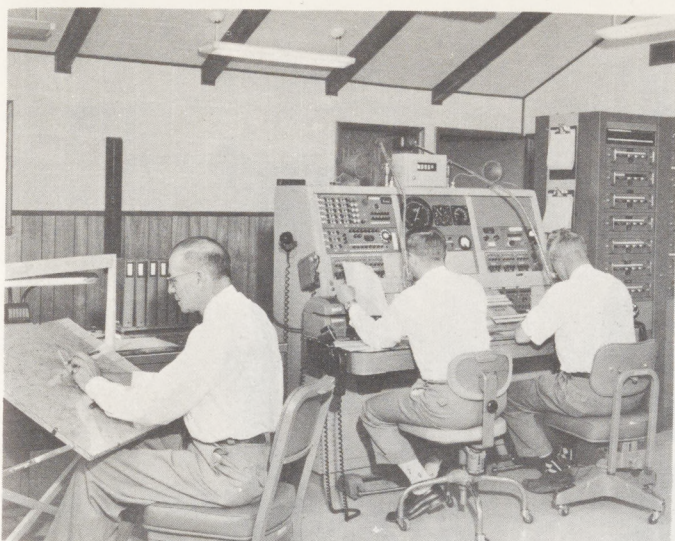


Baker, Oregon FSS - Relocated in a unique FAA FSS chalet type building. Facility Chief, Henry Gabriel; Chief, SMS, Raleigh A. Munkres. (Main entrance, looking east. Facility Chief and SMS Office's right, Operations Room left.)

Pilot Briefing Area looking into Operations Room. Specialists R. Grandstaff, left, H. V. Renz, right. Note exposed beam ceiling. Interior finished in ash-paneling and acoustical tile.

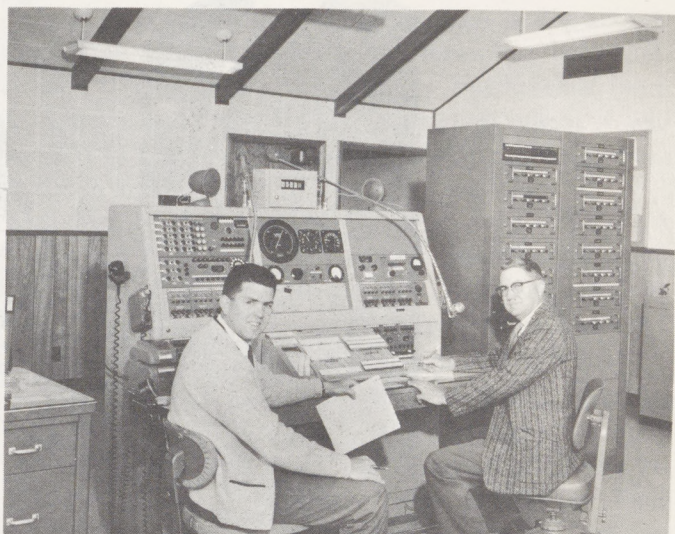


Operations Room showing XBKE relay equipment. Changing tape roll is Specialist J. D. Newbern.

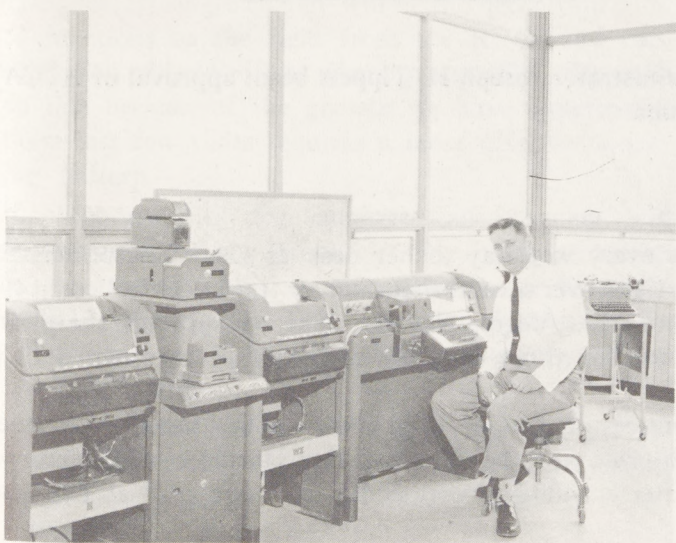


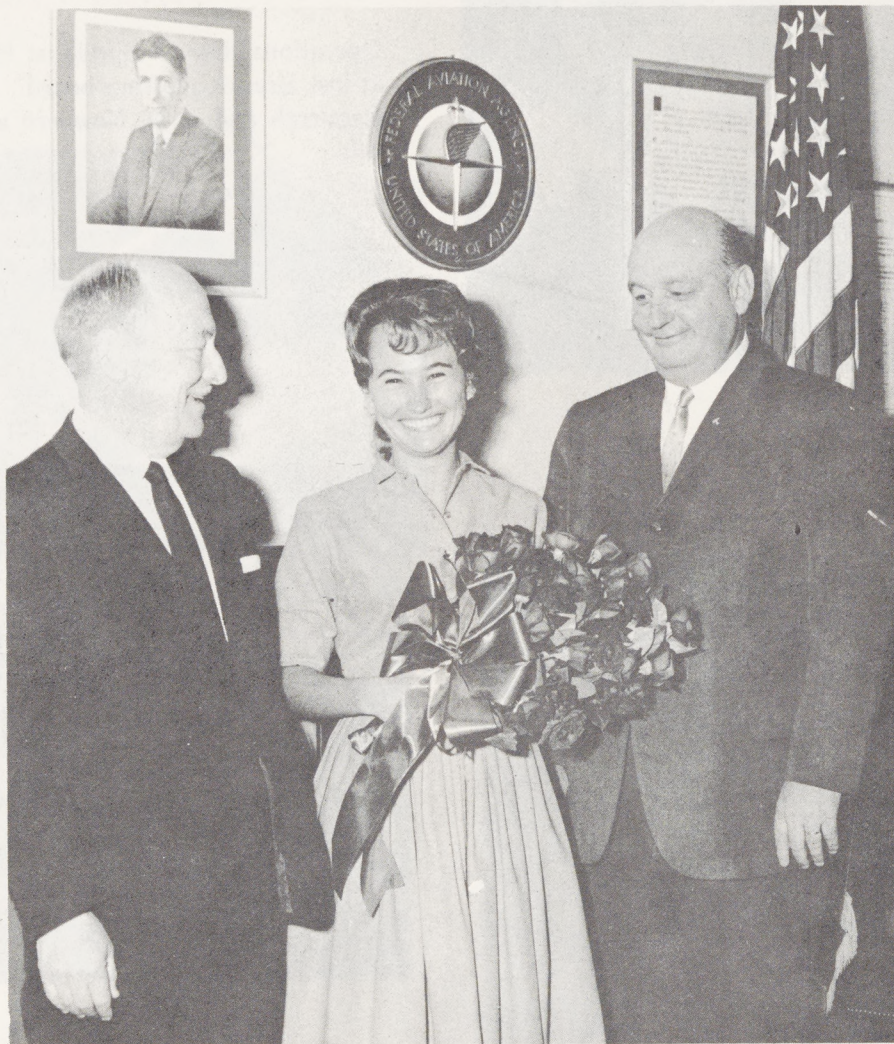
Operations Room. Specialist H. V. Renz seated at lost aircraft plotting board. Specialists T. A. Regorrah and J. D. Newbern at operating console.

Operations Room showing dual-position console. Specialists R. K. Woodard, left, K. M. Mercer, right.



Operations Room, teletypewriter position. Specialist T. A. Regorrah.





ATD Chief L. Ponton de Arce and Assistant Administrator Joseph H. Tippetts beam approval of ATCA's choice as Queen. The striking young lady is Mardie Struhs.

Mardie Struhs will reign as ATCA's 1962 Queen.

The 21-year old attractive, vivacious Mardie reports every workday to her desk as Clerk-Receptionist in the Regional Personnel Office. Come October 1-3, she reigns over several thousand air traffic controllers at the Annual Convention of the Air Traffic Control Association in Las Vegas, Nevada. She will provide the gleam in the eye of the Association's leading lights as they convene for three days of important proceedings dealing with air traffic control as a profession.

Mardie was selected for the honor by a special committee of traffic controllers from the Los Angeles Center. Controller-Coordinator Bill Boland smiles with pride when he comments that Mardie was his nominee.

She began her present job with FAA in May 1961 after spending a year and a half as a coed at Brigham Young University and UCLA.



AVIATION FACILITIES DIVISION

DIVISION CHIEF'S COLUMN

"Grapevines" grow wonderful fruit for wine but rumors transmitted by them can be awfully sour. Too much rumormongering can make any group of employees "sour" on their lot in life and with the organization for which they work.

Installing the standard regional organization per the July special edition of "Fly By" will take a lot of work until this fall when it goes into effect. Plans will be proposed, examined and adopted or discarded at a rapid rate in the Regional Office. Some of our thinking and planning in the R. O. is bound to escape to the field before an approved organization is developed. Don't let these rumors infect you to the detriment of your effectiveness on the job—you may well be worrying about something that will never come about! We will get the final plans to you as fast as they are OK'd.

All must realize that some changes are bound to occur. "Time, tide, and change waits for no man." The greatest single change will be the decentralization of functions to the field from the R. O. and consolidation of field offices where practicable. We must do this because of the growth we have experienced these last few years requires a more effective working pattern.

Opportunities for employee advancement will be enhanced by the proposals now being examined as more responsibilities and authority are delegated to field supervisors. This will more than offset the adjustments in the present field and regional headquarters pattern.

Your continued patience until the regional organization details are finalized will enable you to more clearly assess the advantages when it is released.

HELP STAMP OUT RUMORS

FREQUENCY MANAGEMENT STAFF

Of interest to the Western Region is the acceptance from the manufacturer (Astonautics, Inc., Melbourne, Florida) of the frequency interference monitoring van, now based in Los Angeles where it will be used by Frequency Management for radio spectrum analysis and interference work, as needed.

* * * * *

"Herb" (Mr. A. D. Herbert's usual handle) suddenly decided to retire on June 22nd and officially close his career of 37 years of government service. We all feel Herb's leaving is a great loss to FAA.

After completing four years of Military service in the U. S. Marines and U. S. Coast Guard, Herbert entered the Air Mail Service at Reno on January 28, 1929. He subsequently saw duty at Mather Field and KCV Oakland where he made the first weather broadcast on the Pacific Coast.

He then moved to Strevell, and Burley, Idaho—Medford, Oregon — Fresno, California — Salt Lake City, Utah and Boeing Field, Washington.

In 1947, Herbert was assigned to Oakland as a Communicator and then as an electrician in the shop, doing overhaul work on teletypewriter equipment.

In June of 1938 he was appointed Maintenance Inspector and the following month the Oakland office was transferred to Santa Monica, California where the old Sixth Region was established.

In 1944 Herb was appointed Chief of the Communications and Landlines Section of the Air Navigation Facilities Division — a position he held until 1959. In November of 1959 Herbert entered his last post with FAA — Electronic Engineer, Frequency Management under Aviation Facilities Division

ESTABLISHMENT BRANCH

The newest look in VORTAC counterpoises has been constructed on the top of Red Mountain near Boulder City, Nevada. This creation was the brain child of Electronics Engineer Marion Frampton, and Civil Engineer John Franklin, and was brought into being through the concerted efforts of the Nav-Aids Electronics and Plants Units. Steel design for the structure was accomplished by Civil Engineers, Leif Erickson and Blair Wombacher under the direction of Program Engineer, James Sigafos. Leif Erickson, assisted by Blair Wombacher, acted as Resident Engineer on the project which was accomplished under contract by the Interstate General Contractors.

Admittedly, it doesn't bear too much resemblance as yet to the established concept of a Mountain Top VORTAC, but it has just been found to be similar in one important respect — it 'flies' with the best of them. The impending erection of the familiar cone-shaped antenna shelter in the center of this 200-foot diameter wire mesh counterpoise should also facilitate the identification of the facility as one of the Federal Aviation Agency's airway signposts. The VOR and TACAN Transmitters and the standby engine generator will be housed in a concrete block building under the center of the counterpoise.

The decision to utilize this type of counterpoise at the Erie, Nevada VORTAC site was arrived at only after a thorough review of a rather large number of factors affecting the site: The location was probably the only really suitable one in the area from an Air Traffic Control standpoint. The mountain ridge was solid rock and too narrow for grading a suitable site without lowering it to such an extent as to introduce obstruction interference to the radio signals from adjoining mountains. Five other radio facilities already on the mountain had to be provided for. An ell shaped Concrete Block building already on the mountain with certain changes and additions could be used to house our equipment; and the access road and power extension were already constructed to the site.

Wire mesh counterpoises, somewhat smaller in area, have heretofore been employed in conjunction with the comparatively new Doppler type VOR. The mating of the steel mesh counterpoise extension with the conventional four-loop VOR antenna array on a standard counterpoise may now also prove to be a relatively simple and economical, although by no means cheap, method of treatment for those ideally

situated but difficult to grade or otherwise condition mountain top sites. The successful culmination of this experimental project serves to again illustrate that there is still plenty of room for new ideas in the F. A. A.

Much to the chagrin of the men of imagination in the NavAids Plant and Electronics Units who fathered this maze of steel columns, joists, and angle braces, there are still a few jesters extant who persist in referring to this imaginative structure as the "Eerie" Nevada VORTAC facility. For the record, the name is "Erie"—with only one "e" on each end!

PROMOTION AND TRANSFER

A party was given by Materiel Branch employees for Richard E. Domm, Chief, Property Operations Section, who received a promotion and transferred to Washington, D. C. as a Property Management Officer in the Property Management Branch, Materiel Program Division, Aviation Facilities Service.

Dick started his career in Government service with CAA as a Supply Clerk in the Ft. Worth, Texas office in February 1946. In September, 1957 he transferred to the Supply Depot in Oklahoma City as a Supply Specialist, and then came to the Western Region in November, 1958, as Chief, Property Operations Section.

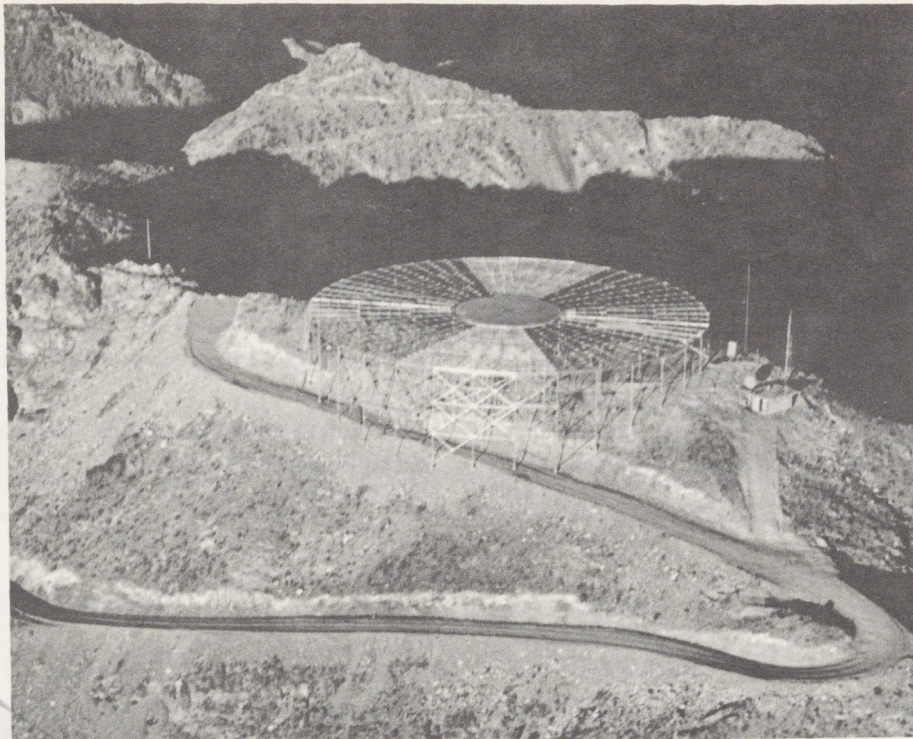


Shown in the picture are (left to right): Richard E. Domm, Wm. Slade Hardee (Chief, Materiel Branch), Richard F. Wilder (Property & Supply Specialist), Frank G. Jennings (Assistant Chief, Materiel Branch), and Daniel J. Seitz (General Supply Specialist).

SAN DIEGO COUNTY CHAPTER OF AES ORGANIZES

Twenty-two electronic technicians and one engineer from all Sectors in San Diego County recently held a dinner meeting at the Midway Chuck Wagon in San Diego. Purpose of the meeting was to organize the San Diego Chapter of the Airways Engineering

Boulder



ERIE, NEVADA VORTAC

Society, elect officers and discuss the future role of the Chapter generally.

Elected president was Mr. David W. Edwards of SMS #300, Miramar RATCC. Also elected was Mr. Elbert Cone, SMS #1 San Diego, as Secretary-Treasurer.

* * *

IN MEMORIAM

The entire Facilities Division was saddened at the death during July of Mrs. Betty Watkins, as an aftermath of the unfortunate airplane accident near Mullan Pass, Idaho. Betty was the wife of Paul Watkins, Chief, SMDO-17, Billings Montana. Our heartfelt sympathies are with Paul at this time!

* * *

Charles J. Piccone, Deputy SMDO, Grand Junction, Colorado was among the nominees for the honor of the "Federal Employee of the Year", a Grand Junction Chamber of Commerce sponsored event. The nominees are screened carefully as to characteristics of leadership in specific fields, ability to get along well with others and, in general, the all-around type of person.

It looks as if FAA isn't taking a back seat when it comes to their employees getting around and making themselves known as "all-around" people.



A retirement luncheon was held May 31, 1962 to (as Burt Greenleaf says) 'Celebrate the Retirement of Burton B. Greenleaf', Electronics Technician. Between forty and fifty fellow-workers attended, representing all Divisions in Long Beach area. Burt received several very nice going away presents. Mr. Greenleaf has been with the FAA and predecessor organizations for 25 years; he entered on duty at Auburn, California, and spent time at Indio, Palmdale, Bakersfield and Los Angeles—and finished his career at Long Beach SMS.

**WESTERN REGION EMPLOYEE
RECEIVES RECOGNITION FROM USAFI**

The United States Armed Forces Institute is celebrating its twentieth anniversary this year. It began operations on April 1942 as the Army Institute and has expanded to its present day program.

They have forwarded us the following information on an FAA employee Paul L. Adams, who is an outstanding student of U. S. A. F. I.

"Paul L. Adams 411 N. Fifth St., Lamar, Colorado, completed over 130 courses from the United States Armed Forces Institute (USAFI) during his three years of the Army and seven and one-half

years of the Air Force. These courses, over half the number currently offered by USAFI, were in a wide variety of academic and technical subjects.

He maintains that his USAFI studies helped him to gain credit toward a college degree and prepare for a civilian job. He holds a bachelor's degree in history from Northwest Nazarene College, Nampa, Idaho.

Adams advanced from private to the rank of staff sergeant during his Service career. He and his wife Ellen have two boys, Phillip Lee, 19, and Dennis, 7.

Paul is now Electronics Maintenance Technician at Las Vegas, Nevada.

* * *



MULLAN, IDAHO 5-28-62 Cataldo beacon road between old quarters and VORTAC.



MULLAN, IDAHO 5-30-62—Same road being opened by Alfred O. Stevens, road crew foreman—and Woodrow Wilson, equipment operator.

These two pictures help tell the story of "year around" effort by FAA equipment operators.



FLIGHT STANDARDS DIVISION

MAINTENANCE BRANCH

Mr. William D. Ford, Chief of the General Aviation Maintenance Section recently attended a one-week meeting in Washington (FS-300) in connection with project "Waste King". Emphasizing decentralization, project "Waste King" is a task force to expedite the elimination or simplification of procedures and paper review used by both Regional and General Aviation District Offices.

Jo Nett, formerly secretary to Mr. Winder in WE-ACDO-32, Burbank, has transferred to the Regional Office to work for him in his new assignment as Assistant Chief, Flight Standards Division. Welcome to the R. O. Jo.

There's an old Chinese saying: "There is no end to learning" which we sometimes feel could be paraphrased to read "There is no end to Training".

Not only are courses necessary to keep us abreast of the rapid changes in the technical aspects of our jobs, but with the decentralization plans and the changes in program emphasis, we never seem to be able to keep up-to-date.

For instance, Roy Outcen, Chief of the Airmen and Schools Section attended the prototype Basic Investigation Course given at the Brookings Institution in Washington, D. C. Many people hate the prospects of Roy getting any sharper about violation reporting than he is now.

Another graduate of the Basic Investigation Course is Hank D'Estout, Repair Station Specialist at WE-GADO-2 in Oakland. Hank also is a recent graduate of the S-PP-4 class at the Academy in Oklahoma City.

Other recent trainees at the Academy include Inspectors Mills and Meyenberg (of the Helena and Boise GADOs respectively) who took the General Purpose Helicopter course; John Lunsford, of WE-ACDO-34, Denver, who took the new Boeing 707/720 course; and Inspectors Esch and Treece who recently completed their Indoctrination Training.

Recent Out-service trainees include Inspectors Rickena and Ellis (Aero Commander); Bancroft and Langham (Piper Maintenance and Lycoming Familiarization); Slawinski (G. E. T-58 Familiarization); Davenport and Saul (DC-8 Familiarization).

Even at the Branch level we have been absorbing training: Bill Glenn recently spent 7 days at Tulsa and San Diego becoming familiar with the CV-990 and Ralph Prey spent two weeks in San Francisco at the first West Coast Session of the Executive School.

* * *

"Life does not begin at 40 for those who went like 60 when they were 20."

* * *

BONES

The bones in the body are 200 or more, but for sorting out people we need only four.

1. Wish Bone People

They hope, long for, wish for and sigh,
They want things to happen, but aren't willing
to try.

2. Funny Bone People

They laugh, grin and giggle, smiles twinkle
the eye,
If work is made fun, they'll give it a try.

3. Jaw Bone People

They scold, talk and sputter, they fret, rave
and cry,
They're long on talk, but they're short on the
try.

4. Back Bone People

They strike from the shoulder, they never say
die,
They're winners in life, for they know how to
try.

UP IN THE AIR

For the big dedication ceremony at the new airport in Los Angeles, a number of portable rest rooms were scattered around the place. Before the ceremony was due to begin, the man in charge noticed that some had been misplaced. A fellow with a fork-lift was called, and he picked one up and buzzed off with it. As he set it down in a new spot a quarter of a mile away, the door opened. Out stepped a fellow, pale and somewhat shaken but still jaunty. "Thanks for the ride". (Taken from Reader's Digest).

AIRCRAFT MANAGEMENT BRANCH

One of the main attractions at the Wenatchee, Washington Air Show during June, was FAA's DC-3, N-57, which was on display. Approximately one hundred persons per hour went through the aircraft and received a dissertation on the flight inspection mission by Seattle FIDO personnel.

Mr. Joseph B. Duncan, WE-FIDO-1, Santa Monica, has been assigned to Ankara, Turkey for temporary duty.

* * *

Welcome to newcomer Edna Kazandjian. Edna transferred from the Agency for International Development after two years' duty in Cairo, Egypt with the FAA Civil Aviation Assistance Group.

ENGINEERING & MANUFACTURING BRANCH

On July 2, 3, and 4, four engineers from the Engineering and Manufacturing Branch participated in a proving run with Trans International Airlines from Long Beach to Guam with refueling stops at Honolulu and Wake Island. The flight was made in a Douglas DC-8 for the purpose of determining the proficiency of the flight crews and of the ground handling procedures enroute. TIA is the first non-scheduled airline to use any of the large commercial jet airplanes. For the personnel on board there was no July 3 but two July 4ths. They left Guam at 3:00PM on July 4 and arrived in Long Beach at 1:00 PM July 4.

* * *

Lt. Col. (AF Res.) R. A. Peterson has been promoted to the rank of Colonel effective July 1, 1962. At the same time we extend Mr. Peterson congratulations on this promotion, we also regret that we soon will be losing him from our midst. Approximately 38 people gathered at the Seaview Club on July 7 for a farewell party given in his honor. He will be leaving in the near future to accept a position in New York as Chief of the Propulsion Section.

* * *

We are pleased to know that Suzanne Hunt will have her name listed as 1958 valedictorian on the trophy recently placed in the Morningside High Schoolastic Hall of Fame.

* * *

"There is only one type of born executive. That's the type whose father owns the business."



James P. Chadwick, Capt. Santiago Blachet Villalobos, Assistant Administrator Joseph H. Tippetts, Robert E. Kelly.

Mr. Villalobos recently visited Los Angeles as a part of his training with the Federal Aviation Agency. His itinerary in the United States included a week at the International Development Center in Washington, D. C.; three weeks at New York City FIDO; a four-week Basic course and a three-weeks Advanced two-engine flying course at Oklahoma City; three weeks at Salt Lake City FIDO; then to Washington, D. C. for the final month.

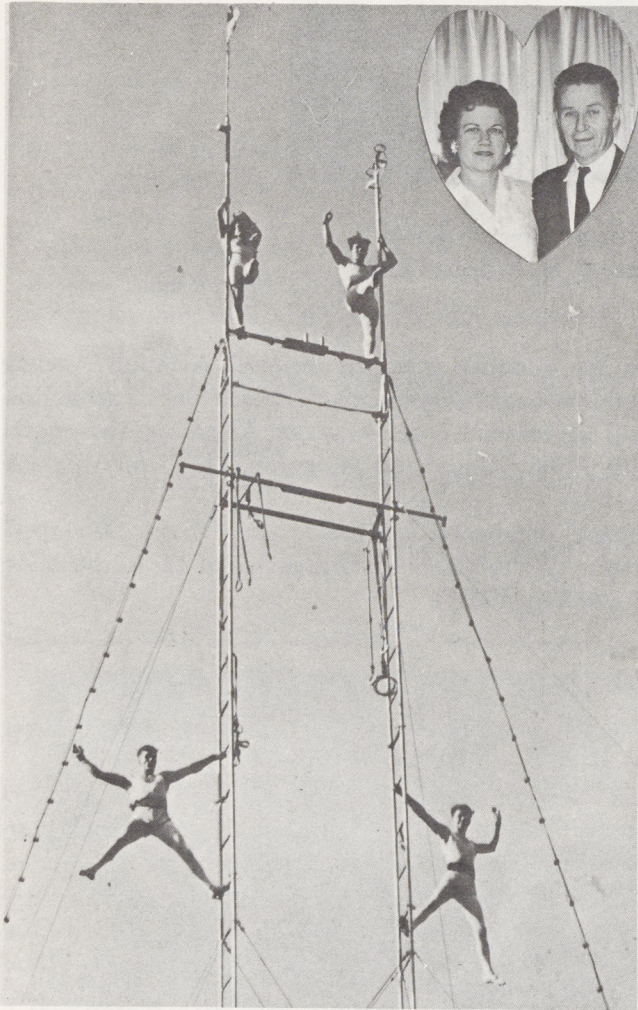
Capt. Villalobos is a lead member of the Chilean Air Force Academy acrobatic team "Los Condores". This is similar to the U. S. Air Force "Thunderbird" teams. He is also a staff member of the Chilean Air Force Academy. Kelly and Chadwick are stationed at Salt Lake City FIDO.



"Ninety-day" Operations Branch and Supervisors Conference at Salt Lake City, Utah.

The conference covered such programs as Aircraft Rental Budget, Approved School problems, Rooftop Heliport Master Plan approval or disapproval, preparation and guidelines Air Taxis operations, Business operations, Accidents and Violations and other related items. Persons in attendance were: **1st Row** L to R Al G. Witter, Gale F. Hanson, Bernard Deier, Alfred J. Dewey, Al LeFevre. **2nd Row** (L to R) Jess Eddy, John Vaughan, John Gebelin, Art Romaine, L. W. Ashwell, Joseph H. Tippetts, Assistant Administrator, Western Region, Ned K. Zartman, Regional Counsel, Stan Henceroth, Eugene Gull, Gene Kropf. **3rd Row** (L to R) Kent Davis, Joseph J. Princen, Lee C. Mills, John Waage, Harold L. Grandy, R. C. Boone, W. E. Elder, Frank Allen, John Zentner, George South, Wilson Gillis, W. W. Scott, Roy Outcen, Dwight Peterson, Al Gossard, Jack Smith.

ADMINISTRATIVE SERVICES DIVISION



FORMER AERIAL PERFORMER IN OUR MIDST

News of a surprise marriage was learned from one of our employees. Virginia Dalton of the Publishing and Graphics Branch reported a name change to Virginia Marrion. Virginia told us she had married a former friend who had performed with her in an aerial act a few years ago. In previous years and before they met, each had traveled in aerial acts throughout Canada, Japan and the Hawaiian Islands. The above photo shows Virginia and Ray on the upper and lower left during an aerial performance. The small inset photo shows a closeup of our two talented aerialists. Virginia informs us that their 110 foot aerial act was exhibited at the Pasadena Rose Bowl, Los Angeles Coliseum and scores of fair and

public celebrations throughout the Los Angeles vicinity. They have put the act in moth balls and are perfectly content to stay on their present jobs and "talk" about the old glamour days. We might add that along with Virginia's talents as a high aerial performer, she has a magic green thumb for she has been supplying the Division offices with colorful flowers from her Monterey Park garden.

Lillian Platt of the Message Center recently enjoyed the visit of her two sisters, one from New Jersey and the other from the Canary Islands off the Coast of Africa.



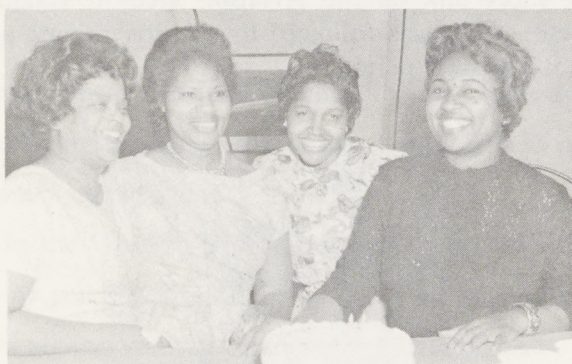
A farewell party was given in honor of John K. Pope, Chief of Publishing and Graphics. Mr. Pope accepted a position in private industry and his duties we hear will carry him to far places in the Orient, Europe and exciting corners of the world. Wade H. Ashley, Jr. is pictured presenting Mr. Pope with a parting gift from the employees who attended the party.

* * *

Florence L. Smith and Phil Navarra attended open house at the Los Angeles Federal Records Center. The purpose of this occasion was to introduce to all Federal Agencies the new Federal Records Center located at 5555 Eastern Avenue, Bell, California, and to promote on a Government-wide basis good records management practices. The program was highlighted by attendance of many Government offi-

cials. Mr. Harold F. Elliott, Director of the Center introduced the following: Jay B. Price, Mayor of Bell, California; Richard H. Greenburg, acting Regional Administrator, General Services Administration; Wayne C. Grover, Archivist of the United States, and Joseph H. Tippetts, Assistant Administrator, FAA. Mr. Tippetts gave a short talk on the functions of the FAA. Refreshments were served, followed by a tour of the Center and showing of a 25 minute color film "Your National Archives" narrated by David Brinkley.

* * *



Velma Tenort of the Printing Plant celebrated a birthday in June. Just in case you aren't acquainted with the happy ladies on the photo, they are left to right Ada Crumpton, Ruth Howlett, Gwennolyn Shelton and Velma Tenort. Many happy returns of the day Velma.

IMPORTANT NOTICE

Please notify the airline on which you hold a reservation if you change your travel plans.

Regulations on file with the Civil Aeronautics Board require that passengers who fail to cancel an unused reservation on the listed airlines be assessed a service charge of up to \$40.00.

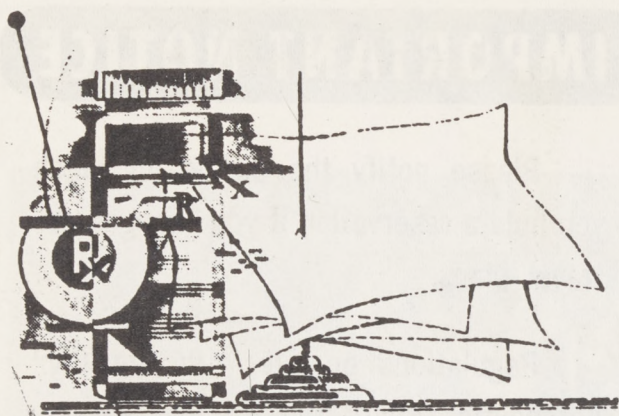
AMERICAN AIRLINES
 BRANIFF INTERNATIONAL AIRWAYS
 CONTINENTAL AIR LINES
 DELTA AIR LINES
 EASTERN AIR LINES
 NATIONAL AIRLINES
 NORTHEAST AIRLINES
 NORTHWEST AIRLINES
 TRANS WORLD AIRLINES
 UNITED AIR LINES
 WESTERN AIR LINES

"NO SHOW CHARGES ASSESSED TO AIR TRAVELERS"

When someone else has a change in travel plans but fails to cancel his reservations he may prevent you from securing space on the flight of your choice. Failure to cancel such confirmed space is a disservice to other passengers as well as to the airline.

In order to make a seat available for someone else, and to save yourself the cost of a service charge, please notify the airline on which you hold a reservation if you change your travel plans.

FOR FURTHER INFORMATION REFER TO FAA, WASHINGTON NOTICE, MS-1500.3 - June 1, 1962.



REGIONAL FLIGHT SURGEON'S COLUMN

Dr. H. L. Reighgard, Chief of Medical Standards recently visited the Western Region. While here, he participated in the A. A. A. E. Conference in Los Angeles. Acting for the Civil Air Surgeon, Dr. Reighgard officially opened the Aviation Medical Examiner Seminar at University of California at Berkeley.

We welcome Doctor Wesley Walters as our new Employee Health Service Physician. Dr. Walters comes to us from San Diego, where he has been in private practice for many years.

The Commanding Officer of an Air Force Reserve Medical Component, Dr. Walters has considerable experience as a flight surgeon. He is also a veteran private pilot, with many hours logged in both single and multi-engine aircraft.

If you have entered the medical office recently, you know we've had a GREAT CHANGE. Our offices are being remodeled and enlarged to accommodate a Clinical Examining and Research Unit for Airman Certification, and to relieve our congested situation.

Dr. Gordon K. Norwood, the Assistant Regional Flight Surgeon and Mr. Heber A. Holbrook, our Administrative Officer have both transferred to Oklahoma City and we certainly wish them success in their new duties.

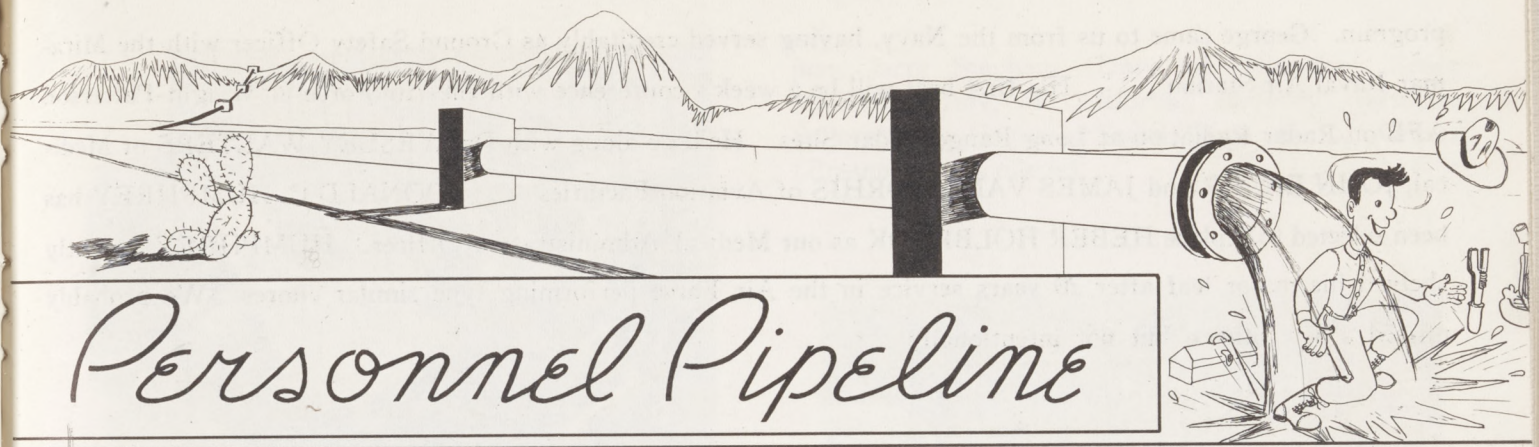
We want to welcome Dr. Selvyn B. Bleifer as the Chief of the Clinical Examining and Research Center. He has just been released from active duty with the U. S. Air Force, having been stationed in England and France. Dr. Bleifer is married and the father of two lovely little girls, the youngest having been born on June 29, 1962. Congratulations to Dr. and Mrs. Bleifer.

Dr. Raymond has been kept busy on our Aviation Medical Examiner program, having presided at another seminar at the University of Portland. Sixty-six examiners attended this session and were informed as to new regulations and procedures. He also participated in the State Aeronautics Directors Conference meeting in the Regional Office where he presented a short talk on the Aviation Medical Examiner System. This was followed by a thirty-minute question and answer period.



Daggett Fly-In- May, 1962. The Tower structure wasn't much but we were able to recruit some pretty fair trainee talent.

We recently overheard these gems: "The average supervisor has five senses: Touch, taste, sight, smell and hearing. The truly successful supervisor has two more — horse and common."



Personnel Pipeline

MOVING EXPENSE SURVEY

If you recently moved at Government expense and lost some money in the process, here's your chance to tell about it! FAA is cooperating with the Civil Service Commission in a survey to find out, as accurately as possible, the cost when a Federal employee moves from one location to another. The survey seeks to find out whether there is any basis for seeking legal authority to reimburse employees for extra expenses over and beyond those currently allowed.

In the Western Region, 811 employees moved and are now being mailed a special questionnaire. We urge that each of you fill it out and return to the Commission by August 31. This questionnaire is so complete that it considers all factors — including the kitchen sink!

9's ARE WILD!

Of FAA's 40,520 employees occupying jobs under the GS schedule, the average grade is GS-9.3. Coincidentally, the Western Region's average is precisely that — 9.3. The most popular grade is also GS-9 — both on a national basis as well as a regional basis.

As to totals, our last quarter's report reflected a separation rate of 2.7% which rounds out to about 10% on an annual basis. Most Federal agencies report a separation rate around 20% so that tells a story in itself.

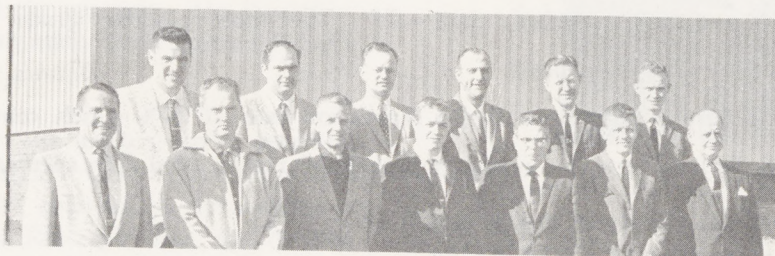
SOME NEW FACES AND NEW NAMES!

CLIFFORD CERNICK, our new Assistant Public Affairs Officer who has acquired fame as a writer and newspaper editor; LLOYD SMITH, Management Training Officer, who has been assigned to head up the Region's Performance Improvement Training Program. Lloyd's an ex-Bureau of Reclamation trainer and a Management Consultant in his own right; LOIS BARLEMAN, Assistant head of the Automatic Data Processing Branch under George Hadley. FAA is on the brink of automating many of its operations and Lois' experience and savvy with miracle machines in industry will go a long way to make these devices make more sense. GEORGE MCCORD, Occupational Safety Engineer, who will spearhead the Region's employee safety

program. George came to us from the Navy, having served creditably as Ground Safety Officer with the Miramar Naval Air Station His first beat will be a week's conference with the Air Force at Wright-Patterson AFB on Radar Radiation at Long Range Radar Sites. He'll go along with Dr. WESLEY WALTERS of Medical, JOHN EAGER and JAMES VAN VOORHIS of Aviation Facilities DONALD C. HUMPHREY has been selected to replace HEBER HOLBROOK as our Medical Administrative Officer. HUMPHREY recently shelved his major leaf after 20 years service in the Air Force performing type similar chores. We probably missed a few others, but not intentionally



June graduates of the Regional Office sessions of the FAA Management Course for Supervisors. Assistant Administrator Joseph H. Tippetts presented the group with certificates at the completion of the 50-hour course. The course was instructed by Ross Burnett, Management Training Officer. Left to right—Ross Burnett, Joe Tippetts, Sheldon Parker, Fred Hempt, M. E. McKinney, Ray Skinner, Frank D'Huyvetter, Vic Nicassio, Bill Chapman, Sam Grillo, Jack Gianelli, Herb Olsen, GSA; Alice Gaspar, Bill Talunas, Larry Roberts, GSA; and Ed Thomas.



Pictured above are members of Class 13 of the Regional Instructor Training Course held at the new Auburn Center near Seattle. Front Row (L-R) Dick Peterson, WE-17-Course Leader; Chuck Yerkes, Hugo Holmer, Jerry Ellison, Elmer Jones, Dick Carpenter, Bob Baker. Back row (L-R) Wilse Morgan, Rudy Tollerud, Norm Halverson, Bernie Feldstein, John Wasmer, Darrell Gremmart.



Assistant Administrator, Joseph H. Tippetts presented certificates and offered his congratulations to graduating Class 14 at the Regional Instructor Training Course. With the graduation of this group the Instructor Training Course completed the full circuit of each center location in the Region — another "FIRST" for the Western Region.

Class 14 members were Bill Brooks, Lemoore RATCC; Vern Cole, Van Nuys Tower; Norm Davis, WE-410; Beverly DeLancey, WE-438; Harold Eakins, FAA Hangar; Lud Erzen, WE-436; Bill Frisbee, WE-412; Carrol McCasland, Torrance Tower; Cal McColl, WE-412; Gordon Mead, WE-412; Royal Mink, WE-436; Vince Mulrooney, WE-410; Ed Richardson, WE-410 Edwards; Merrill Scott, SMDO-1; Johnny Shell, WE-412; and W. Q. Stockdale, Hawthorne Tower.



Assistant Administrator Joseph H. Tippetts is shown greeting a group of junior engineers and student-trainees who recently reported to the Regional Office for assignment. This is one of the several such groups reporting during June, July and August for initial assignment.

(LtoR)—Ray Rakunas (LA State College), Gene Daniel (Arizona State Univ.), Radford Hall (Univ. of Denver), Robert De Wolf (San Diego State College), Don Jacobson (Univ. of Wyoming), Mr. Tip-

pets, Jerry Stephens (Univ. of Nebraska), Bruce Malcolm (Univ. of California, Berkeley), William Scharrenberg (Univ. of Santa Clara) and Ron Graser (Fresno State College).

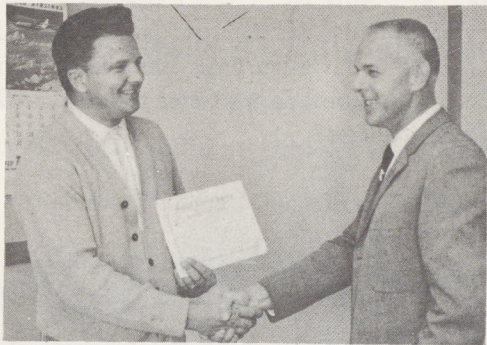


Assistant Administrator Joseph Tippetts and Kenneth B. Wall, Regional Personnel Officer, are shown above with a group of engineering personnel during their initial entrance orientation.

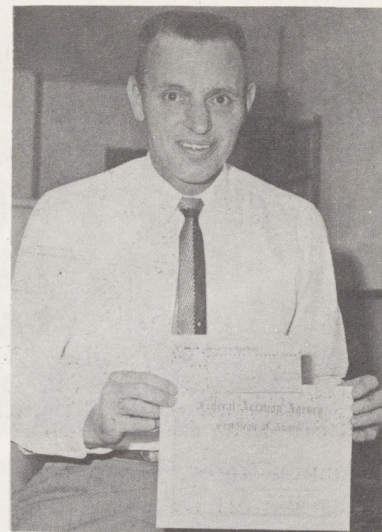
Engineers and their schools are as follows: (L to R) Wayne Emerson (Los Angeles Valley Jr. College), Julius Smith (Arizona State Univ.), William C. Miller (Univ. of California, Berkeley), Terry Nichols (Colorado State Univ.), Jack Grove (Cal-Poly), William Cress (Colorado State Univ.), Assistant Administrator Joseph Tippetts, Regional Personnel Officer Kenneth B. Wall, Robert Follensbee (Northrup Institute of Technology), Harold Stiles (Utah State Univ.), Raymond Colby (Fresno State College), William Becker (Washington State Univ.) and Stephen Miller (UCLA).



STOCKTON, CALIF. FSS. \$75.00 Washington Award. W. Debelsky (left) receives Certificate of Award and check from Louis Kulisek, for his suggestion on a paper cutting device for the 28 teletypewriter.



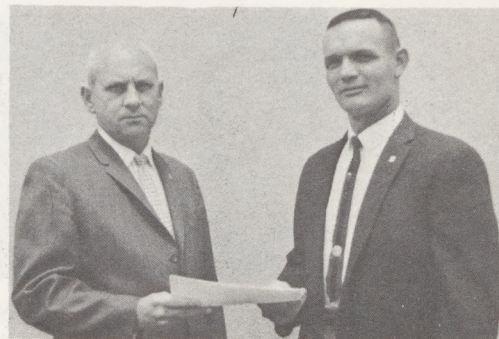
SANTA MONICA, CALIF. Hangar. \$20.00 Award. P. F. Giras (left) receives Certificate of Award and check from M. E. Powell, for his suggestion on modification of retaining mechanism (Shared with P. Neiman.)



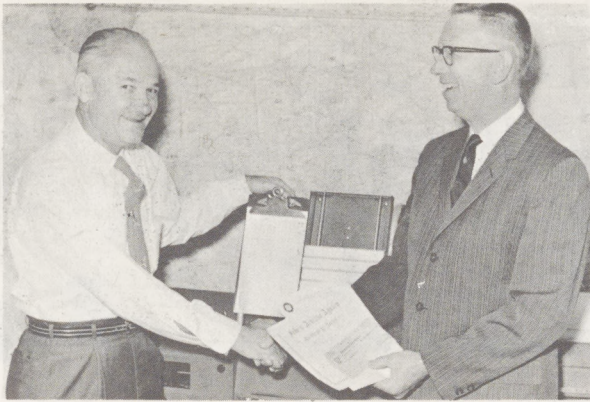
LARAMIE, WYOMING. FSS. \$50.00 Award. William R. Crooks receives Certificate of Award and check for his suggestion concerning "Modifying Viewtape Model R-1 Viewlex Film Strip/Reproducer."



SANTA MONICA, CALIF. Hangar. \$20.00 Award. P. J. Neiman (left) receives certificate from M. E. Powell, for his suggestion on modification of retaining mechanism. (Shared with P. F. Giras).



SANTA ANA, CALIFORNIA. Orange County Tower. \$15.00 Award. R. T. Richards (right) receives Certificate of Award and check from I. R. (Ike) Jones for his suggestion concerning mount for tally gauges.



DENVER, COLORADO. FSS. \$25.00 Award. Eldon B. Huston (left) receives Certificate of Award and check from R. M. Hacker, for his suggested portable flight progress strip holder for use at teletypewriter operating position.



LOS ANGELES, CALIFORNIA. \$15.00 Award Each. Alan L. Blocker (right) receives Certificate of Award and check for his suggestion of cutting down file bulk, and Irma S. Meester (left) receives Certificate of Award and check for her suggestion involving the use of window envelopes. The award presentations were made by Frank G. Jennings.



LOS ANGELES, CALIFORNIA. \$20.00 Group Award. Bernard L. Erickson (right) receives Certificate of Award and check from F. O. Wilder for his suggestion involving a chassis holder clamp.



Pictured above are: First Row. L to R: Leo Klahn, Beth Reed, George Brater, Frank Monteith. Second Row. L to R: Charles Montgomery, Virgil Clark, Betty Thompson, Jim Bruce.

Benjamin F. Monteith was the honored guest at a surprise party given at the Casper, Wyoming FAA SMDO. Monteith is retiring as Chief of Douglas SMS after completing 30 years of government service, 26 of which have been with the Federal Aviation Agency.



CIVILAIR SQUARE DANCE

Our Square Dance group sponsored by Civilair is looking for a name. Members may still turn in their suggestions to Berneice Trenary, WE-16. Selection of the winning name will be made in the near future.

Our square dances are being held regularly on Monday evenings in the Agency Cafeteria. Though the group has progressed beyond the basic steps, anyone who has some knowledge of square dances, or who attended any one of our recent dances is more than welcome to return. Our caller, Tom Tobin, will be happy to review steps and calls with anyone who wants assistance if they come promptly at 7:30 P. M. Anyone wishing information concerning the Square Dance Club may contact one of the following officers:

- President, Bob and Ann Floch.
- Vice President, Leroy and Eleanor Brown.
- Secretary, John and Barbara Vanne.
- Treasurer, Chuck and Dee Elston.
- Program Chairman, Mary Lou Graves.
- ASD Delegate, Bereneice Trenary.