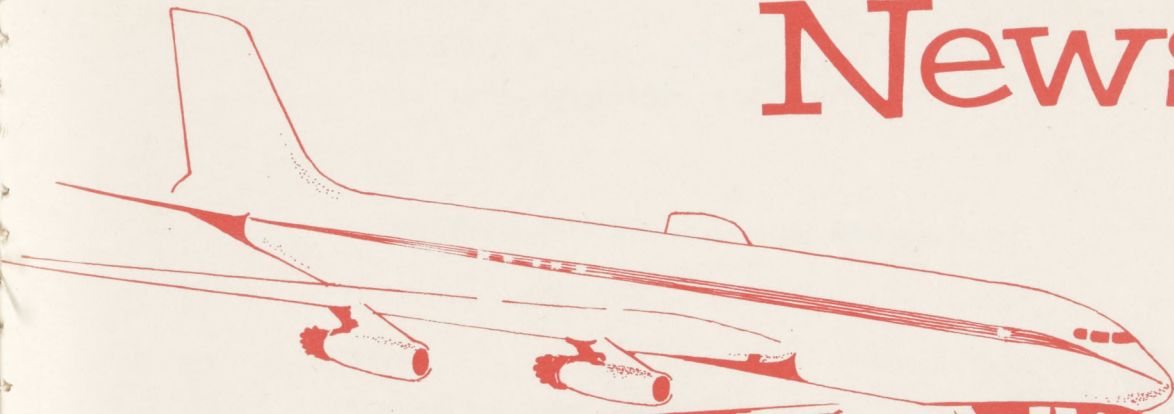


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FAA Western Region News



FLIGHT
STANDARDS
DIVISION



Oct
1962



PUBLISHED BY AND FOR THE PERSONNEL OF THE WESTERN REGION, FAA

FAA WESTERN REGION NEWS

Volume IV

Number 7

PUBLISHED BY THE EMPLOYEE-MANAGEMENT RELATIONS BRANCH

FOR THE PERSONNEL OF THE

FEDERAL AVIATION AGENCY

WESTERN REGION

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COVER—Artist impression of some of the exacting work of the Flight Standards Division (See story)

Artist — Dick Bradshaw



From the Desk Of

The Assistant Administrator

Guest Columnist, EDWARD C. MARSH
Deputy Assistant Administrator

We have just said goodbye to our many friends and colleagues in Montana. Obviously, we regret their leaving but wish them health, happiness and a continuation of their dedicated public service.

We must look ahead, however, not back. Ahead we have many challenges and can look forward to opportunities for advancement. Recently Joe Tippets said "We don't have any problems—only challenges." Let's look at a few looming ahead. How about the job of building the new long range radars in the mountains? Challenge? You bet! I hope a detailed account of one of these particular "challenges" can soon be printed. How about the job of establishing a brand new Division and setting up all the people and offices in a unified, driving team? Hervey Aldridge and his entire crew are diving headlong into this one. How about the "challenge" of obtaining proper and adequate office and working space for all our people throughout the Region? Most of the supervisors in the Region are working on this, backed ably by Wade Ashley and his people.

Or let's be a little more objective and mention the "challenge" of establishing positive control in the air space. Better low level air-ground communications in the mountains. Better compliance and a higher level of safety on the part of Air Carriers. Fewer accidents for Borate Bombers. Eliminating the infinitesimal percentage of controller errors. (How do you avoid **all** mistakes on the part of people who must average 100 decisions per hour?). How about the problem of communications from remote navaid sites? Some of the roads the maintenance people must navigate in snow cats!

Notice that the foregoing are all our very own challenges to spur us to new heights. They can't be charged to R & D, blamed on Washington or excused by cussing the "depot". These and several dozen (or hundred) more, are ours. Let's tackle these and have a little "home made" progress and **then**, maybe we can offer advice to some of our colleagues on **their** challenges!



J. M. Beardslee (L), Assistant Administrator of Central Region, and Joseph H. Tippetts, Assistant Administrator of the Western Region.

Beardslee was presented a picture entitled Sagebrush Sport (one of Charles Russell's paintings)..

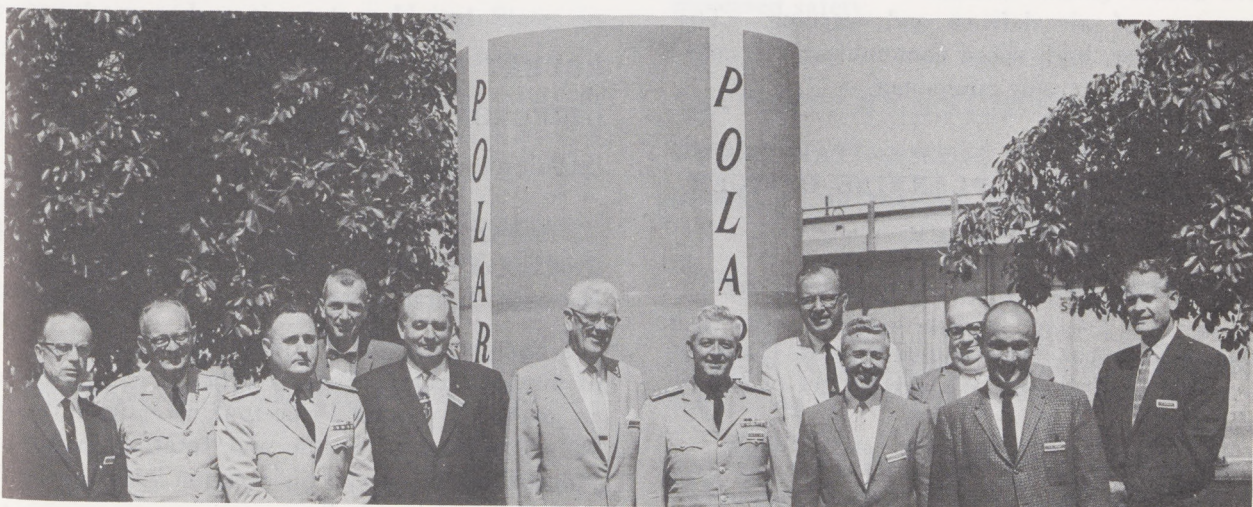
The presentation was made during an Area Coordinator meeting at Great Falls, Montana. The meeting primarily involved discussions of the transfer of Montana offices to the Central Region in accordance with the Northern Tier Program.



Don Anderson (left), Director General, Department of Civil Aviation, Melbourne, Australia, and Joe Tippetts.

Anderson's itinerary was arranged by Gary Costar of the International Liaison Office and included discussions of the latest developments in Navigation Aids and Air Traffic Management.

The visit also gave Anderson and Tippetts a chance to renew their long acquaintance which was established when Tippetts served as Chairman of the U. S. Delegation to ICAO in Australia.



FEDERAL EXECUTIVE ASSOCIATION MEETING AT LONG BEACH NAVAL SHIPYARD

Bernard Rosen, Director of San Francisco Region of U. S. Civil Service Commission outlined the functions of the Federal Executive Board and the possibilities of one being established in the Los Angeles area.

FROM THE *Washington News* ROOM

FAA AND DOD ANNOUNCE ATC/AIR DEFENSE INTEGRATION AT THREE SAGE CENTERS

Agreement on joint use of three carefully selected U. S. Air Force SAGE Direction Centers for conducting air traffic control and air defense operations was recently announced by Federal Aviation Agency Administrator N. E. Halaby and Assistant Secretary of the Air Force for Materiel Joseph S. Imrie, representing the Department of Defense.

The SAGE Centers are located at Great Falls, Montana, and Minot and Grand Forks, North Dakota.

The three SAGE facilities will require a total of 150 to 180 FAA controllers. This is comparable to the complement of controllers that would be required for a single FAA air route traffic control center controlling an area of equal size.

Controllers for the three SAGE Centers will be recruited from existing air traffic control facilities. Relocations will be handled so as to create minimum disruption to control operations and personnel.

The SAGE Centers are part of the nation's extensive SAGE (Semi-Automatic Ground Environment) system of air defense and warning. The system uses radar, high speed communications, computers and other electronic equipment.

KOTZ NAMED SENIOR PLANNING OFFICER IN FAA'S OFFICE OF POLICY DEVELOPMENT

Arnold Kotz has been named Senior Planning Officer in the Federal Agency's new Office of Policy Development.

In his FAA position, Kotz will assist the Director, Office of Policy Development, in devising long range plans and programs in support of the Agency's national aviation goals, considering economic, technological, and social trends as well as new concepts in air transportation.

GODDARD LEAVES FAA AVIATION MEDICAL SERVICE

Dr. James L. Goddard, Federal Aviation Agency Civil Air Surgeon, has returned to the U. S. Public Health Service as Chief of its Communicable Disease Center in Atlanta, Georgia. He will hold the rank of Assistant Surgeon General.

Dr. Hilliard D. Estes, Special Assistant for the Technical Staff of the Aviation Medical Service, has been named Acting Civil Air Surgeon.

FAA TRANSFERS RESPONSIBILITY FOR MONTANA OPERATIONS FROM WESTERN REGION TO CENTRAL REGION

Responsibility for Federal Aviation Agency programs and facilities in Montana has now been transferred from the Western Region to the Central Region.

The change does not involve any transfer of FAA personnel or facilities. It is simply a shift in jurisdiction in which supervisory responsibility will be transferred from the FAA Regional office in Los Angeles to the Kansas City office.

ROBERT BACON NAMED ACTING DEPUTY DIRECTOR OF FAA BUREAU OF NATIONAL CAPITAL AIRPORTS

Robert F. Bacon has been named Acting Deputy Director of the Federal Aviation Agency's Bureau of National Capital Airports.

Bacon succeeds David M. Munson, who is one of nine mid-career Federal officials chosen to spend an academic year at Princeton University's Woodrow Wilson School of Public and International Affairs. Munson will return to his position with the FAA on completion of his studies.

Royal E. Peters has been named to succeed Bacon as Acting Chief of the Program Management Division, Bureau of National Capital Airports.

BATES NAMED AS DEPUTY DIRECTOR OF FAA AIRCRAFT DEVELOPMENT SERVICE

George P. Bates, Jr., an experienced government aeronautical engineer, has been named Deputy Director of the Federal Aviation Agency's Aircraft Development Service.

He will assist Melvin N. Gough, Director of FAA's Aircraft Development Service, in the management of Agency aeronautical programs. Gough, a test pilot, engineer, and administrator with thirty-six years of previous government service was appointed first Aircraft Development Service director in May.

FAA TO ASSUME JOB OF FLIGHT CHECKING U. S AIR FORCE AIR NAVIGATION AIDS

Responsibility for flight checking the U. S. Air Force's world-wide system of air navigation aids will be transferred to the Federal Aviation Agency under an agreement announced by FAA Administrator N. E. Halaby and Assistant Secretary of the Air Force, Joseph S. Imirie.

The flight inspection program, now performed by the Air Force Communications Service, will be phased in over a nine-month period beginning last month in Alaska. The program will be implemented in the southern and south-western United States in October and extended over the entire nation on January 1, 1963. Air Force air navigation aids in Europe and the Mid-East will be included on April 1 and those in the Far East on June 1, 1963.

Halaby said the agreement is a "significant step toward the goal of a common civil-military airspace utilization system".

SYSTEM DESIGN TEAM PROPOSES AIR TRAFFIC PLAN

A top-priority modernization plan for the nation's traffic control system was proposed today in a

report drafted by the Federal Aviation Agency System's Design Team.

Robert J. Shank, FAA's Deputy Administrator for Development, declared in releasing the study that he considers it "perhaps the most important single contribution to the cause of safe and efficient use of our airspace."

The System Design Team, headed by FAA scientist Albert Brown, was named last year to draw up a design plan based on the general recommendations of the Project Beacon report on air traffic control.

In essence, the projected design calls for:

Increased segregation of VFR and IFR traffic in densely traveled airways and terminal areas.—Increased reliance on radar for separation and control.—Gradually stepped up reliance on the Air Traffic Control Radar Beacon System (ATCRBS) rather than primary radar return from "target" aircraft.—Development of altitude transponder equipment to provide height information to ground controllers independent of pilot voice radio reports.—Expansion of geographical areas in which aircraft will be under positive ground control.—Extensive improvement of air traffic control information-processing and display, with stepped-up use of computers to assist the FAA controller.—Establishment of terminal area corridors to segregate aircraft by speed in landing operations, both eliminating delays and providing for increased safety.

FAA TO PUT HIGH ALTITUDE FLIGHTS UNDER NATIONWIDE POSITIVE CONTROL WITHIN A YEAR

All aircraft operating between 24,000 and 60,000 feet will be under positive control over practically all of the nation within 12 months, was recently announced by N. E. Halaby.

First step in the expansion of the national program took place Oct. 18, in the area covered by FAA's Oakland Air Route Traffic Control Center in California.



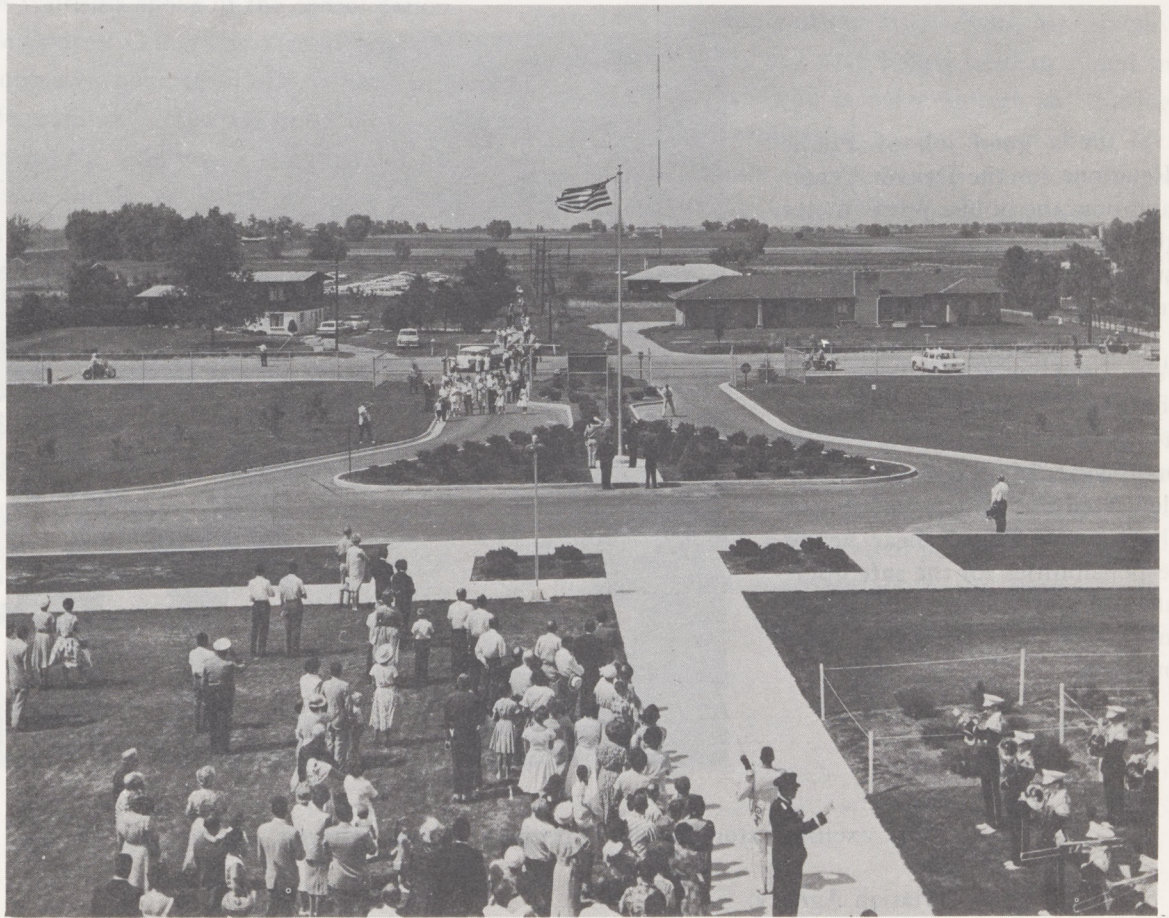
Hey! It's a parade down Main Street!



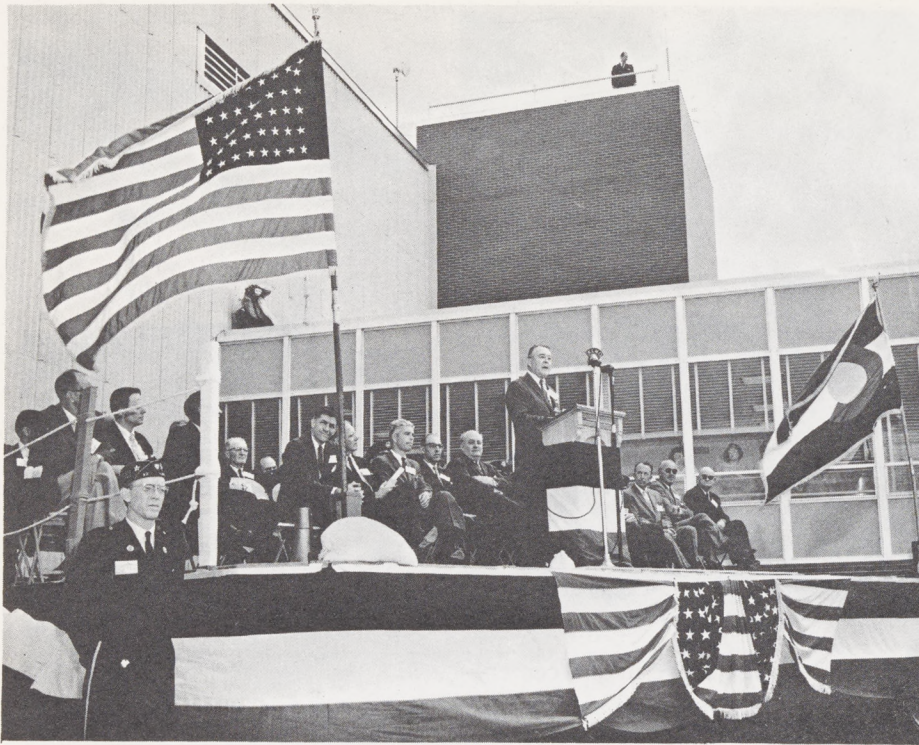
It must be important — everyone in town is going!



A tremendous Public Building! There's a stage there in the center—
radar towers overhead—and "Old Glory" on the left.



So the ceremony begins—" One Nation under God, with Liberty
and Justice for All"



Sure enough, it's One Nation — there's N. E. Halaby of Washington, D. C., just left of the flagpole — then Governor McNichols of Colorado to the right — then Representative Dominick — then Master of Ceremonies Robert Lilly — our own Joe Tippetts from Los Angeles — the speaker, Senator Carroll — former Mayor, Al Will — Harry Coombs, President of Coombs Aircraft — and Paul Goedert, chief of the new Denver Center.

It's a good job of Public Relations for the Denver Center and now the public wants to see the skillful efforts of the Installation and Material Personnel.

The crowd has left but the Air Traffic Controllers and personnel will continue on a 24-hour a day, seven-days a week basis many years into the future. The dedicated Controllers in front of the Control Boards bear heavy responsibilities for the safe guidance of the nation's air traffic, and there will be many tense moments.



An exciting story with a beginning—but without an end—the Federal Aviation Agency.

HALABY HAILED IN CONGRESS

A recent Congressional Record contains a statement made by Congressman John Bell Williams concerning our Administrator, Mr. Halaby. Mr. Williams stated: "I take this time today to pay tribute to one of the finest, most dedicated, outstanding public servants I have been privileged to know since I have come to Congress. I have reference to the distinguished Administrator of the Federal Aviation Agency, Mr. Najeeb Halaby."

Congressman Williams reviewed Mr. Halaby's record and spoke of the quality and quantity of Mr. Halaby's work, of his dedication to the task of improving our air transportation system. Mr. Williams commented that in the 18 months since Mr. Halaby's appointment he has introduced into the FAA many of the management principles that marked his success in private enterprise.

Congressman Williams spoke of the consolidation of the Air Traffic Control Centers as a good example of Mr. Halaby's objective evaluation of this program. A reduction in the number of Centers from 29 to 21 actually will increase the safety of the flying public and would also save the U. S. Taxpayer more than \$100 million dollars over the next 16 years. Congressman Williams continued to say that the FAA is being administered by an outstanding public servant who has brought to his administration very valuable insight, perspectives, and management principles that are speeding us toward an era when the system of controlling the American airspace is equal to our long-held capability.

Congressman Oren Harris also went on record, complimenting our Administrator "for his efforts in revising the nationwide programs in order to

bring about the fullest utilization of such devices that have been developed which will guarantee the safety of the lives of the American people."

Congressman Ralph Beermann spoke of the FAA employees generally. Mr. Beermann had this to say: "Of all the employees whom I have met around the country in formerly the CAA and now the FAA, I feel that they are dedicated public servants and are doing their job even under some conditions that are rather difficult Sometimes I wonder as I have talked back and forth to the Tower how they can keep their balance and their sense and keep this traffic moving."

Congressman Roman Pucinski spoke of the problems air traffic brings to so many American communities, specifically referring to his own Congressional District, which lies in the shadow of O'Hare Field, where they have 1100 flights daily in and out. Congressman Pucinski states: "I have discussed the problems which the jet operations have created for the people of my district with Mr. Halaby and I can honestly say that I have seldom found in government a man who is more sincere in wanting to resolve these problems I think Mr. Halaby has certainly conveyed to the American people the depth of his sincerity in trying to deal with these problems, and we may all be proud of having a man like Mr. Halaby in this office."

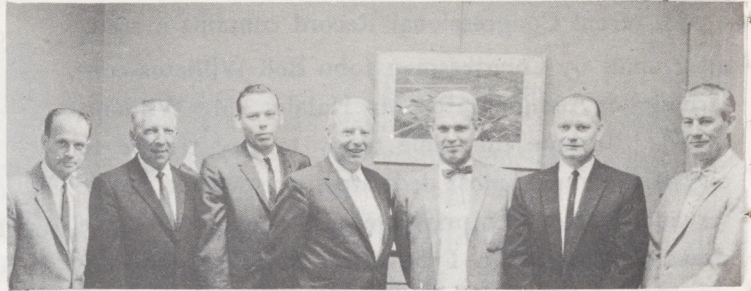
Congressman John Jarman had this to say: "It is my considered judgment that Mr. Halaby is an able, dedicated public official. Our nation is fortunate to have a man of Mr. Halaby's talents leave private business interests to shoulder the heavy and demanding responsibilities of his present position. Mr. Halaby is making a real contribution to the tremendously important task of improving our air transportation systems."

As we go to press we want to at least publish photos of our new Executive Officer, and personnel in the new Systems Maintenance Division and Installation & Materiel Division.

We will have more detailed information in later issues.



Slade Hardee—Executive Officer



INSTALLATION & MATERIEL DIVISION

(L-R) W. S. Brix, Chief, Administrative Staff; F. G. Jennings, Actg. Chief, Contract & Materiel Branch; L. L. McAdoo, Chief, Frequency Management Staff; A. E. Horning, Division Chief; C. G. Grosh, Actg. Assis't Division Chief; J. A. Orr, Technical Assistant; R. F. Anderson, Actg. Chief, Project Management Branch.

LEGAL DIVISION

We are pleased to welcome Joe Rawlinson to our legal staff. Mr. Rawlinson served for about five months in the General Counsel's Office in Washington prior to being transferred to our Regional Counsel's Office. Also, prior to that time, he served as a District Court Judge in the State of Colorado and as a Municipal Court Judge in Denver for approximately eight years. Besides his impressive judicial background, he holds an active Commercial Pilot Certificate with single-engine and multi-engine land ratings.

We are also happy to have Mr. Richard Shaykin who was only with us for a month prior to beginning his duties as an Attorney Advisor in the Alaskan Region. Mr. Shaykin formerly served as an Assistant State Attorney in Cook County, Chicago, Illinois, for a year and as an Assistant Counsel to the Department of the Navy in Washington.



SYSTEMS MAINTENANCE DIVISION

(L-R) D. C. Earley, Actg. Chief, Military Facilities Branch; L. P. Hughey, Actg. Chief, Field Administration Branch; J. G. Melville, Actg. Assist. Division Chief; K. E. Warren; H. E. Aldridge, Division Chief; M. Dunn; P. W. Negus, representing E. C. Stentz, Actg. Chief, Plant & Structures Engineering Branch; H. L. McConnell, Actg. Chief, Manpower & Training Branch; R. F. Cook; and W. C. Sharp, Actg. Chief, Electronics Engineering Br.



THE AIRPLANE

The airplane means many things to many people. It is a world of fantasy for the small boy as he performs all the intricate maneuvers of flying. The scientist and engineer make a world of reality far beyond the boy's imagination.

The young aviator can't help but strut a little after making his first "solo" or receiving his "wings"—and the thrill is still there for the seasoned pilot with thousands of flying hours, as he runs outside to see what type of plane is flying overhead.

The business man can fly from Los Angeles to San Francisco in less time than it took him to drive to the airport—and although today's families live far apart the airplane quickly brings them together. Strange lands have now become routine stops.

The airplane has the unique capacity of removing obstacles — it flattens mountains and eliminates the barriers of time and space.

The airplane is an awesome weapon in war— and has also been highly instrumental in the saving of human life.

The airplane has very rapidly changed the whole course of human history, and the Federal Aviation Agency has been foremost in all phases of aviation. The Flight Standards Division, in particular, has assumed a strong position of leadership in the development of the airplane and the safety of air travel which we enjoy today. The Western Region is very proud to be a part of the rapidly growing aviation community.

FLIGHT STANDARDS DIVISION

The work of the Flight Standards Division is "Chiefed" by Burleigh Putnam. Burleigh first became associated with flying as a pilot with United Air Service, Ltd., at Burbank, California, in 1931. He continued his career as a pilot at several locations and began his employment with the CAA in 1937 as an Aeronautical Inspector, administering Civil Air regulations. In 1946 he was assigned to Anchorage, Alaska where he served as Superintendent, Airman, Aircraft and Flight Operations Branch.

In 1952 Putnam was assigned to Washington, D. C. where he held several positions, ranging from Chief, General Safety Division, to Acting Deputy Director, Bureau of Flight Standards. He transferred to the Western Region as Chief of Flight Standards Division in May of 1960.

John L. Winder serves as Assistant Chief, Flight Standards Division. In 1929 "Bud" was owner and manager of Airport Flying Service in Valpariso, Indiana.

He left his own business to enter into employment with the CAA as an Aeronautical Inspector in 1940. He served in the U. S. Army Air Corps from October 1942 to January 1946, as a Modification Project Engineer and as Flying Safety Officer.

His primary assignment upon returning to FAA in January 1946 has been that of Supervisory Flight Operations Inspector and Supervisory Air Carrier Inspector until his promotion to his present position as Assistant Chief in April 1962.

The Division administers programs for safety

standards, rules and regulations applicable to aircraft and airmen of the United States; operates a fleet of aircraft to measure the performance of air navigation aids in the common system—and participates in the Region's Air Space and Flight Procedures program.

To perform its mission the Flight Standards Division has recently been reorganized into the following four branches: the Engineering and Manufacturing Branch, the Aircraft Management Branch, the Air Carrier Branch, and the General Aviation Branch. The former Maintenance and Operations Branches have been abolished.

District Offices in the field relating to the branches listed above are: 5 Engineering and Manufacturing District Offices (EMDO); 5 Flight Inspection District Offices (FIDO) and 3 Aircraft Maintenance Bases (Hangars); and 16 General Aviation District Offices (GADO).

Engineering & Manufacturing Branch

The activity of the Engineering and Manufacturing Branch is directed by Charles R. Hawks. Charles' early interest in aviation was intensified by the accomplishments of his famous cousin, Captain Frank Hawks, who held many aircraft speed and altitude records during the 1920/1930's. Charles received a degree in Mechanical Engineering in 1935 and accepted an appointment with the Bureau of Air Commerce as a Junior Aeronautical Engineer in 1936.

In 1942 he was called to active military duty and engaged in experimental research work involving the design and development of military aircraft. Upon return from military service in 1946 he progressed to the position of Deputy Chief, Aircraft Division, in this region.

Charles Hawks, then Lieutenant Colonel Hawks again served in the Military from 1951 to April 1953 as Deputy Chief of the Los Angeles Engineering Field Office in the Air Force Research and Development Command. After military service he returned as Aeronautical Design Evaluation Engineer, Deputy Chief, and is presently Chief of the Engineering and Manufacturing Branch.

The primary function of this Branch is the type Certification of new and modified aircraft. Being located in the center of activity associated with the manufacture of transport aircraft, this office has approved approximately 85% of the major airline aircraft presently flying throughout the world. It is also involved in Type Certification of smaller airplanes, helicopters, and major modifications of all kinds.

Evaluations include the complete airframe, involving the structural strength, proper functioning of all controls and equipment, flutter and vibration aspects, exit arrangements, electrical and electronic equipment, etc.

The Branch is responsible for the Certification of power plants and propellers, as well as their installation in the aircraft. This also covers the entire fuel systems, oil systems, auxiliary power units, fire detectors, fire extinguishers, etc.

They conduct flight tests and ascertain that the airplane meets all the pertinent flight requirements. The Branch is also responsible for the workmanship and conformity of the aircraft.

The personnel participate in accident investigations and hearings as directed.

Before an aircraft is considered to be airworthy and approved for carrying passengers, a great amount of engineering testing and manufacturing precision is involved.

Although the responsibilities are many, the Branch is noted for its achievements in the aviation field.

Aircraft Management Branch

J. Chester Shimp serves as Chief of this Branch, "Chet" began his activities in aviation in 1926 as an apprentice mechanic and obtained a student pilot's certificate in 1931. He has owned, maintained and flown private aircraft since 1934. He entered commercial aviation in 1936 by building an electric Neon sign on an aircraft and flying it at night as an aerial advertising stunt. He continued in various phases of flying and accepted an appointment as Aeronautical Inspector with CAA in 1941.

Other positions he has held were—Chief, Flight Inspection Branch, Kansas City, Missouri in 1948—Chief, Facilities Flight Inspection Branch, Oklahoma City, Oklahoma, 1951—Supervisory Airplane Pilot through 1956—then positions in Washington, D. C., such as Chief, Operations Branch, until his present assignment in Los Angeles in 1960.

Functions of this Branch include “in flight” evaluation and inspection of facility performance—surveillance flights of air navigation facilities—and developing and approving flight procedures within the operational capability of these aids or systems.

They assure that utilization of airspace and procedures are consistent with flight crew and aircraft limitations and capabilities.

They also assure the proper certification and maintenance of Agency aircraft and avionics equipment.

They are responsible for establishing instrument enroute and terminal area procedures, including approaches, departures and minimum altitudes for airways.

While constant changes in aircraft design and operations have presented tremendous problems, the Branch has consistently provided solutions well ahead of schedule.

General Aviation Branch

The Chief of this Branch is Frank A. Allen. Frank attended the Hancock College of Aeronautics at Santa Maria, California in 1931. He began the Allen Flying Service and continued in the Aeronca Flying Club and V-8 Flying Club at Peoria, Illinois until 1938. He then served as a flight instructor at Santa Maria, California, as a pilot for American Airlines, and joined CAA in 1939 as an Aeronautical Inspector.

He held several positions in CAA, such as Acting Chief, Flight Personnel & Agencies Division; Chief, Non-scheduled Flight Operations Division; Deputy Chief, Safety Operations; and was assigned to Washington, D. C. in 1952 as Deputy Chief, Air Carrier Safety Division. He later returned to this Region as Flight Operations Inspector, and was Supervisory General Aviation Inspector at Long Beach until his recent appointment.

Functions of this Branch include the examination, certification, and surveillance of: student private and commercial pilots—flight and ground schools for pilots—and air taxis.

There is also inspection and surveillance of flight operations of industrial, agricultural, fixed base, business, executive, private, commercial operators (12,500 pounds or under), and all other general aviation operators.

They conduct safety education and, as directed, participate in investigation of accidents, incidents and violations.

Maintenance activities include: reissuance, exchange, amendment or modification of existing airworthiness certificates—assuring continued aircraft airworthiness—air taxi surveillance and certification—and assuring the quality of repairs and alterations of aircraft.

Personnel also conduct certification and surveillance of repair stations and parachute lofts—mechanic schools—authorized inspectors—mechanics (A&P), repairmen and parachute riggers. Surveillance is accomplished by making “spot checks” from time to time.

We believe you will share our feelings that general aviation personnel make tremendous contributions to aviation.

Air Carrier Branch

Leonard W. Ashwell heads this branch. "Len" graduated from the University of Washington at Seattle in 1928, then attended the U. S. Naval School of Aviation and graduated as a Naval Aviator in 1930. He was a pilot for Northwest Airlines, where he also did sales work until 1937. He served as a pilot in the Marines until 1939, then joined the CAA as an Air Carrier Inspector.

He again served in the Marines from 1940 to 1946, where he received several citations and advanced to the rank of Lieutenant Colonel. After military service he held various positions in the Field and was assigned to Washington, D. C. as Flight Operations Specialist (Branch Chief) in 1952, and later as Deputy Chief, Air Carrier Safety Division. He was transferred to Los Angeles in 1955 as Chief of the Air Carrier Safety Division and has remained in Los Angeles since.

Functions of this Branch include examination, certification and surveillance of: all pilots, flight engineers, flight navigators, dispatchers, flight and ground instructors—the operational aspects of scheduled carriers, supplemental carriers, and commercial operators of aircraft 12,500 pounds and over—and courses of instruction for aircraft dispatchers, flight navigators and flight engineers.

They also participate in investigation of accidents, incidents and violations.

Maintenance activities are somewhat similar to those described under General Aviation except that they apply to U. S. certificated air carriers and Commercial operators of aircraft 12,500 pounds and over.

While advancements in air carriers offer many challenges we know the Branch will continue to help keep this country in first place.



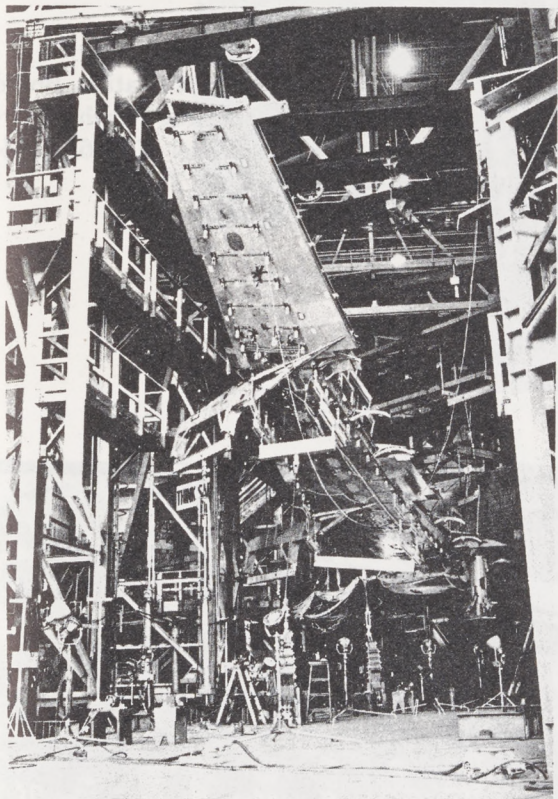
(L-R) Leo McElroy, Associate Editor, Donald Van Handel, and Bill Sullivan, Editor, confer on pictures to be used in this issue of Western Region News.

Our chief correspondent, who has done such an excellent job in helping us highlight the Flight Standards Division, is Donald Van Handel. Van Handel was a Naval Aviator with the Marines from March 1942 to May of 1948. He continued his flying activities primarily as an airline pilot and joined the CAA in 1957 as an Air Carrier Operations Inspector. "Van" has continued as a Supervisory Air Carrier Inspector, then as Procedures & Airspace Coordinator, and was recently appointed as Acting Chief of the Airspace & Procedures Section in the Aircraft Management Branch.

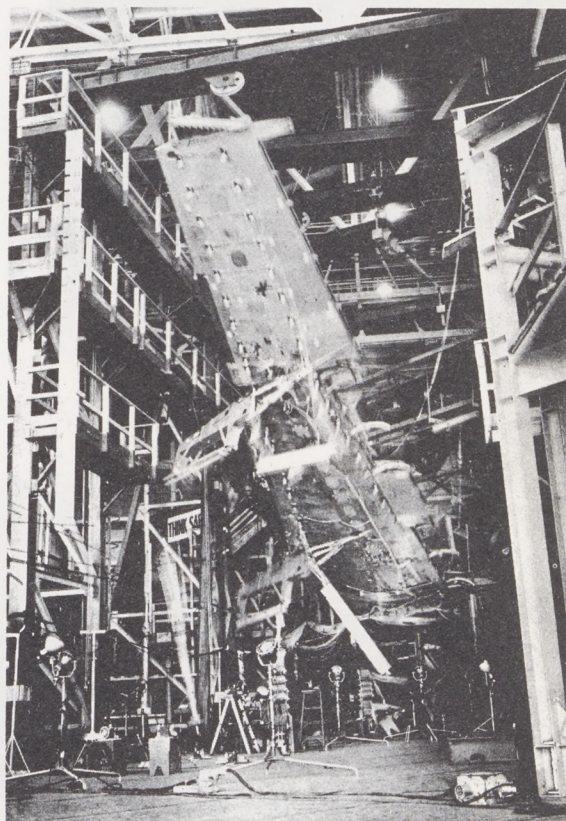
It would be very difficult to find more enthusiasm than "Van" has shown in telling the Flight Standards Story. His own work and enthusiasm has been transmitted throughout the Region and we think the Flight Standards Story told here will catch your interest.

The first Air Carrier Branch Supervising Inspectors' Meeting was held at the Regional Office on September 25, 26, 27, 1962.

ENGINEERING & MANUFACTURING BRANCH



KC-135 Jet tanker-transport wing in destruction test. Photo taken just prior to failure. This wing is similar to Model 707.

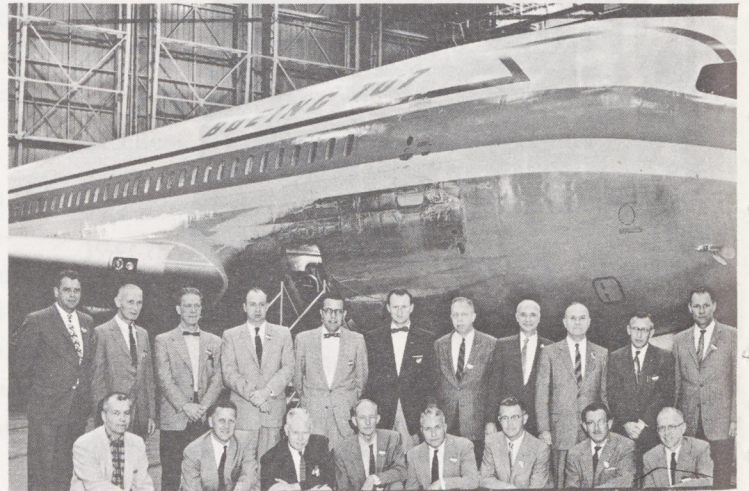


Wing at point of failure. The wing tips deflected $12\frac{1}{2}$ feet upward at failure.



A Final Type Certification Board Meeting covering the North American Aviation Model NA-265 (Military designation T-39).

A Pre-Flight Type Certification Board convened to discuss the Boeing Model 707.



A Production Certification Board for the North American Model NA-265

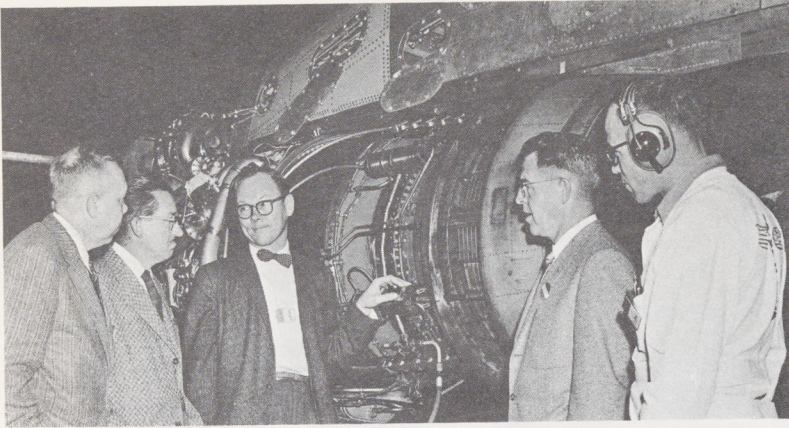


(L. to R.) P. Spiese (Washington, D. C.); C. Hawks (Western Region; H. Weeks (Washington, D. C.); and L. Wallock (Boeing Test Pilot) examining details of 707 cockpit during Type Board Meeting.

(Top L. to R.) George Edmonstone (FAA Seattle) and Richard Bache (FAA Los Angeles) checking Model 707 cockpit fuel controls.

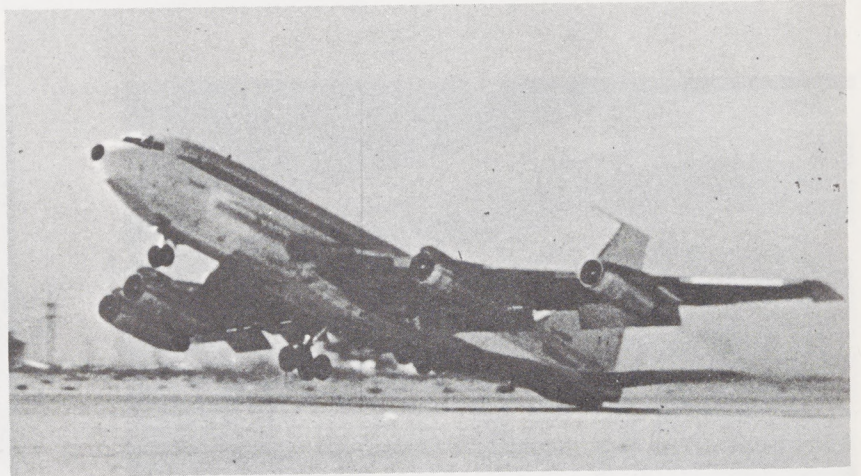


(L. to R.) J. Gannett (Boeing Test Pilot); R. Lippis (FAA Western Region); and G. Bogert (FAA Western Region) reviewing technical data during Boeing Model 707 Type Board Meeting.

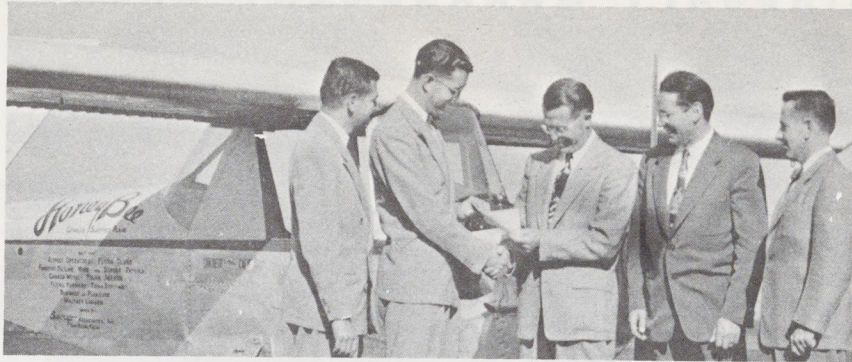


(L. to R.) H. Hoekstra (Washington, D. C.); W. Haldeman (formerly Western Region); W. Jenkins (Boeing engineer) and C. Hawks (Western Region) examining Boeing Model 707 power plant installation.

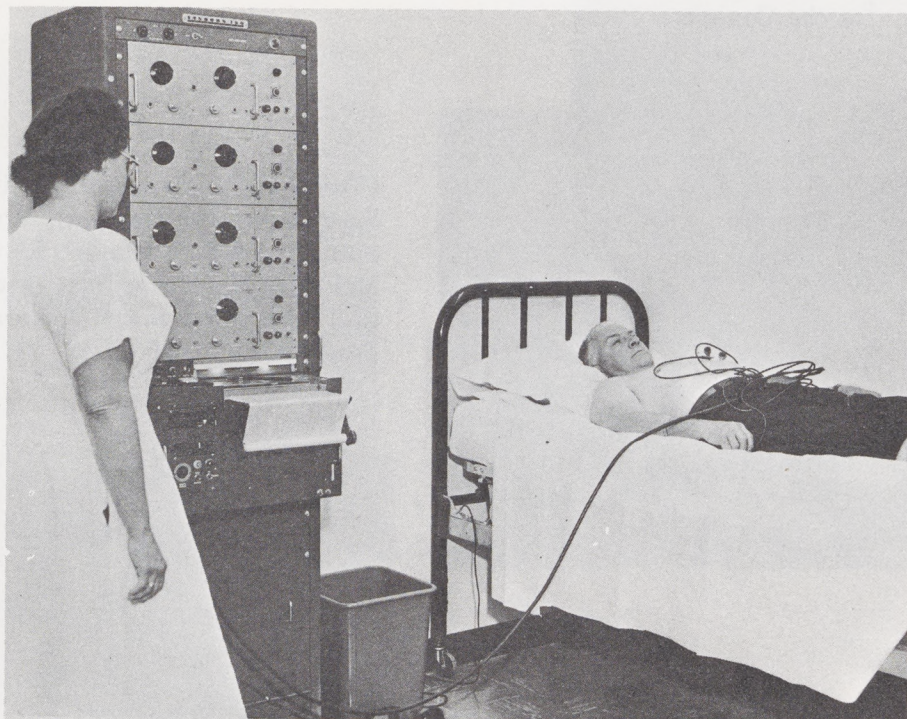
Official Boeing-FAA flight test to ascertain that the airplane will not get into a high drag condition and not capable of taking off. Note tail dragging and main wheels well off the ground.



Mr. C. Hawks, Chief, Engineering and Manufacturing Branch, Western Region, getting prepared for a ride in an experimental helicopter which was built by Lockheed to develop some new ideas in design.

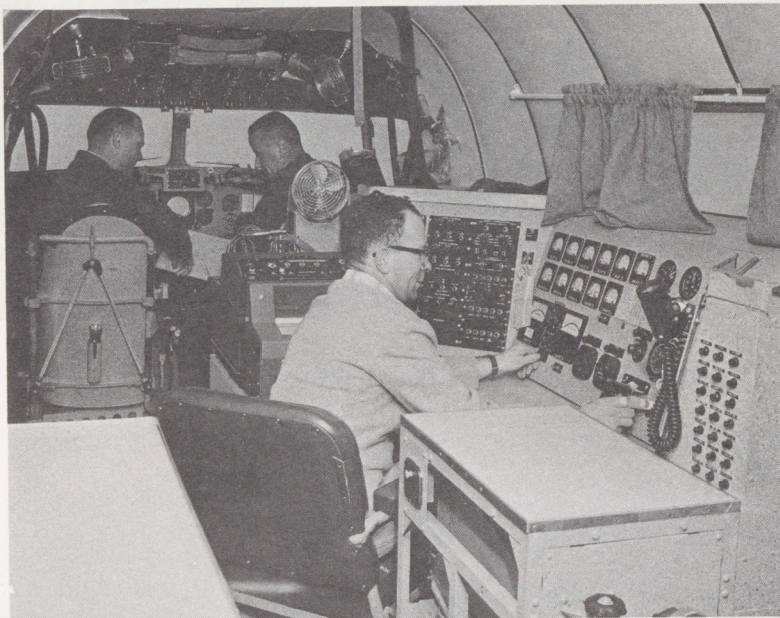


Presentation of the Honey Bee Approved Type Certificate.

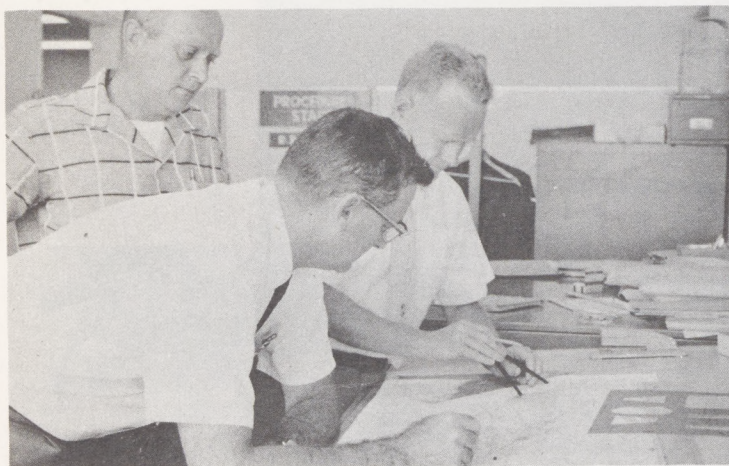


Annual flight physical examinations are required by all Flight Standards Pilots. As part of his flight physical, Roy E. Peterson is shown receiving an electrocardiogram exam. At left is Ruth Bentley, Laboratory Technician for the Aviation Medical Division.

AIRCRAFT MANAGEMENT BRANCH

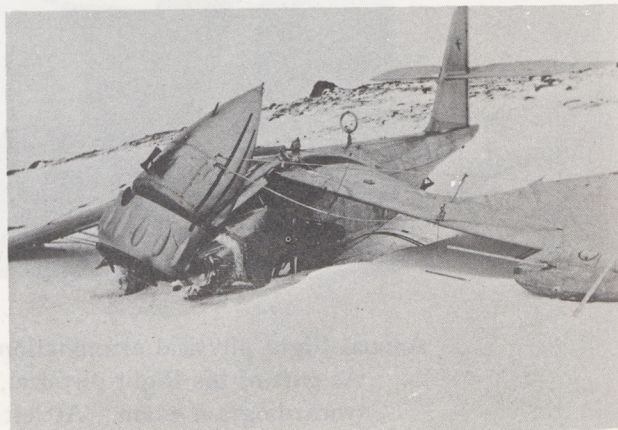


(Front) Charles Graham (L) and Robert Luxton.—John Biggs at the Console.



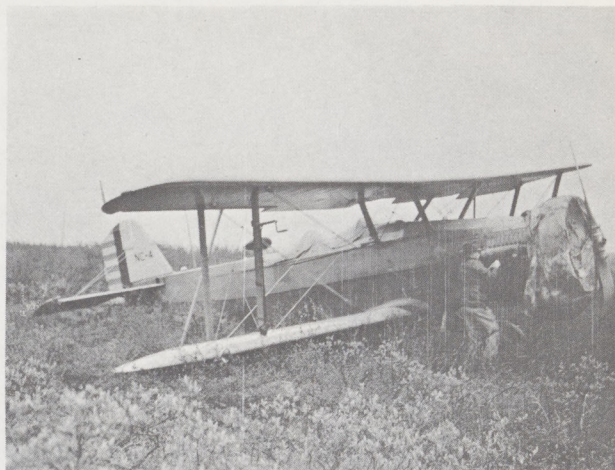
(Front) Harry Powell, Flight Inspection Supervisor, confers with Procedures Specialists Rusty Thayer (R) and J. F. McElhinney, (L) on final check of critical measurements of Ventura County proposed Approach.

Scene of Accident.

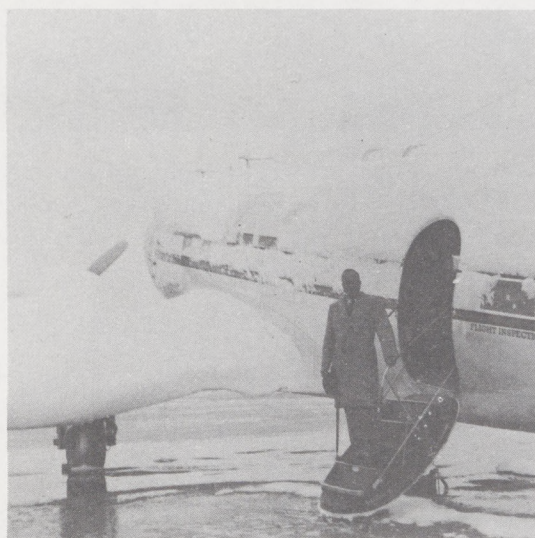




Flight check aircraft making a localizer center-line run for the Colorado Springs, Colorado Instrument Landing System (ILS).



Damage on one of early aircraft.



Training foreign national, S. K. Neogi of India. Taken at El Paso, Texas.



Charles Hall, Airways Flight Inspector, assisting at the Theodolite on a periodic check of the VORTAC at Kremmling, Colorado.



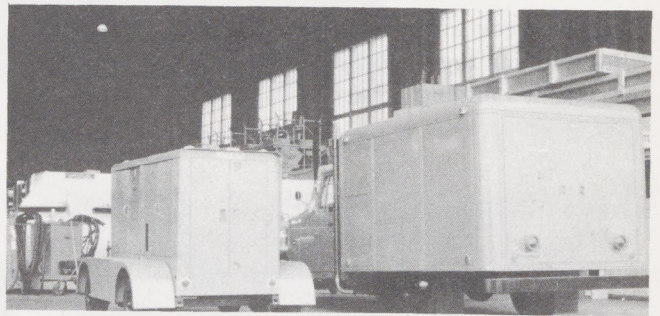
Wm. Talunas gives Arne Strandberg a brief analysis of Recording Instrumentation on Operations Panel. Strandberg is Assist Chief, Aeronautical Communications, Stockholm, Sweden.



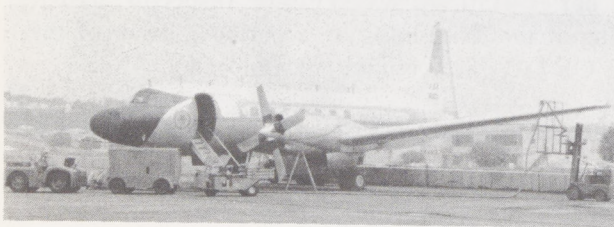
Kay Ask (L), Arne Strandberg and Sharon Gordon. Kay and Sharon are R. O. Secretaries who accompanied the group in order to better understand the technical terminology of their positions.



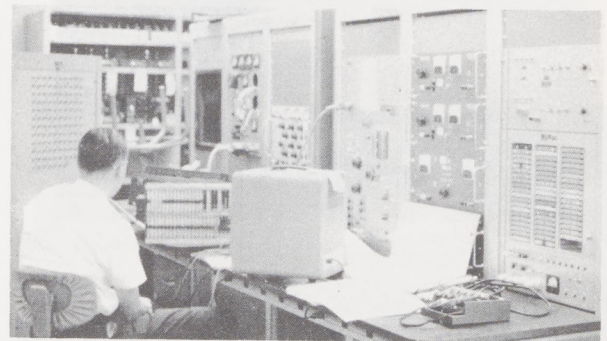
(L-R) Leon C. Whallon, Wm. Talunas, Arne Strandberg and John F. McCormick. Preparation for flight to demonstrate a routine flight inspection of air navigational facilities and instrument flight procedures.



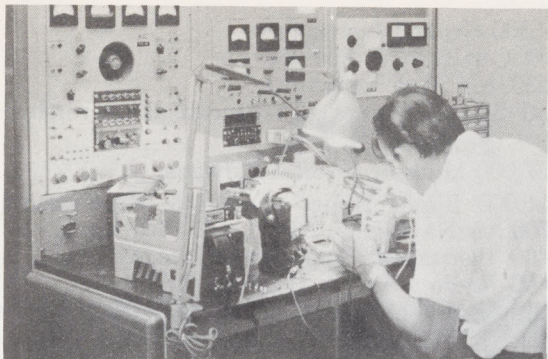
Acquisition and delivery of the Hobart 400-cycle power unit, and Air-Conditioning truck above provides for real savings in ground time.



FAA Convair used for flight inspection in the Intermediate Airway structure.



SAFI (Semi-Automatic Flight Inspection) console being used to trouble shoot equipment carried aboard Intermediate Altitude Convairs.



Technician engaged in routine "Black Box" overhaul on the communication console.

FLIGHT STANDARDS DIVISION

Engineering & Manufacturing Branch

DATA AFFECTING WORKLOADS

85% of all scheduled air carrier aircraft in use by United States Air Carriers, as of January 1961, were manufactured in the Western Region.

100% of all turbojet and jet-fan powered air carrier aircraft were manufactured in the Western Region.

Major manufacturers of civil aircraft located in this area include:

Boeing	Hiller
Douglas	Lockheed
Convair	NorthAmerican

Other manufacturers located in this area include:

Aerojet-General Corporation
 Aerocar, Inc.
 AiResearch Aviation Service, Inc.
 Aircraft Technical Services
 American Turbine Engine Co.
 Aircraft Tank Services
 Bay Aviation Services
 Brittain Aircraft Enterprises
 Bendix Products (a Div. of Bendix Aviation)
 Carma Aircraft Co.
 California Airmotive
 Centaur Aircraft Company
 CallAir, Inc.
 Executive Radio & Aircraft Service
 Fletcher Aviation Corp.
 Forney Manufacturing Co.
 General Electric

Gravinetics, Inc.
 Hamilton Aircraft Co.
 Hughes Tool Co.
 Hughes Aircraft Co.
 Jensen Crop Dusters
 Lear, Inc.
 Lockheed Aircraft Service
 Long Beach Airmotive
 Motorola Aviation Electronics, Inc.
 McKinnon Enterprises
 Monte-Copter, Inc.
 Morrisey Aviation, Inc.
 Narmco Manufacturing Co.
 Nelson Specialty Corp.
 Northrop Aviation, Inc.
 Nystrom Aviation, Inc.
 On Mark Engineering Co.
 PacAero Engineering Corp.
 Rohr Aircraft Corp.
 Ryan Aeronautical Co.
 Saturn Aircraft Co.
 Solar Aircraft Co.
 Sperry Products Co.
 Steward-Davis
 Shinn
 Roy Stits

SCHEDULED AIR CARRIERS

A. Primary Responsibility (These Airlines are headquartered in the Western Region)

Alaska Airlines
 Bonanza Airlines
 Continental Airlines
 Frontier Airlines
 Pacific Airlines
 Pacific Northern Airlines
 Pan Pacific Northern Airlines
 Pan American World Airways
 United Airlines
 Western Airlines
 West Coast Airlines

B. Secondary Responsibility (Headquartered in other regions)

American Airlines
 Braniff Airways
 Central Airlines
 Northwest Airlines
 Trans-World Airlines

SUPPLEMENTAL AIRCARRIERS

Operating Under C. A. R. Part 42

Headquartered in Western Region

AAXICO Airlines, Inc.
Aerovias Sud Americana, Inc.
Admiral Airways, Inc. dba Quaker Airways
Associated Air Transport, Inc.
Standard Airways, Inc.
Trans-International Airlines
Vance Airways
World Airways, Inc.
World-Wide Airlines, Inc.
Airline Transport Carriers, Inc. dba
California-Hawaiian Airlines
Blatz Airlines, Inc.
Johnson Flying Service
Paramount Airlines, Inc.
Sourdough Air Transport.

SUPPLEMENTAL AIR CARRIERS OPERATING

UNDER C. A. R. Part 45

Air Oasis
California Air Freight, Inc.
C. Frank Lang dba Columbus Airways
Dellair, Inc.
Edde Airline, Inc.
D. W. Mercer dba Mercer Enterprises
Nevada Air Transport
Pacific International Airways
Friedkin Aeronautics, Inc. dba Pacific
Southwest Airlines
Paradise Airline
Coast of Reseda dba Sky Van Airways
Trans-California Airlines
Trans-Global Airlines, Inc.

FLIGHT STANDARDS DIVISION

AIR CARRIER & GENERAL AVIATION

BRANCHES

STATISTICAL DATA

85,000 Active Pilots (25% of the U. S. Total)
19,000 Active Civil Aircraft (24% of the U. S. Total)
268 FAA Approved Flight and Ground Schools (28% of the U. S. Total)
287 Maintenance Agencies
8 Parachute Lofts
1,550 Airports

7,300 Ground Instructors
39 Certificated Airlines
630 Air Taxi Operators
50 Manufacturers of Aircraft & Aeronautical Products
37,000 Miles of Federal Airways
11,000 Flight Hours (Direct & Reimbursable)
700 Air Navigation Aids
400 Instrument Approach Procedures
400 Radio Fixes & Holding Patterns
600 Minimum Enroute Altitude (Revisions Part 610)
300 Other Procedures Actions
1,600 Airspace Actions

Line Maintenance of Agency-Owned Aircraft and Avionics Equipment

10 Douglas DC-3-5
1 Convair, Turbo-Prop (SAFI)
1 Beechcraft C-45H

Military (Avionics Only — includes all electronic equipment)

3 Douglas C-47 (AACS)
1 Convair (AACS)

Designees Appointed to Assist FAA in Accomplishing Examination Workload

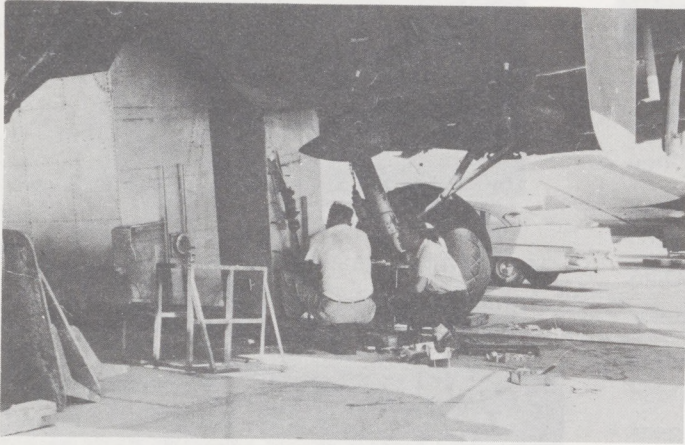
57 Mechanic Examiners
6 Parachute Riggers Examiners
671 Maintenance Representatives
6 Airline Transport Rating Examiners
66 Pilot Examiners (General Aviation)
5 Air Agencies Examiners
1 Flight Navigator Examiner
3 Flight Engineer Examiners
172 Engineer Representatives
53 Manufacturing Inspection Representatives.

PRESIDENT KENNEDY SERVED

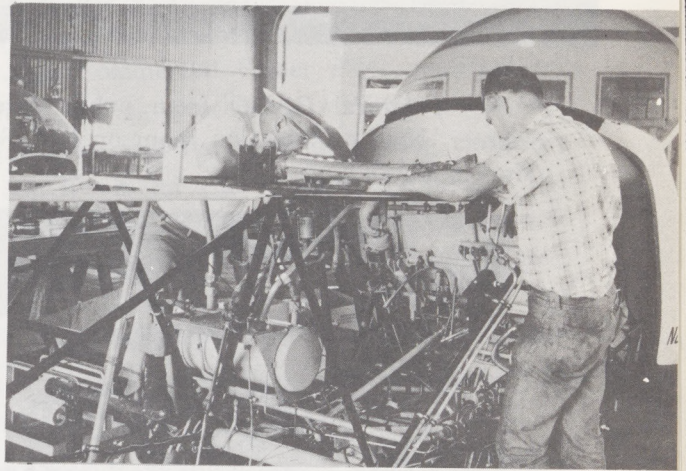
BY WESTERN REGION

We have learned that several Avionic Maintenance repairs were made during August by our Santa Monica Aircraft and Avionics Maintenance Shop for President Kennedy's aircraft, AF-1. While this work is always interesting, it was especially rewarding to be of direct service to the President.

GENERAL AVIATION BRANCH



Inspector W. G. Treece, Long Beach GADO is inspecting the installation of liquid tanks in a Boeing B-17 aircraft to be used for fighting forest fires.



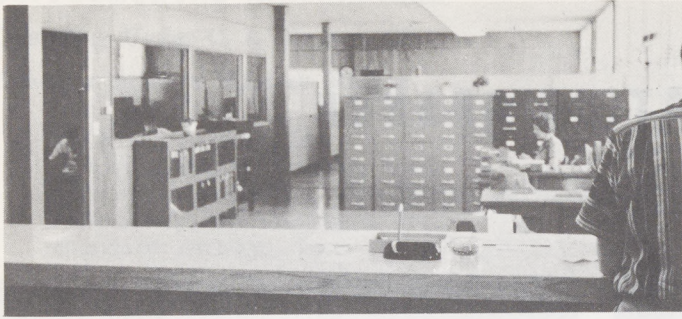
Inspection of major repairs of helicopter. Inspector Harold Buck (wearing hat), Santa Monica GADO.



Inspector R. P. Stone, Long Beach GADO examining internal parts of engine to determine cause of malfunctioning.



Inspector Harold Buck, Santa Monica, examining defect in elevator as result of improper repair.



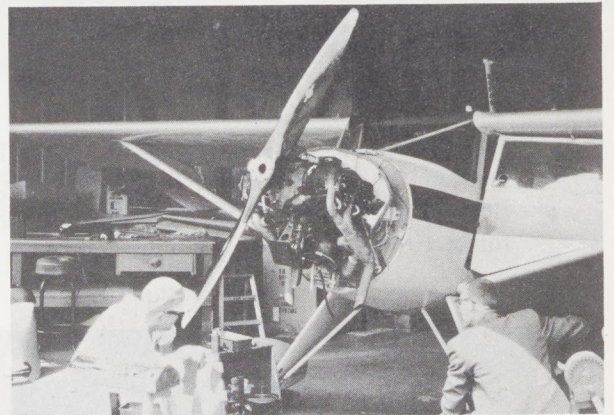
View of typical GADO from public side of counter. Note examination room on left. Santa Monica GADO



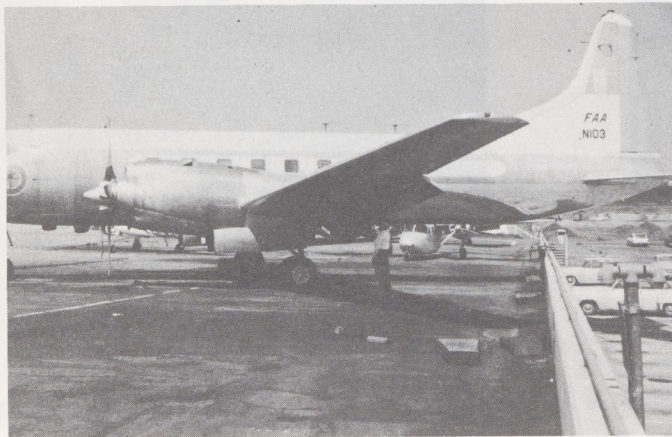
Mrs. Mildred Dalton of Van Nuys GADO, assisting an applicant.



Inspector Allen Brittain, Santa Monica GADO, inspecting aircraft for certification.



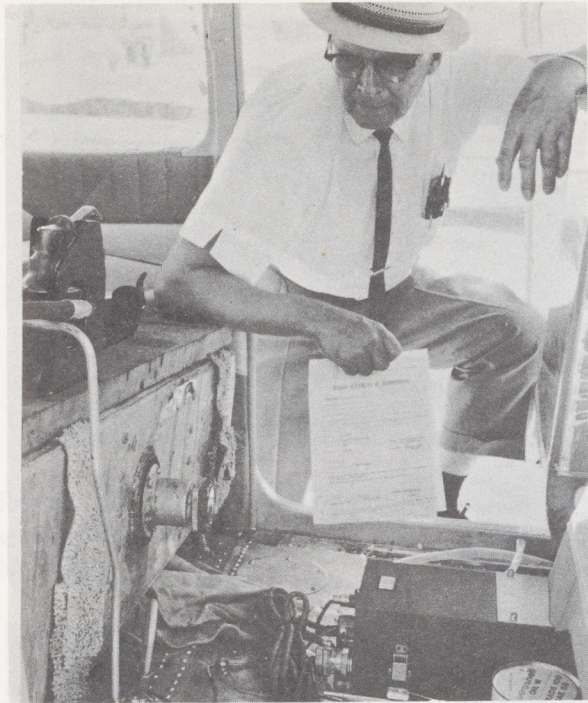
Inspector Allen Brittain (right) Santa Monica GADO, inspecting aircraft for certification.



Airworthiness Surveillance of executive aircraft Inspector Harold Buck, Santa Monica GADO.



Emphasis is placed on surveillance of an Air Taxi aircraft by Inspector R. P. Stone, Long Beach GADO.



Inspection of ferry fuel tank installation preparatory to issuance of ferry permit and Export Certificate of Airworthiness for ferry flight to Germany. Inspector Harold Buck, Santa Monica GADO.



Inspector Allen Brittain, Santa Monica GADO (left) presenting Certificate of Airworthiness for Export to Douglas Aircraft Company Representative L. Plank for export to French Government.

GENERAL AVIATION

CONGRATULATIONS!

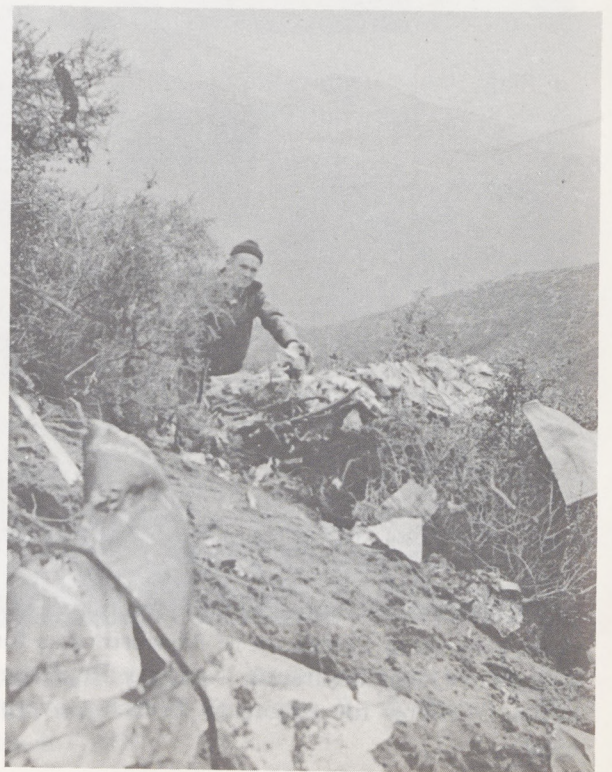
The Western Region has recently received a supply of the newly created Glider Pilot Flight Test Guides from the U. S. Government Printing Office. The guides are handy reference booklets for the Private and Commercial Glider Pilot applicant on pilot flight testing procedures. Power pilots and non-pilots alike find the sport of soaring thrilling; glider activity is on the increase throughout the country. It is interesting to note there are approximately 3,000 active glider pilots in the United States, while in West Germany there are over 50,000. The majority of glider pilots, in both countries, are members of organized glider clubs and participation is inexpensive.

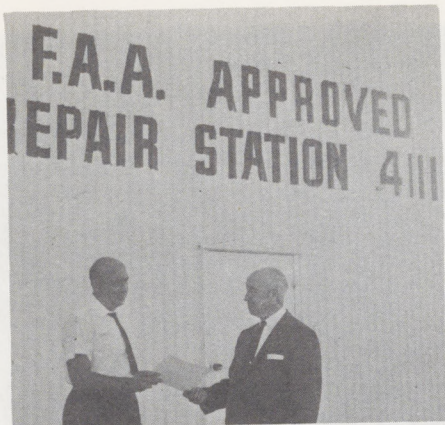
The Glider Pilot Flight Test Guide was written by Inspector Don Frost. General Aviation Operations Inspector, while attending a course at the internationally famous Schweizer Soaring School at Elmira, New York. Other flight test guides which Inspector Frost has been responsible for are the Multi-Engine, Instrument and Helicopter Guides. These small booklets sell for 15 cents each and have proven to be the Agency's best sellers. A new Private Pilot Flight Training Guide is being processed at the present time which will be a valuable handy reference for the flight instructor.

The Flight Standards Division recently received commendation from the Washington Office for the technical analyses and well-supported recommendations received on all alleged violations, which reflects the keen perception of the overall aspects of enforcement matters by the reporting inspectors as well as the Specialists in the Regional Office.

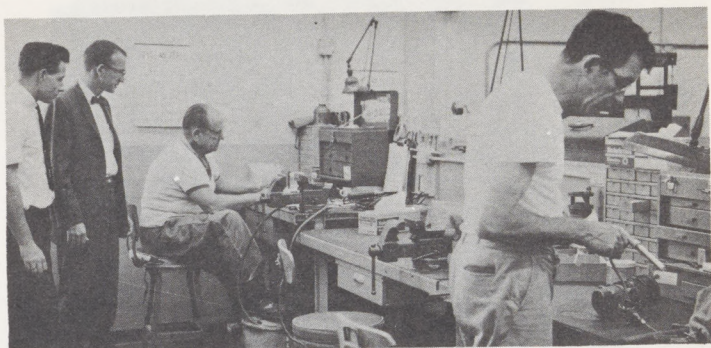


Accident investigation in San Bernardino Mts. In foreground Flight Operations Inspector Bob Phelps (donning mittens) and Maintenance Inspector Ro' Outcen (donning boots).

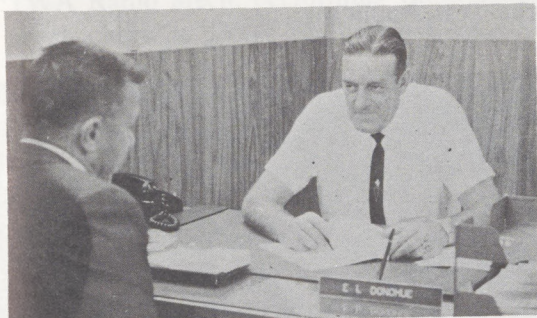




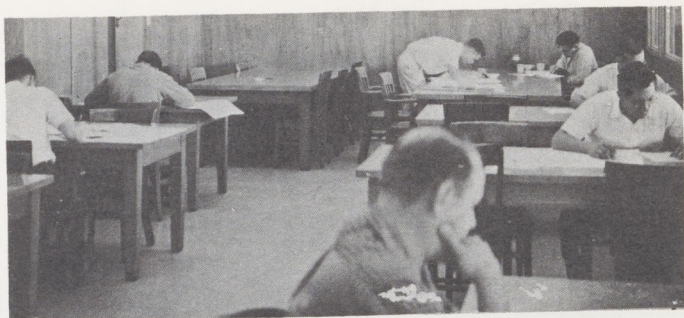
Repair Station Specialist Harold Phillips presenting Repair Station Certificate to new Station, No. 4111.



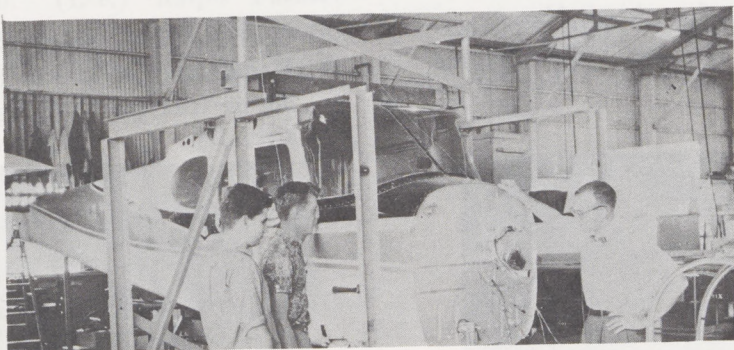
Inspector Allen Brittain (second from left) observing work in progress in approved repair station on surveillance visit to Thompson Ramo Wooldridge Incorporated.



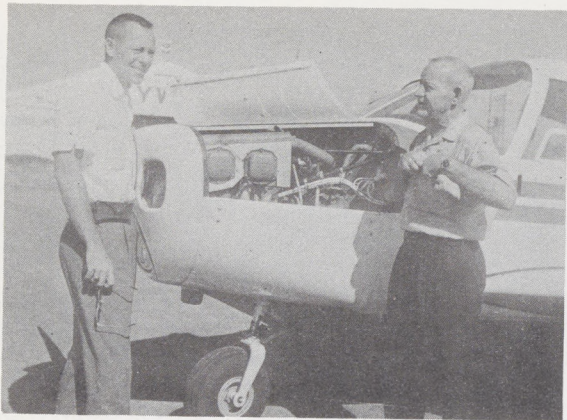
Inspector Ed Donohue, Van Nuys, GADO interviewing prospective mechanic applicant for mechanic certificate.



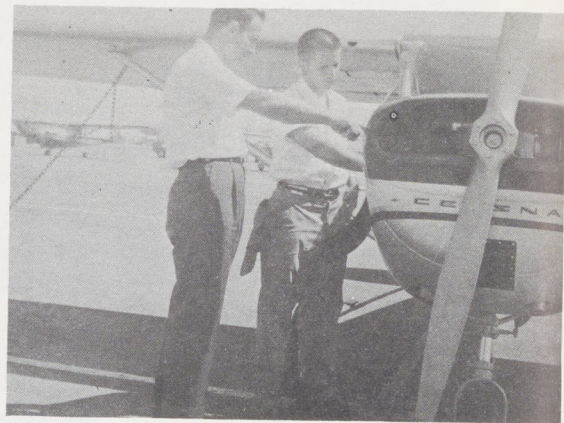
Taking the written test.



Two mechanic applicants (right) receive practical test project instructions from Inspector Brittain (right) at Northrop Aviation Institute.



Operations Inspector, Channing C. Sargent (L), Conducting Pre-flight Inspection with Commercial Pilot Flight Test Applicant.



Operations Inspector, George Schwab (L), Conducting Pre-flight Inspection with Private Pilot Flight Test Applicant.



Operations Inspector, Frank J. Kearl, Conducting Pre-flight Inspection with Multi-Engine Rating Applicant.

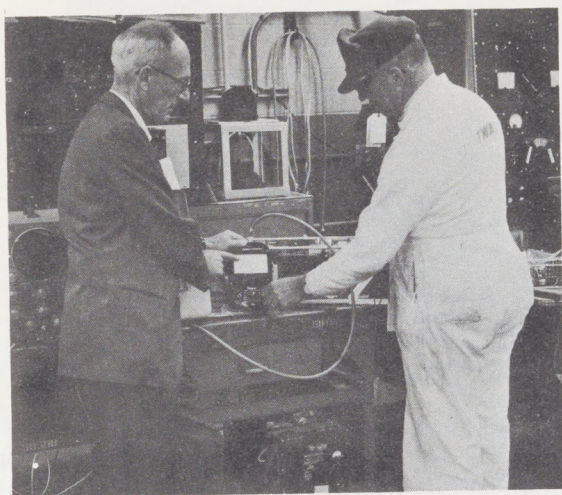


Operations Inspector, George Schwab (L), and Maintenance Inspector Harold G. Lane Departing on Itinerary in Category I Aircraft (a rental aircraft).

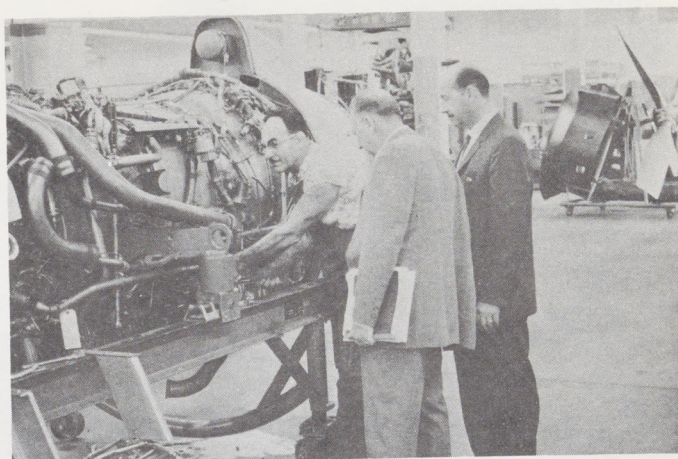
Jim Dewey (R), Supervising Inspector of Van Nuys GADO is Shown Conducting a Helicopter Flight Test.



AIR CARRIER BRANCH



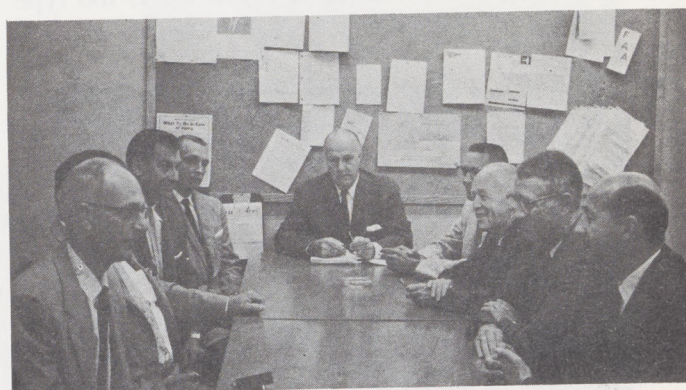
Electronics Inspector, Benny Gaines observing TWA Radio Mech. performing radio equipment bench check at TWA Facility in LAX.



Maintenance Inspectors Rich Melberg (center), and Charley Zenith (R), observing build up of Pratt & Whitney and T3C-6 turbine engine at WAL engine shop LAX.



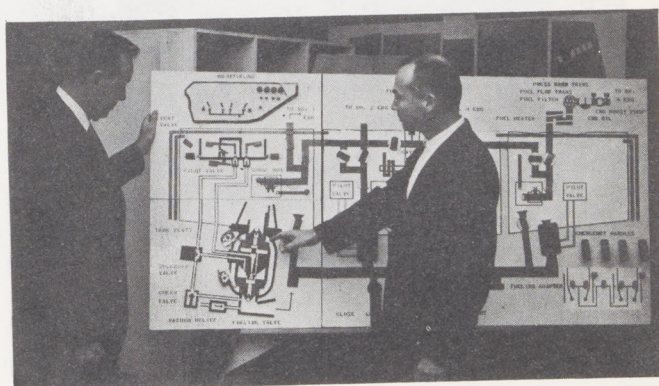
WE-ACDO-31 Los Angeles Weekly (Monday morn) oper. inspection meeting with Superv. Inspector Al Smith. (L-R) Ralph Parker, George Sheridan, Frank Chenoweth, Al Smith, Charley House, Paul Thornbury, D. C. Reynolds, John Degomes.



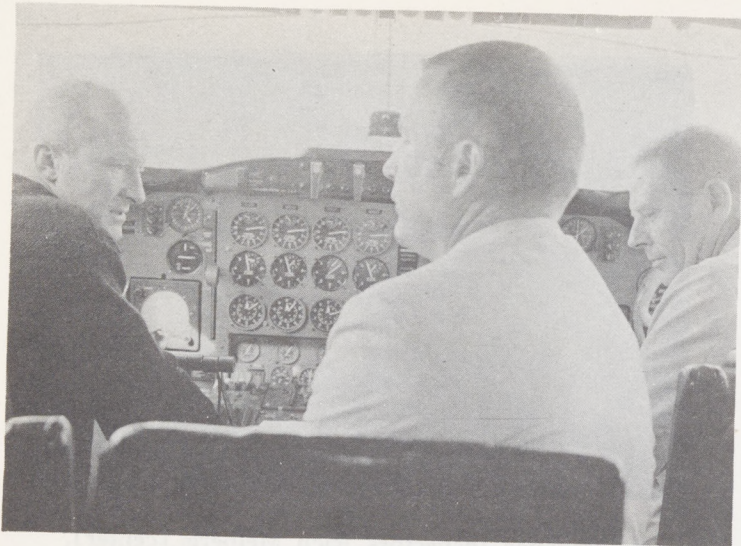
WE-ACDO-31 LAX Weekly (Monday morn) maint. inspectors meeting with Superv. Inspector, Al Smith. (L-R) Benny Gaines, Jim Ashley, Roy Thompson, Gil Kemper, Al Smith, Ray Capehart, C. Millholland, Ted Saul, Charley Zenith.



Insp. C. D. House, left, accompanied by Capt. L. Sonner WAL, Capt. W. Petersen WAL during external "walk-around" examination for Lockheed 188 type rating.



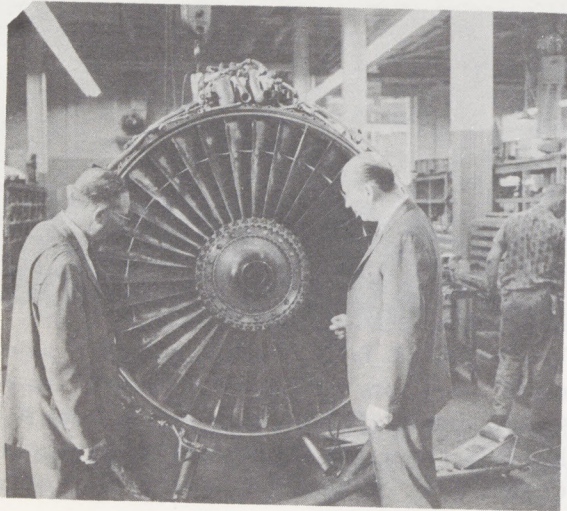
L-R. Operations Inspector George Sheridan, WAL Flight Engineer, Robert Smith. Sheridan is conducting B-707/720 Flight Engineering examination at WAL.



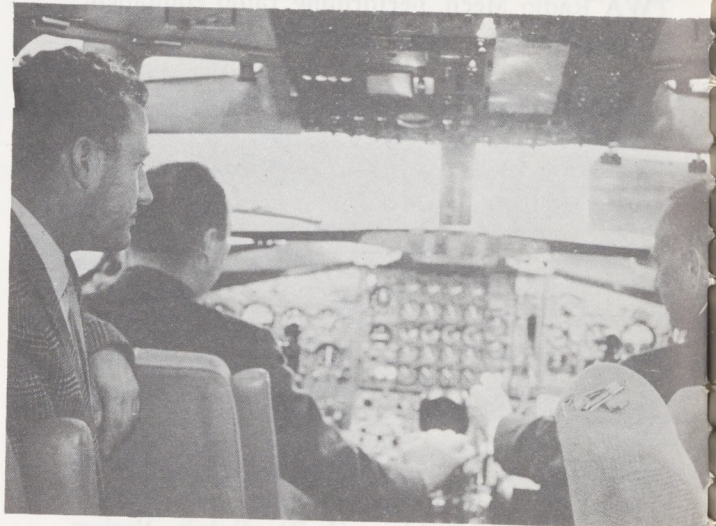
L-R. Capt. W. Petersen WAL, Insp. C. O. House, Capt. L. Sonner WAL, receiving examination preparatory to flight check for L-188 type rating.



L-R. Oper. Insp. George Sheridan, WAL Flight Engineer, Robert Smith. Sheridan conducting B-707/720 Flight Engineering examination at WAL.

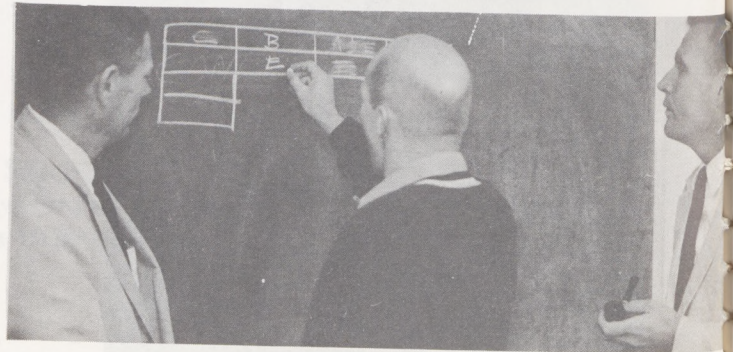


L-R. Maint. Insp. Rich Melberg, Maint. Insp. Charley Zenith. Spot check of Pratt & Whitney Turbo fan engine during build up at WAL engine shop in LAX.



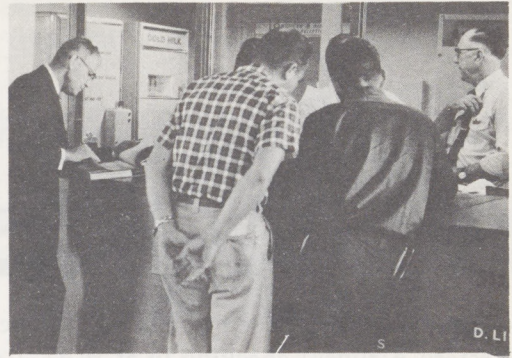
L-R. Oper. Insp. Frank Chenoweth (Boeing Airman Certification Inspector), Pilot Trainee Capt. John Waller.

L-R. Capt. L. Sonner WAL, Capt. W. Petersen WAL, Insp. C. D. House on oral portion of L-188 type rating.

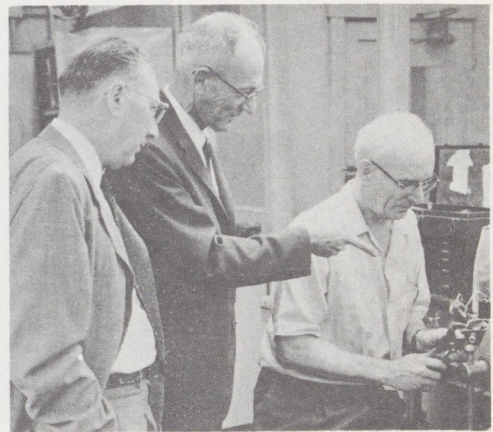




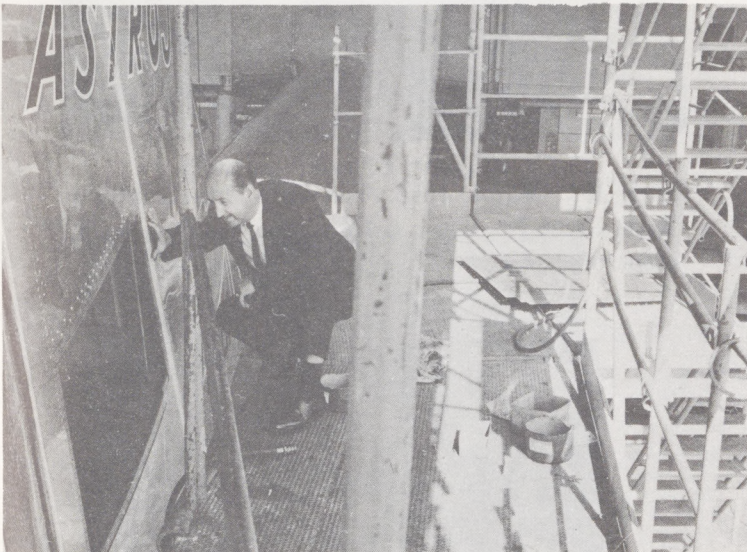
Maint. Insp. Rich Melberg reviewing aircraft log during en route inspection on WAL-720.



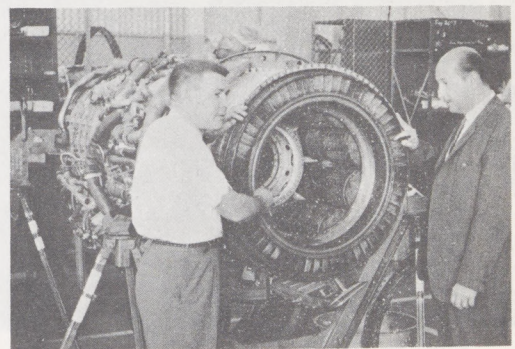
(L) Maint. Insp. Ted Saul reviewing aircraft log book at AAL hangar work center at LAX.



Maint. Insp. Rich Melberg (L), and Electronics Insp. Benny Gaines (R), inspecting disassembly of a B-720 Malfunctioning Gear-Leveling Switch at WAL overhaul shop, LAX.



Maint. Insp. Charley Zenith inspecting B-707 Rudder Balance Board at AAL Facility in LAX.



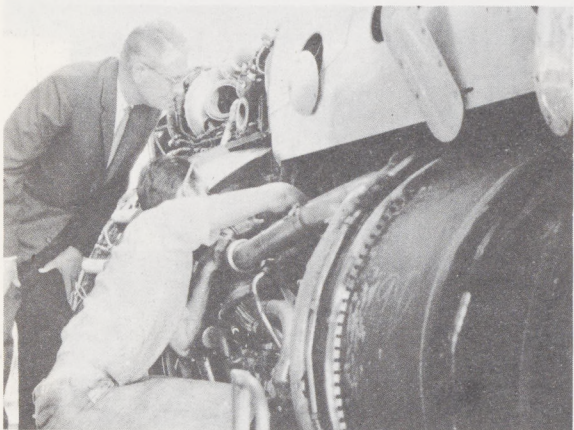
Maint. Inspector, Charley Zenith (R), with General Electric Rep. (L) John Leininger performing spot check of General Electric turbine engine undergoing Hot Section inspection at TWA turbine engine shop LAX.



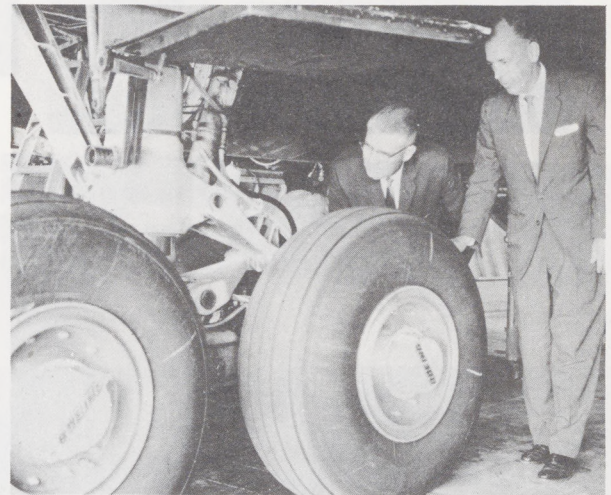
Opns. Inspector Tom Fydell (Principal Inspector for Western Airlines) checking in at WAL-LAX operations prior to enroute inspection flight.



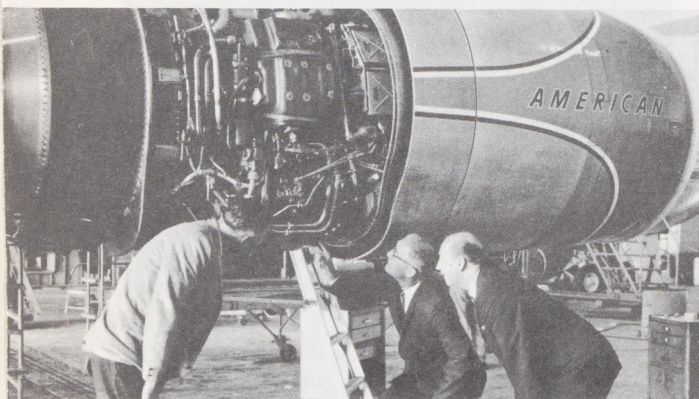
Operations Inspector Paul Thornbury (R) interviewing prospective Airman applicant for airline transport pilot certificate.



Maintenance Inspector, Ted Saul spot checking AAL mechanic who is performing engine inspection and maintenance on B-720.



L to R: Maint. Insp. Ted Saul, Lan Phillips AAL Chief Inspector LAX observing dye check insp. of B-720 landing gear.

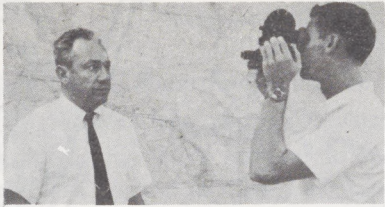


L to R: CAB investigator, Mike Konig, Maint. Inspector, Ted Saul, Maint. Inspector, Charley Zenith, inspecting fuel system tubing on P & W turbo fan engine.

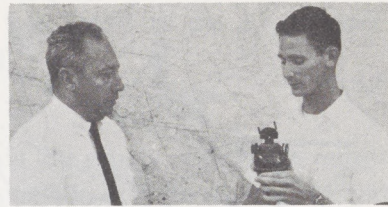


Maint. Insp. Rich Melberg at WAL observing crack weld repair of thrust reverse clam shell on Boeing 720 at LAX

Flight Navigator, practical exam, ground test portion.
Giving exam is Operations Inspector Carl Whitman. Applicant is Darrell Sparling.



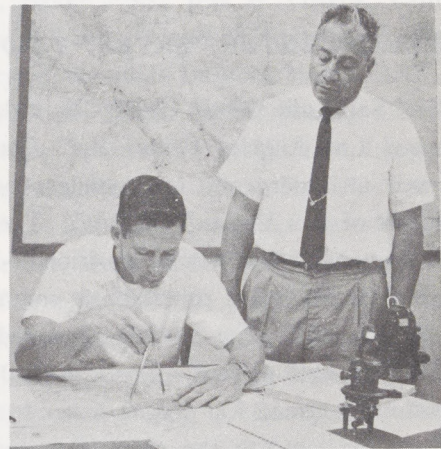
Octant Adjustment



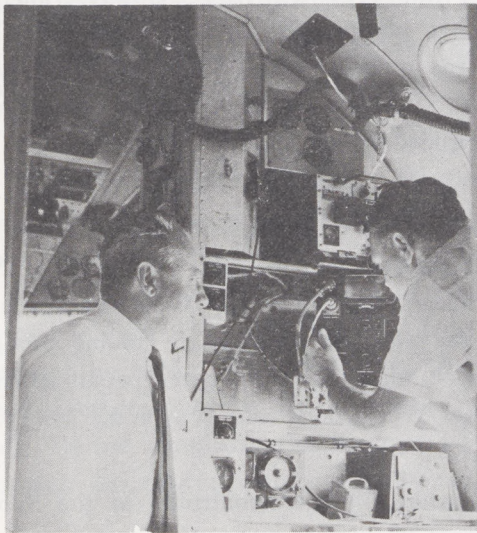
Explaining adjustment and alignment
of an astro compass.



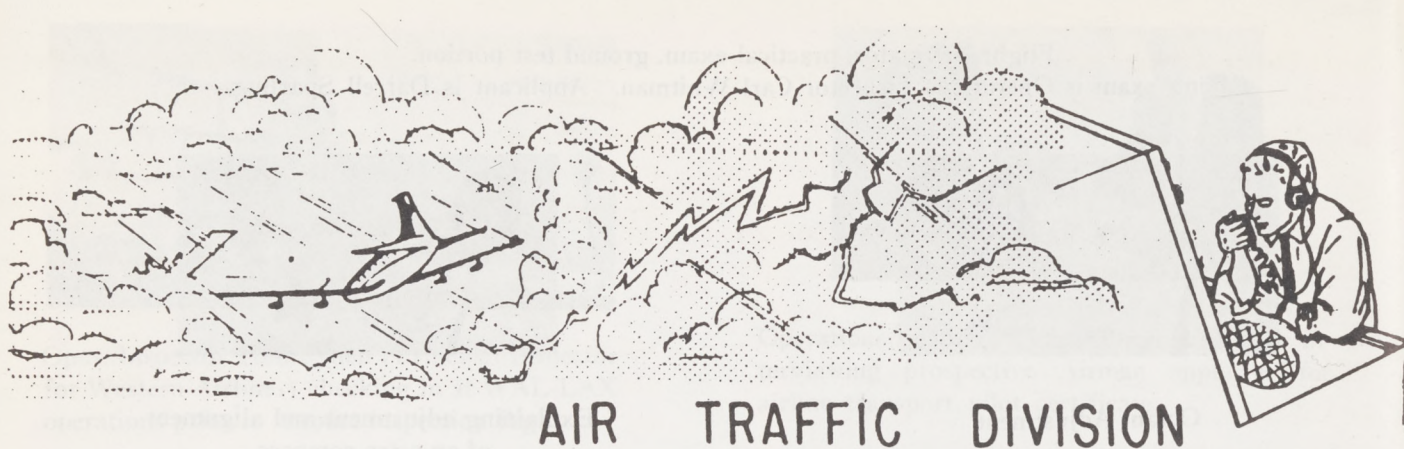
Plotting lines of position



Course Setting



Flight Navigator Practical Exam
Conducted in DC-7-C Aircraft, Paramount Airlines, Burbank, Calif.
Operations Inspector Carl Whitman (wearing tie)



AIR TRAFFIC DIVISION

LOS ANGELES CENTER "SAVES" F-100

At 2358Z Salt Lake Center Cedar City radar controller advised Los Angeles Center R-13 Controller they observed an emergency transponder code 110 miles northeast of Las Vegas VORTAC. The emergency code was observed by radar position R-13, but numerous radio calls failed to establish communication with the aircraft. The aircraft appeared to be flying a right-triangle pattern. Los Angeles Center R-15-I position requested Las Vegas tower to broadcast blind on 243.0 mc to the aircraft transmitting emergency code was observed to disappear and a code 62 was observed, establishing the fact that the aircraft was receiving but, apparently unable to transmit. The aircraft was issued a heading by Los Angeles Center R-13 through Las Vegas tower, which would take the aircraft to Nellis Air Force Base. In each instance the aircraft was requested to acknowledge receipt of instructions by making a transponder code change, and in each case the appropriate change was observed by the Los Angeles Center R-13 position.

At approximately this same time Phoenix Center advised Los Angeles Center that Air Force 52942, a F-100, was known to be lost and his last known position was the vicinity of Grand Canyon. Los Angeles Center asked the unidentified aircraft northeast of Las Vegas if he was Air Force 52942. By means of appropriate code change he acknowledged that he was. By means of additional headings and descent instructions by Los Angeles Center transmitted

through Las Vegas tower on guard channel, the aircraft was brought over Nellis AFB, at which point a successful landing was made at 0018. The aircraft landed with 50 lbs. of fuel remaining and subsequently flamed out while taxiing due to fuel exhaustion. The aircraft had departed Luke AFB on a round-robin local training flight.

Los Angeles ARTCC personnel assisting were Bernard R. Evans, John R. Curtin, Elmer F. Whitney, John R. Swanson, and Kenneth C. Patterson.

SAVE AND ASSIST DEPARTMENT

A nice job on assisting the pilot of a Cessna 150 was performed by Specialists A. E. Guerrero and J. E. Messick, Fresno FSS, 'way back last May. The pilot, uncertain of his position and plagued with VOR trouble, was guided toward Chandler Field by the specialists. He ran out of gas two miles out on final, but glided to safe landing on the airport.

The pilot of a C123, Luke Field to Warner Robins AFB, declared an emergency near Animas, N. M. to the Phoenix Center. All possible assistance was provided the pilot, who made a safe landing on a grass strip at Columbus, N. M. Center personnel aiding were Floyd W. Jacobus and Wayne K. Tobey.

K. Donald Schuster, controller at the Spokane International Tower, recognized that the pilot of a Cessna was in trouble and alerted the Spokane RAPCON to the problem. With the help of Coordi-

nator Charles G. Starr of the RAPCON the pilot made a safe landing at Geiger. Kenneth M. Fry also helped on this one.

A pilot called Reno Radio, unsure of his position and leaving 16,000 feet. He experienced some difficulty in getting his VOR receiver to operate properly but finally was located northeast of Reno on the Reno VOR 310 radial. He was given a compass heading of 130 degrees to fly and told how to keep on course and his direction from Reno. OAK ARTC called and said Red Bluff FSS had gotten a weak D. F. fix on the aircraft bearing 065 degrees from RBL. This established the aircraft's position at approximately 60 miles northwest of Reno. At 0535 GMT the pilot reported he thought he had vertigo and was not totally aware of what was happening and that he was going down. At 0545 GMT the pilot again called and reported he had been blacked out and was at 8,500 feet. He was again oriented and told how to maintain a course to the Reno VOR.

He finally saw Stead Air Force Base, (12 miles northwest of Reno) and landed there at 0650 GMT. Later the pilot was contacted and he reported some of the skin area of the aircraft was wrinkled due to the uncontrolled descent of the aircraft. The Reno GADO was notified of this information.

Specialists Robert Arce and Bert E. Washer assisted on this one.

Controller Patrick J. Daley, Pendleton CS/T experienced a few anxious moments one afternoon late in August. A Bonanza which had been cleared to enter the pattern suddenly announced that his engine had quit. He was following a United Airlines plane to the field. The pilot called to United and asked if he could break off his approach to let his land. United complied,—the Bonanza continued his approach but nearing the airport boundary turned

sharply to the right and disappeared behind a low rise of ground. Shortly the pilot was heard to say on tower frequency that he had "landed OK". The aircraft was towed to the airport and subsequently departed.

Again, the supply of incidents recorded during the past two months is more than can be chronicled. The following personnel participated in some of these, but the list, again, is nowhere near complete.

Roger Mitchem, Denver Center; Herbert V. Renz, Baker FSS; Jess B. Owens, Palmdale FSS; Louis W. Lang, Toledo FSS; Robert L. Hale, William J. Bryan, Hersnall Dubree, March RAPCON; J. D. Bray, R. E. Shire, K. M. Shake, J. A. Barila, M. Mesenko, Prescott FSS; William Langer and Fred J. Tassano, Stockton FAA; Patrick A. Girard, Spokane FSS; Robert T. Johnson, Cheyenne CS/T; Royer H. Gerber, Miramar RATCC; Nolan G. Tucker, Tucson Tower/RAPCON; Albert D. King and Henry S. Guichard, Bakersfield FSS; also Donald O. Eggen and Joseph Abrams of the Bakersfield FSS; James A. Hipp and Joseph J. Goodchild, Daggett FSS; Frederick G. Bushey and Edward J. Stiles, Douglas FSS; Robert Hicks, Richard Arner, Robert Faulkner, Oakland Center; and William Stiehl, Roger W. Varner, and Melvin Smith, also of the Center; Max E. Taylor, Sheridan FSS; Charles M. Cutter and Newell C. Whittington, La Junta FSS; S. G. Jamison, Akron FSS.

LEE FLINK VICTORIOUS IN GOLF MATCH

Lee Flink, Chief of the Klamath Falls CS/T, was the winner of the Reames Golf and Country Club championship held in August in Klamath Falls. Word was received via clippings from the Klamath Falls Herald and News, which devoted considerable space and two pictures to Flink and his family.

MOFFETT NAVY MAN HONORED

At a recent meeting of the San Francisco Bay Area Chapter of the Air Traffic Control Association, the **Award of Merit Citation** was presented to Air Controlman First Class Norman A. Monroe, 610 Gresham Court, Sunnyvale.

Monroe, who is presently assigned to the Federal Aviation Agency's San Jose Control Tower and Moffett Radar Air Traffic Control Center as an Air Traffic Controller, has been in the Navy since 1955 serving previously in Naval air traffic control facilities at Annapolis, Maryland, and Sangley Point in the Philippines. He came to Moffett Field in 1960 and was assigned as a precision radar controller for six months prior to his assignment to the FAA facility.

The presentation was made by Mr. K. R. Allen, Chief Controller of San Jose-Moffett Combined Tower/RATCC.

Guest speaker of the meeting was U. S. Army M/Sgt. Wallace Vaught, who was the 1961 recipient of the Air Traffic Control Association's Controller of the Year Award, who also expressed his congratulations to Monroe.

The citation reads in part: "For enhancing the profession by diligence and attention to duty reflecting great credit to the military services, the San Jose-Moffett Tower/RATCC and the air traffic service."



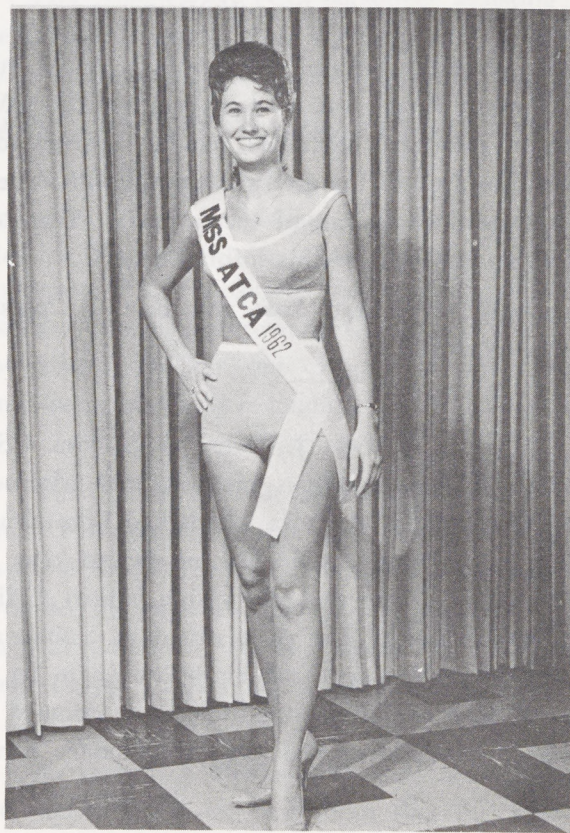
Area Coordinators—Las Vegas, Nev. L-R: W. M. Normandau, SMS-143; Fred Stuhff, SMS-9; L. Ponton de Arce, Chief Air Traffic Division; Wm. M. Sourk; FSS; Ralph R. Petersen, Tower; J. H. Welch, SMDO-20.

AIR TRAFFIC CONTROL ASSOCIATION

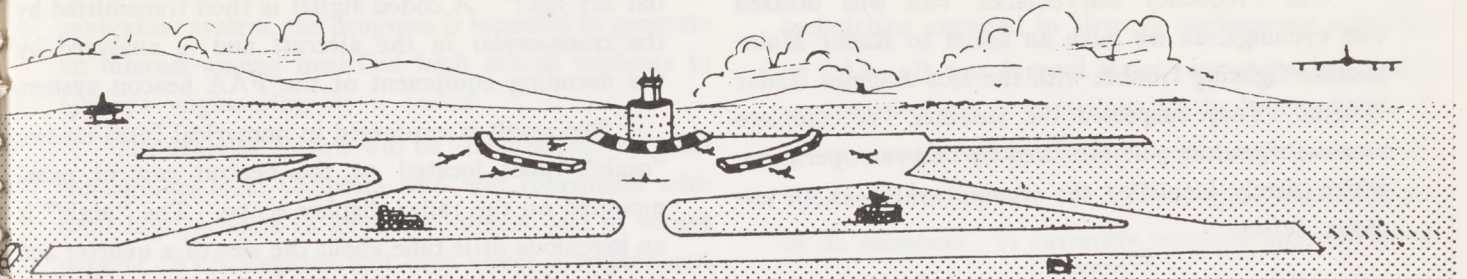
The ATCA Seventh National Meeting was held September 30 through October 3 at the fabulous Flamingo Hotel at Las Vegas, Nev.

The program included a wide variety of subjects such as: Supersonic Mach II Control—Fighter Interceptor Control—Space Flight Control and Data Acquisition—SAC and TAC Altitude Reservation Flights—Navy Traffic Control Problems—Controller Aeromedical Research—British Military Civil Control proved Radar Presentations and Alphanumerics—Sage Equipment for Air Traffic Control—Improved Radio Communication — Speed Control Techniques—Project Beacon CVR Recommendations — and other discussions and exhibits.

The program is indicative of the Association's ability to recognize the over-all requirements of Air Traffic Control, and of their determination to plan ahead.



1962 ATCA Queen — Mardie Struhs



AVIATION FACILITIES DIVISION

DIVISION CHIEF'S COLUMN

We, in the Division Office, as no doubt, can most employees of the Aviation Facilities Division, at this time, be likened to the kids returning to school.

While we were not so fortunate that we could drop our cares and woes and workload to enjoy a long summer, we have, at least, managed to do some vacationing and momentarily get away from the daily routine. This, however has not prevented us from being concerned with such things as the reorganization of the Division, visits by Mr. Dean and Mr. Bain, and a number of other similar actions which, in the long run, will affect all personnel of the Division.

Intermingled with our work, those of us in the Division office have managed to take time out to play. I went visiting relatives and friends in my old home town of Seattle. While there, I took in the World's Fair and attended the dedication of the new Center, a product of this Division for which we can be quite proud.

Hervey Aldridge was also a Seattle World's Fair visitor while spending some time with his folks. He also managed to get in a week of his favorite sport of sailing.

Mary Wetmore went a-visiting her family in San Francisco while Bill Brix spent his vacation in the Bay Area painting fences, mowing lawns and selling his house.

Jeanette Lanphear has enjoyed the company of her sister visiting from Chicago. Lucky Miriam

Maiten is still looking forward to a long trip to the great city of New York where she, too will be a relative visitor.

Returning to "the salt mine", I am again pleased to find that the mission of the Division has, as usual, been carried out by its employees in a very commendable and creditable manner. This is all the more noteworthy since it has been done throughout the summer with a shortage of man-power due to each of us taking on a little more while our colleagues and ourselves have taken the time to enjoy a few days off with our kids.

During the "fall semester", we will all find many changes taking place as a result of the forthcoming reorganization. However, I feel sure each of you will do your best to continue your fine performance during this period of transition and that when we get our first report card, we will have nothing but straight A's.

FREQUENCY MANAGEMENT STAFF

The month of August was rather busy with personnel changes and vacations taking place. We lost our fine Secretary, Miss Muriel O'Meara, to our top-side office, WE-2, and we all wish Muriel the best of satisfaction in her new position.

We gained a new employee, Mr. Reuben Michaelis, to fill the vacancy left by the retirement of Mr. A. D. Herbert. Reuben came to us from the Navais group of Electronic Engineering Section, WE-438. He previously transferred from the Central Region.

Our Frequency Surveillance Van was utilized two evenings, as we gave an assist to Radar Maintenance fighting trouble with the Los Angeles Radar Beacon. They suspected the antenna. A complete antenna signature was procured by our van operation, which firmly identified the trouble source as an antenna defect.

The process of documenting all our transmitting facilities is progressing satisfactorily. During August, documentation of all transmitters at all Western Region RAPCONs and RATCCs was completed. Currently, we are working on the various RML systems.

We are occasionally running across portable/mobile transmitters that have not been licensed. If any are encountered, please advise your supervisor promptly. FAA is responsible to the Interdepartment Radio Advisory Committee of OEP for registering each one of our transmitters.

ESTABLISHMENT BRANCH

FAA CENTERS GET NEW CONTROL AID

"I shot him with the Light Gun and read him out on the Nixies".

Such a statement may stir the imagination of the uninitiated, however it bodes well for today's air traveller. Translated into more understandable terms, the air traffic control specialist has just made use of one of the newest features of the FAA Air Traffic Control Beacon System. The incorporation of the Light Gun into the beacon system permits the controller to identify any beacon equipped aircraft appearing on his radar scope.

The Light Gun is packaged in a pistol-shaped housing and contains a photo transistor, pulse amplifier, and lens assembly with a cable connecting it to the beacon control panel. The controller aims the Light Gun at the radar target and pulls the trigger as the radar sweep paints the target. At this the ground radar beacon queries the aircrafts transponder "who

dat say dat?" A coded signal is then transmitted by the transponder in the aircraft and is analyzed by the decoding equipment of the FAA beacon system.

The result is expressed in numerical form on two "nixie" tubes located on the beacon control panel mounted on the radar display scope. The "nixie" is an ingenious little tube about the size of a quarter and capable of displaying a single number from 0 through 9. Thus, an aircraft code of 40, 30, etc. is instantly recorded and the controller knows "who say dat."

The controller has only to press the trigger of the Light Gun to erase the code and reactivate the system to be ready to "read-out" a new target. All of this action takes place without conversation between the controller and the aircraft.

Denver and Seattle Centers are now utilizing this new tool with other Centers to follow soon.

SYSTEMS MAINTENANCE BRANCH

All the girls in the Systems Maintenance Branch were treated to an "appreciation party", hosted by J. G. Melville and D. C. Earley at the latter's lovely new Ladera Heights home. A cocktail hour preceded the buffet dinner which was topped off with a gorgeous green and white cake with the words, "Gals, you are appreciated! !" All the gals truly enjoyed this little get-together — it's so nice to know you really are appreciated and, especially, when it's told in this form.

AIRWAYS ENGINEERING SOCIETY NEWS

The Airways Engineering Society has announced the initiation of an annual Joseph B. Harriss Memorial Scholarship Award program. The Harriss Award, named in honor of the late Joseph B. Harriss, founder of the AES, will be made to the high school senior or junior who submits the best essay on the solution of problems of air navigation or improved air traffic control through application of electronic technology. The Harriss Award has been approved by the Office of Education, Department of Health, Education and Welfare and has the full support of the Federal Aviation Agency. In addition to receiving some excellent suggestions from young people which may be devel-

oped for application to the traffic control and air navigation system, the program is intended to generate an interest among qualified high school students in airways engineering as a career.

The Harriss Award will be administered by AES through its local Chapters who will coordinate with local high schools to generate interest and to screen papers. AES Regions will each select a winner and submit it for national competition. The award will consist initially of a \$2000 grand prize, with a \$200 prize to each of the Regional winners.



MATERIEL MANAGEMENT CLASS (L-R)

Wm. F. Mowre, SMDO-14; F. G. Jennings, A. E. Horning, R. O.; C. C. Richards, SMDO-5; Adrian Archer, SMDO-10; James M. Groat, SMDO-2; Pat-social for the benefit of their members.

AES is the professional society of engineers and technicians engaged in airways engineering activities of FAA. It was formed about two and a half years ago in an effort to contribute to the improvement of airways engineering standards and procedures within FAA and to improve the technological qualifications of its members. It currently numbers approximately one half of those eligible for membership. Sixteen local Chapters throughout the Western Region conduct local program activities, both technical and

rick J. Manley, SMS-126; J. C. Thille, SMDO-6; B. J. Duffy, Jr., SMDO-8; George A. Day, Instructor; Dan J. Seitz, Instructor; J. G. Melville, R. O.; E. E. Ward, SMDO-3.

All trainees are new to our agency, recruited from other federal agencies. They have an average of 16 years each in federal materiel and supply experience.

This is the second Materiel Management Class conducted here at the Regional Office.



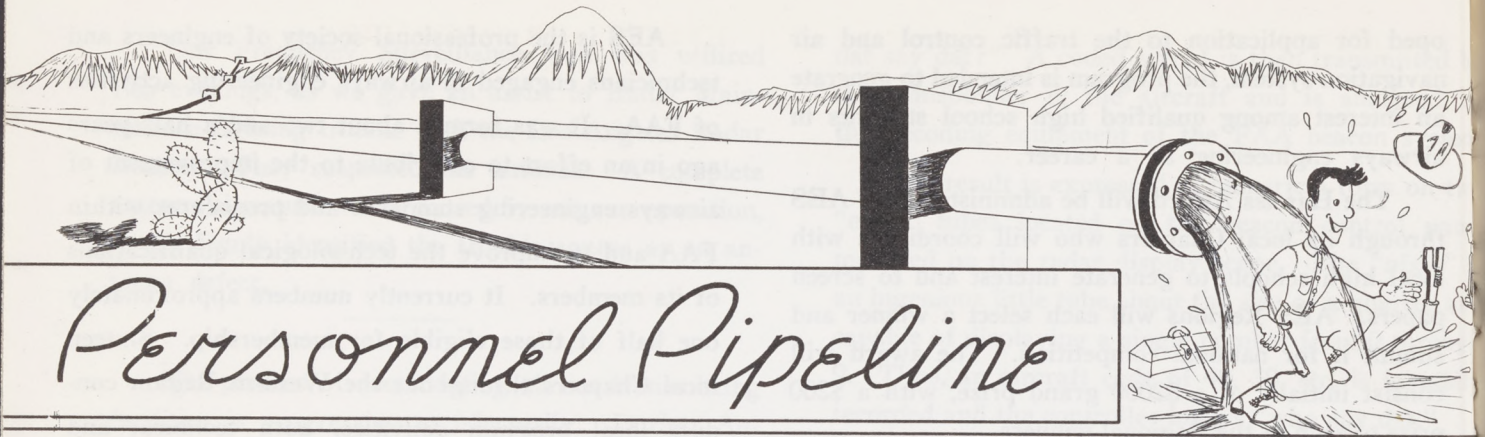
MATERIEL MANAGEMENT TRAINING (L-R)

H. E. Aldridge, R. O.; E. C. Stentz, R. O.; Monte Porter, Instructor; Jack Hiser, SMDO Spokane; George Day, Instructor; Kenneth Beil, SMDO Billings; Robert DeNileon, SMS Denver; Lamar Nielson, SMS Portland; William Tipton, SMDO Boise; F. G. Jennings, R. O.; Harley Wigginton, SMDO Medford;

Surman Cowdrey, SMS Edwards AFB; Joe Pelligrind, SMS Denver.

Eight materiel specialists from Maintenance District and Sector offices throughout the Region completed training in materiel management and procedures, and have returned to their field locations.

This is the third class to receive training from a combined Materiel Maintenance Staff of Instructors.



Personnel Pipeline

A NEW WRINKLE IN SUPERVISING

SUPERVISORS IS COOKING

Western Region Order WE 3400.1 dated September 10, 1962, sets in motion a new Performance Improvement System for supervisors. When you read it, note that it applies to all supervisors in the Western Region. Its ingredients include: (1) A written standard of performance, (2) Collaboration of the boss and the subordinate in developing this standard, and (3) Eventual use of this system to replace the present performance rating program as well as the Employee Promotion Appraisal. The replacement of the latter two systems is probably another couple of years away.

This is a long-range program and will take quite a spell before it is completely implemented and working. Training Officer Lloyd Smith has been taken from his management training beat to spearhead it.

By the time this column rolls off the press, E. A. Woody of our Washington Office and J. Joynt of a New York consulting firm will have conducted a workshop for top supervisors in Regional Headquarters.

We predict a hail and hearty future for this program. It almost goes without saying that if our employee appraisals can be based more on facts and figures and not just on opinions, that the whole appraisal process will get a shot in the arm. Eventually, the same approach will be used in the appraisal of non-supervisors. Initially, the system will only involve those employees whose duties require supervisory responsibilities.

PROMOTION PATTERN STUDY

The Washington Office of Personnel and Training is currently studying the promotion patterns in our Agency during the last ten years. 20% of the employees on the Agency rolls (1 out of every 5) was selected to participate in this study. If you were among this select group, which incidentally was a random IBM tabulation, you would have received and completed by now a specially designed form reflecting your promotion record.

The size of the sample was quite large to assure a greater degree of validity in this study.

All of this historical data will be carefully evaluated and tabulated to determine a pattern of progress. According to the Washington Office, the program has many facets. Particular attention will be focused toward the evaluation of individual employee progress in job development, the need for additional training and provision of adequate opportunity to progress in various occupational areas.

OUR HEART IS HEAVY!

The Region's loss of Montana to the Central Region represents another big step in the Agency's changing tide. From a standpoint of our Personnel Office, we have a vision of losing 400 plus employees who were recruited, assigned, promoted and trained in the West.

We have observed, however, that Montanans have a strong statehood affiliation somewhat similar to the shades of Texas, California, etc. If this be true,

their adjustment to the administrative procedures of the Central Region should not upset their equilibrium. Despite this, we still feel many pangs of self-righteousness as we process mass transfer lists effective September 30, which sounds the farewell notes to employees of this great state.

BYLAWS CHANGE IN OUR VOLUNTARY

PLEDGE PLAN

The Administrative Board of our Voluntary Pledge Plan which governs its operation has amended the bylaws as follows:

1. VPP members transferring to other FAA jurisdictions will be continued in the Western Region VPP for a period of 30 days, provided such members re-pledge for any death pending at the time of transfer.

2. Members transferring to other jurisdictions will also be required to re-pledge for any death occurring in the VPP membership within the first 14 days after transfer. Failure to comply with either of the above requirements will automatically disqualify the member from any benefits of the Plan.

3. It will be the responsibility for each member transferring to take whatever action is necessary to be notified of re-pledges due and to make necessary arrangements to notify the Western Region Personnel Office in the event of death of such member.

The Pacific Region similarly has amended its plan to provide for continued membership for a 30-day period if within that period he joins a similar plan in another Region.

HEALTH BENEFITS PROGRAM

About a year from now (October 1963) an open season will be held during which eligible employees will be permitted to make unlimited changes in their registration, including changing from one plan to another and from one option to another.

HALABY AND DISCIPLINE

At a press conference in the Mobile Lounge, Dulles International Airport, Chantilly, Virginia, on May 11, 1962, Najeeb E. Halaby, Administrator, expressed his opinion regarding the kind of philosophy this Agency ought to have with respect to certain disciplinary actions.

Mr. Halaby stated that there are three kinds of cases. The first one is where through no fault whatsoever of his own, the employee is involved in a situation unanticipated, either equipment or traffic, that he cannot deal with. In that situation, he is faultless, it is a system problem, and we can only fix the system up until we get a modern, full-scale system.

The second case is where negligence or carelessness or irresponsibility is a factor, and in that case, we are simply not going to tolerate any short-comings that endanger the public.

And then, there is the middle ground, where negligence, carelessness, irresponsibility, do not seem to be a factor, but serious questions are raised as to whether the employee is capable of doing the job under those difficult circumstances. In other words, his judgment and efficiency, and the high level of physical and mental performance required, whether he can handle it or not, and there is the case where we just have to look at the man and his record, and the merits of the individual case. Maybe he needs to be put in a less demanding assignment, maybe he needs to be retrained. This is the way we are going to deal with these cases, and I hope that we can do justice, first to the public, and second to the individuals involved." (Reprint from the Beacon)

PRESIDENT ASKS SUPPORT OF LOCAL FUND DRIVES

President Kennedy has urged Federal employees to contribute generously to their local United Fund or Community Chest this fall.

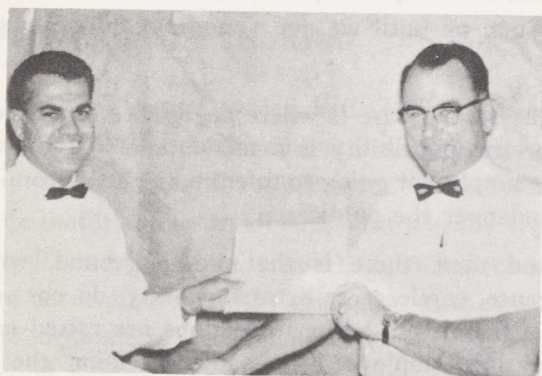
Federal workers last year helped the campaign attain a record \$500 million.

Let's all do our share!



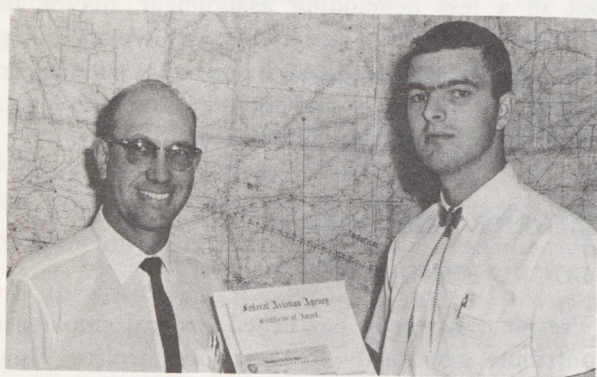
LOS ANGELES, CALIF. SYSTEMS MAINT. BR.

J. G. Melville (center) presents \$100.00 award to Wallace K. Barry (R) for his suggestion on streamline procedure for ordering GSA vehicles and \$25.00 award to George H. Hussey (L) for his suggestion on airmailing information copies of dispatch requisitions.



SAN JOSE-MOFFETT CT/RATCC \$75.00 AWARD

Robert A. Morgan (right) receives Certificate of Award and check from K. R. Allen for his suggestion on Deviations from Civil Air Regulations Report Form.



PRESCOTT, ARIZONA FSS \$15.00 AWARD

James D. Bray (Right) receives Certificate and Award and check from W. P. McCart (L) for his suggestion concerning Flight Progress Strip Filing Box.



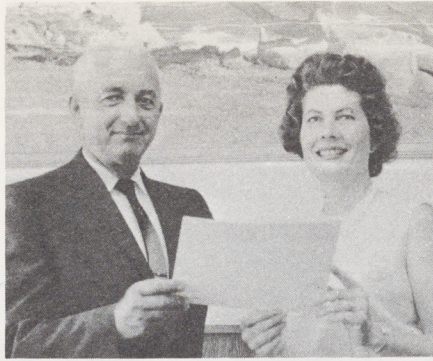
LOS ANGELES, CALIFORNIA. ADMIN. SVCS.

Joseph McCormack receives \$25,00 and Certificate of Award from Florence Smith for his suggestion on direct delivery of field men itinerary to the mailroom.



FREMONT, CALIF. CENTER. \$5.00 AWARD

George McConnachie (right) receives Certificate of Award and check from Fred Marks for his suggestion for a locally made Radar Simulator Trainer.



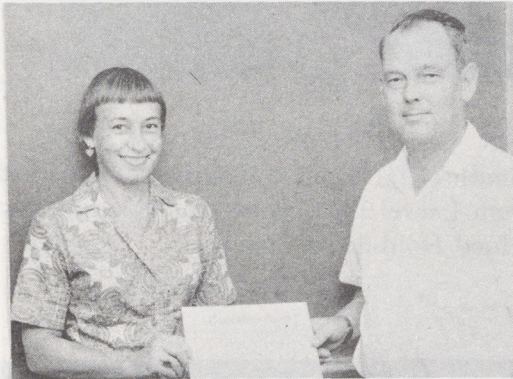
ONTARIO, CALIF. GADO. \$20.00 AWARD

Dorothy L. Rickstrew receives Certificate of Award and check from C. A. Lefevre for her suggestion on Improving Quantity and Quality of Work by Clerk-Stenos with use of Improve Machinery.



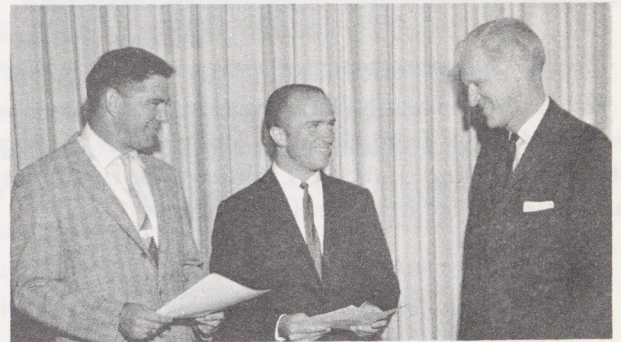
LOS ANGELES, CALIF. PAYROLL BRANCH

Maxine Libby (center) presents \$15.00 award to Grace Mraz (L) for her suggestion concerning Leave Taken in Travel Status and \$20.00 award to Agnes Crawford (R) for her suggestion Information for Reverse Side of SF-1130.



STOCKTON, CALIFORNIA, SMS. 15.00 AWARD

Louise B. Smith receives Certificate of Award from R. W. Davis for her suggestion on Telephone Toll-Charge Billing.



FREMONT, CALIFORNIA. ARTCC

From left to right) Lon Everly and Richard Arner, radar controllers in the Oakland Center, and Fred M. Marks, Center Chief, Everly and Arner received a \$250.00 Special Acts and Services Award for a 6 ft. x 6 ft. model of the three level airway structure in the Oakland area. The model is displayed in the lobby of the Oakland Center building in Fremont.



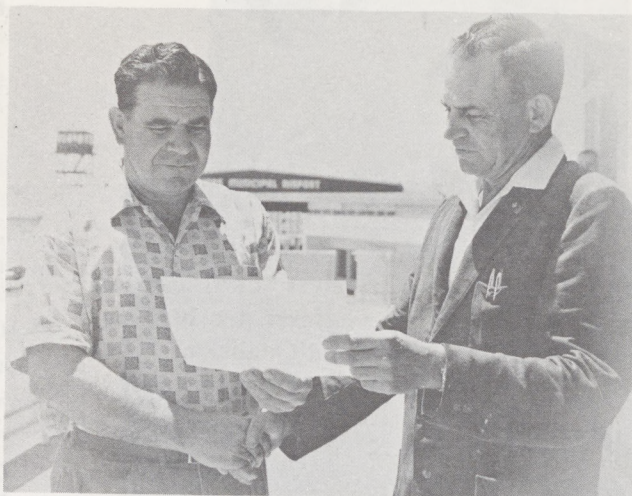
RED BLUFF, CALIF. FSS. \$100.00 AWARD

Richard A. McHugh (Left) receives Special Act or Service Award from E. E. Johnson.



SAN FRANCISCO, CALIF. \$100.00 AWARD

Roger B. Greenman (right) receives Certificate of Award and check from Rafael M. Lopez for his suggestion concerning FSS Training Aid Monitor.



SALINAS, CALIF. SMS. \$25.00 AWARD

Quinn Smith (left) receives Certificate of Award and check from Laurel W. Cowles for his suggestion concerning Hood Hold-down Clamps.



EUGENE, OREGON. SMS. \$25.00

Edward M. Gaugl (left) receives Certificate of Award and check from H. Allen Robbins for his suggestion concerning Indirect Lighting for the Lower Transmitter Distributor for FSS Cabinet.



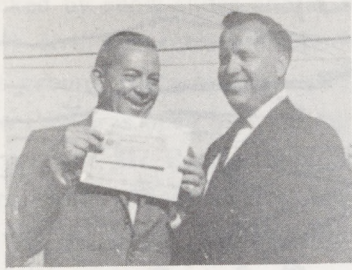
FAIRCHILD AFB, WASH. SMS. \$40.00 AWARD

Harold Hotchkin, Jr. (left) receives Certificate of Award and check from R. C. Jameson for his suggestion concerning the Video Decoder.

DENVER, COLORADO. FSS. \$15.00 AWARD.

Vaughn D. Pattison (left) receives Certificate of Award and check from S. D. Haley for his suggestion on Combination Watch and Position Assignment Board for Facilities.





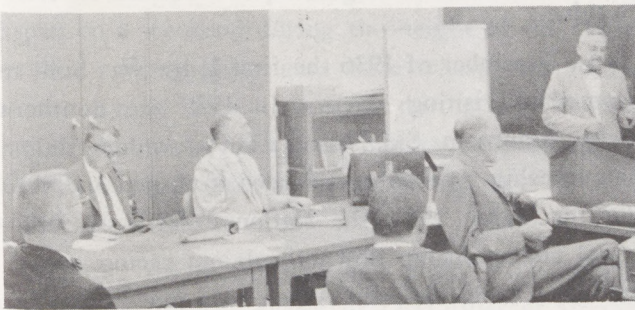
LOS ANGELES, CALIF. TOWER. \$200.00 AWARD

Rex H. Elwell (L) receives Certificate of Award and check from Ray B. Smith (R) for his suggestion on Terminal Radar Flight Progress Board Modification.



LOS ANGELES, CALIFORNIA. ADMIN. SVCS.

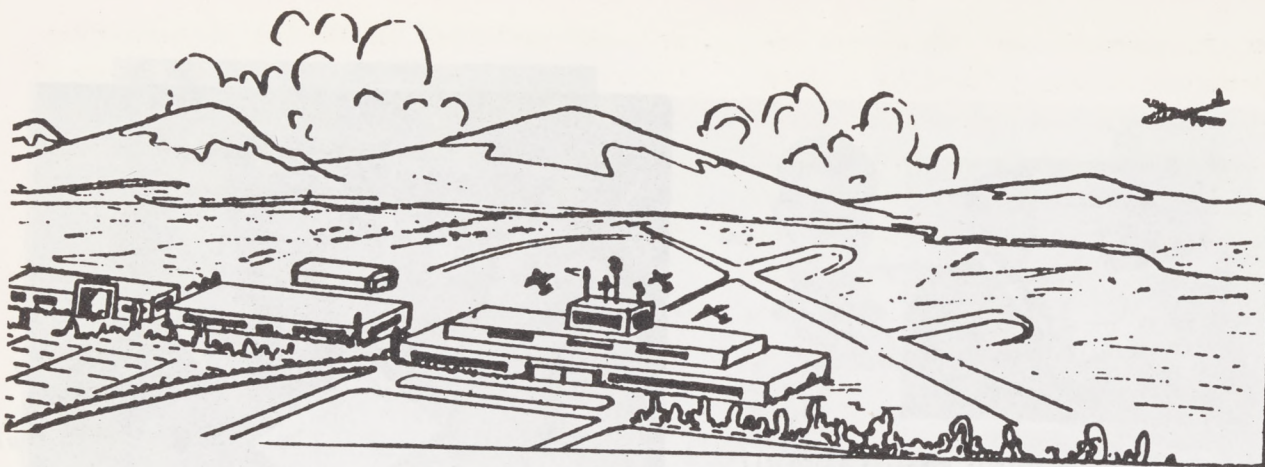
Frank Wiltz (left) receives \$35.00 and Certificate of Award from Phil Navarra for his suggestion on a delivery cart for stockroom supplies.



E. Woody, special assistant to Robert Willey for the Agency-wide program for improving Supervisory Performance, is shown conducting a briefing session for the Regional Personnel & Training staff. Woody made a three day visit and was accompanied by J. Joynt, president of Joynt and Associates. They also conducted orientations for the Assistant Administrator and his Staff, Division chiefs and Branch chiefs.

Tippets addresses a group of visiting officials of the Calif. Dept. of Employment. This was in conjunction with a tour of FAA facilities including the Center and Tower. The tour was arranged by the Recruitment & Examining Branch in order to promote a better understanding among Dept. of Employment employees of FAA facilities and personnel requirements. The Dept. of Employment provides a vital service to the Agency in helping us to fill our recruitment needs.





AIRPORTS

ASPEN, COLORADO

HOW AIRPORT DEVELOPMENT

AIDS GROWTH

One of the primary functions of the Airports Division is to administer the Federal-aid to Airports Program. The following article submitted by our Denver District Office demonstrates in a dramatic way the importance of this Program and the impact of aviation on the Town of Aspen, Colorado, where the Aspen-Pitken Co. Airport elevation is 7776 feet.

Ever since 1880, when Aspen first became a prominent and prosperous silver mining town, its growth has been hampered by a lack of adequate transportation facilities. In the earliest days, mule trains bogged down in the snow attempting to cross the highest mountain range in the United States to reach silver rich Aspen. Next, snow boats, with men on snow shoes pulling them, were tried with a measure of success, but it was not until the first railroad arrived in 1887 that real progress was made.

By 1892 everybody was making money. Aspen had a population of over 11,000 with an annual production of ten million dollars in silver ore. The largest silver nugget ever mined came from the Smuggler Mine. In order to get it up the shaft it was trimmed to 1840 pounds 93% pure. However, prosperity was shortlived. In July 1893, the Congress adopted the gold standard and with the resulting silver panic,

1800 miners were thrown out of work, banks failed, and a depression settled like a plague. The town never made a comeback until the late 1930's. This was all brought about by an increasing interest in skiing and the fact that the mountains surrounding Aspen offered some of the best ski run potentials in the world. These runs had been developed initially by the early miners of Norwegian and Swedish descent who used to ski for fun after a hard day's work in the mine.

In December of 1936 the first lodge was built to accomodate visiting skiers. In 1939 the Southern Rocky Mountain Ski Association downhill slalom championship races were awarded to Aspen and then later, in March 1941, the National Ski Association annual championship downhill slalom racing events. The latter event elevated Aspen to a place of major importance in winter sports. Then came World War II, and for two years Aspen lay under its mantle of snow, almost forgotten.

Then Walter Paepke, Chicago industrialist, visited Aspen in 1945 to consider Aspen as a possible location for a summer university or cultural festival far from metropolitan pressures and urban neuroses. This produced the inspiration and incentive that had been much lacking. Aspen is now world famed as a cultural, scenic, sports and recreational center. Music Associates of Aspen each summer put on sessions that rank among the world's finest. Gifted musical students from all over the country also give concerts during the summer months.

However, the community was still without adequate transportation facilities. Travel by highway during the ski season was over high mountain passes oftentimes blocked by snow slides and at best, required approximately five hours travel time from Denver. The shortest ground route by way of Leadville and Independence Pass was open only during the summer months. As a result, Mr. Paepke, Tom Sardy, County Commissioner, and other locally interested civic minded individuals, began laying plans for an all-weather airport.

In 1956 a Request for Federal Aid was filed to acquire the present airport property and provide an all-weather runway, stub taxiway and apron. This airport development work was completed early in the fall of 1958 and the Aspen-Pitkin County Airport was opened to air travel.

Less than an hour's flight time from Denver, the community is served by Aspen Airways, an intrastate non-scheduled carrier, using Aero-Commander and Twin-Beach equipment. It is not unusual for this carrier to transport 50 passengers between Denver and Aspen on a weekend during the height of the skiing season. Forty passengers were transported to the community by Aspen Airways during one 24-hour period and during this same interval, approximately 70 additional passengers were transported by non-scheduled aircrafts.

During the month of January 1961, the Airport Manager reported in excess of 1200 itinerant aircraft utilized the facilities. During this time there were between 3000 and 4000 aircraft operations. On one weekend there were 24 aircraft tied down on the ramp and adjoining landing strip and 18 aircraft hangared.

This volume of activity far exceeds the most

optimistic predictions for the use of Aspen-Pitkin County Airport. Aspen Airways is in the process of acquiring a modified DC-3 and will place it in operation when the present runway has been extended to a length sufficient to accomodate this type of aircraft.

It was announced on August 2, 1962 that Aspen has been included in the 1963 Federal-aid Airport Program so it appears the necessary runway extension will soon be constructed. Thanks to aviation and the Federal-aid to Airports Program, Aspen is booming again.



BOB STOCKTON

Bob was our main correspondent for the Airports Division which we highlighted in our last issue.

Bob serves as an airport planning engineer in Airports Planning Branch. He graduated from the University of Illinois, majoring in mining engineering and geology and also completed a year of graduate study at Texas Technological College.

His previous experience includes both civil and mining engineering assignments with private firms as well as the government. Prior to his present assignment he served as an airport engineer in a District Office in Region 2.

Bob has had a strong interest in aviation since World War II when he first learned to fly with the Navy. He currently holds a private pilot's license.

ADMINISTRATIVE SERVICES DIVISION

A "new look" in the Regional Headquarters mail service—effected with the help of everyone who uses it—was inaugurated in the Mail Room of Administrative Services Division, according to the Property and Services Branch.

The constant changing and expansion of Division numbers resulting from recent Division reorganization has, according to Bob Talbert, Mail Room Supervisor, brought about many new responsibilities in the processing, sorting, and preparing Agency mail for distribution. With an average of 30 to 40 stops on every mail clerk's route, the mail collected builds up to a tremendous volume.

First step in the new look was to retain the normal speedy processing of the complete mail cycle by revamping, repainting and labeling of all the mail racks. Special working and sorting tables were also installed.

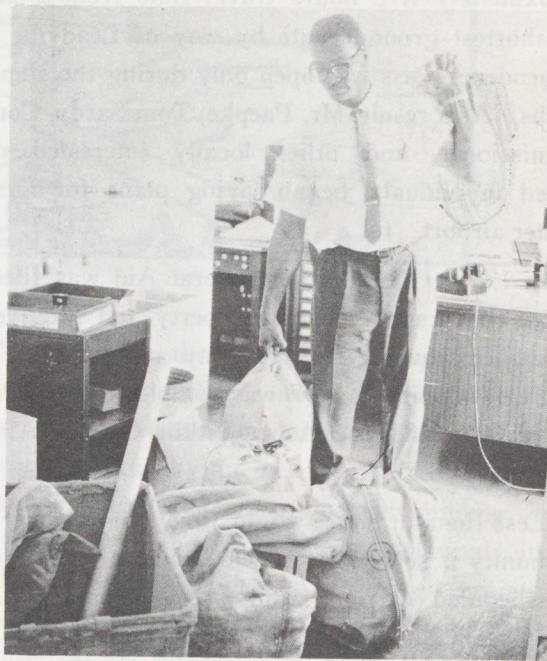
Misaddressing of mail, which has always been a problem, is much worse now. It's a help in one way however—it serves to point up how vital it is to have the correct routing numbers on every route slip or envelope.

The mail room personnel learn about the Divisions "by the numbers" in the truest sense of the phrase. Branch and Division names or titles serve only to cause delays.

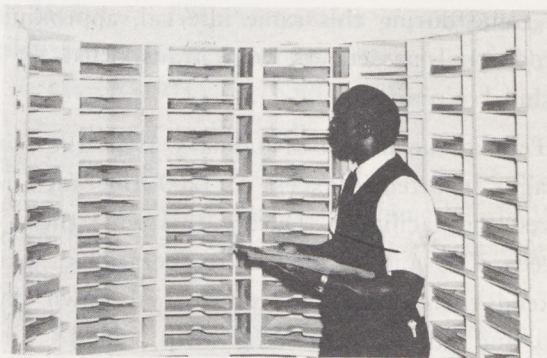
A tightening of mail limitations is also going to result in better service for all. Personal mail is no longer picked up by Agency mail clerks. Talbert says that this used to take considerable time to sort out and prepare for U. S. Mail handling. Another aid to better the mail service was the installation in front of the cafeteria of a blue post box for deposit of personal mail; while another is located in the Osage Building.

Our new look in mail service is directed by the fact that we too must cut costs and mail volume has not been cut to match—it has greatly increased in the past six months alone. We urge everyone in the Region to help us improve our service.

MAILROOM



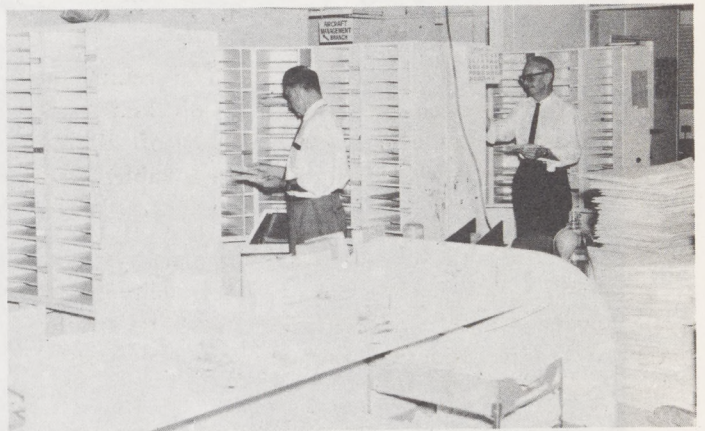
LIFT THAT MAIL—Napoleon Jemison brings in portion of Monday morning U. S. Mail.



FIELD FACILITIES—Bob Talbert, Mailroom Supervisor, works on a batch of outgoing mail covering distribution of 309 field facilities.



Charles Kichio and Hank Dolim



David Youngs and Joe McCormick



(L. to R.) Ramon Borrero, Fred Raleigh,
Charles Clark and Charles Kichio

BUSY PLACE—All hands in the Regional Headquarters Mail Room pitch in and help clear away the stacks as another load of in-Agency and U. S. Mail comes in.

ADMINISTRATIVE SERVICES DIVISION

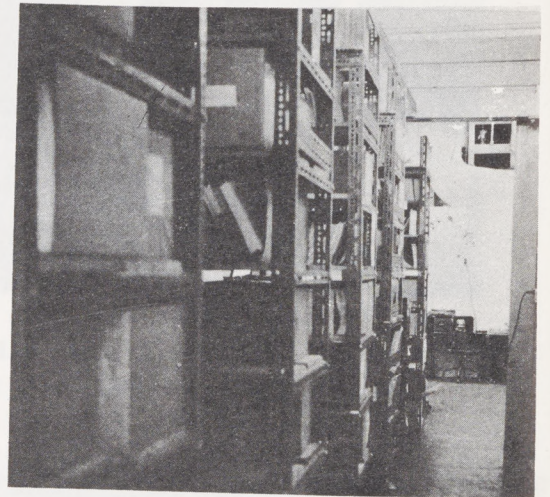
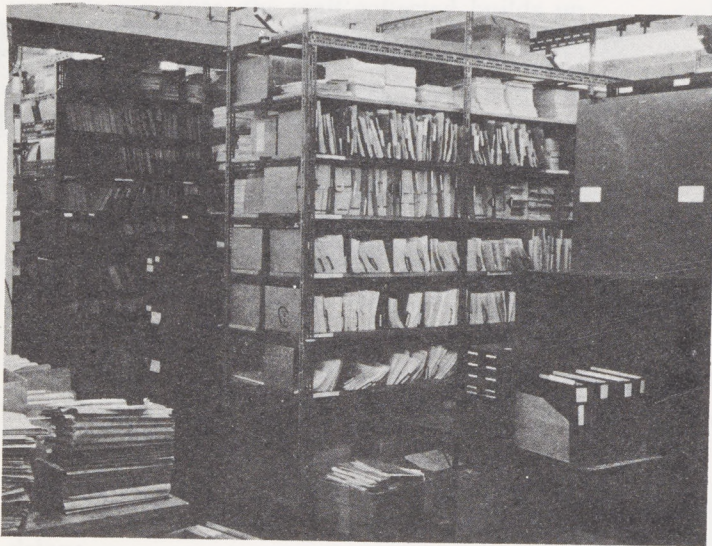
The **DISTRIBUTION UNIT** located in Bldg. "D" has finally achieved it's new look. The floor area has been expanded by 100 percent with 1000 percent increase in storage space and the move of all stocks from all Divisions has been completed.

The staff has done a Herculean task in sorting, renumbering and stacking, with daily distribution continuing at the same time.

The Unit will continue to fill all requests as promptly as time and quantities permit. If and when time is available it is planned to index all pamphlets and publications available for distribution to you customers and a small brochure will be issued so that you may know what is available.

The Distribution Staff of four, Flora F. Frischling, Gladys Dundas, Virginia Marrion and Gary Bogert, requests that we thank you for your willing assistance and cooperation in this project, as well as your patience.

THE NEW LOOK!



Stacks containing distribution of publications.



(L. to R.) Gary Bogert, Flora F. Frischling,
Gladys Marrion, and Gladys Dundas

ACCOUNTING DIVISION



(L-R) Joseph H. Tippetts, Assistant Administrator; George J. Hadley, Chief, Data Processing Branch; C. A. Olson, Chief, Accounting Division; Lois Barleman, Programmer, Data Processing Branch; and Clara Bennett, Machine Operator.

DATA PROCESSING BRANCH ESTABLISHED IN ACCOUNTING DIVISION

Final delivery of the punch card equipment necessary to round out the Western Region's electric accounting machine (EAM) installation was made on August 20, 1962.

A ribbon cutting ceremony was held, at which our Western Region Assistant Administrator snipped the ribbon (8-channel punched paper tape) and officially recognized the beginning of our punched-card accounting operations with our own personnel and equipment.

Mr. Hadley comes to us from private industry, although he has had previous service with the Government in his chosen field.

Lois Barleman has had extensive experience in the data processing field in private industry. This will provide a valuable supplement to our reservoir of experience.

Other personnel, Clara Bennett and Nancy Ito,

were solicited from Accounting Division personnel on the basis of expressed interest and following successful completion of a training program conducted by the equipment supplier.

During the week of September 10-14, Mr. Olson, Mr. Hadley, Ted Anselmo, Chief, Accounts Branch, and Maxine Libby, Chief, Payroll Branch, attended a symposium in the Southwest Regional Headquarters where a full disclosure of the system, plans, and installation experience of that office in the field of payroll mechanization was made. The Southern Region and the Washington Accounting Systems Branch, MS-11, also participated.

The initial workload assumed by the Data Processing Branch was the budgetary accounting operations previously conducted under contract. This transfer was completed September 1, 1962.

The mechanization of our payroll processes will follow as the second major workload area to be assumed. Present plans call for conversion to the new system in November of 1962. Preliminary to this conversion will be the training of our Payroll Branch and the Data Processing Branch in the revised procedures.

Time and Attendance reporting will be transferred from the old "SF-1130" to pre-printed punched card forms, showing name and organization code of each employee. A training program is planned to be conducted to provide the necessary guidance in the use of the new forms and procedures. Concurrently, we hope to have available a handbook for the use of all supervisors and Time and Attendance clerks. Specific plans will be announced shortly.

Other processes presently conducted under contract will be assumed on a planned and orderly basis, during the course of the new fiscal year. As our capability and experience in this operation grows, we expect to derive many benefits to our regional operations from this new Branch, and to provide services and information not previously available.

Incidentally, the initial positions for the Data Processing Branch were provided from within the Accounting Division Staffing authorization with no increase in the Division complement.



AGNES BRUNNER

Agnes is one of the key persons in the Payroll Branch.

We often find it necessary to seek her expert advice in Payroll matters, especially those relating to Centers and Stations.

She is naturally helpful and can often be seen crossing the heavily travelled Osage Avenue in the performance of her duties between the FAA buildings.

A friendly and resourceful person, Agnes drives alone to such places as Phoenix, Arizona and the Seattle Worlds Fair, and flies to Honolulu to see her family.

She is always at work on time and uses less sick leave than anyone else.

Agnes is a very remarkable person by any standard but the fact that she moves about by use of a wheel chair makes her all the more remarkable.



NANCY ITO

Nancy Ito, tabulator operator in the Data Processing Dept., is the proud possessor of a beautiful and awe-inspiring Plaque! Nancy is catcher for the Orange Lionettes Women's softball team of Orange, California.

Their team won the Pacific Coast League tournament and the Southern California Regional Tournament and were eligible for the World Tournament in Stratford, Connecticut. They played the best teams of the United States coming out on top and winning the title "1962 Women's World Championship Team".



FEDERAL AVIATION AGENCY — PAYROLL SEMINAR — SOUTHWEST REGION

FORT WORTH, TEXAS

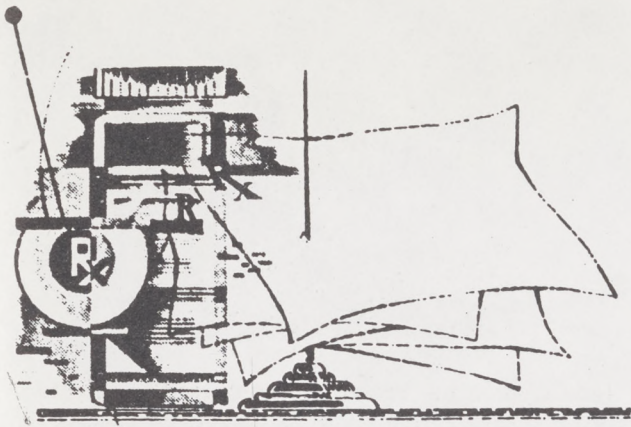
(All Regions represented except Pacific)

1st row: (L-R)—Lester Lord, A. E. Soden, Maxine L. Libby, F. R. Liffick, R. M. Katzen, Wilma C. Altfather, Y. K. Johnston, W. A. Wagner, D. F. Randolph, F. J. Dvorak, D. B. Rock.

2nd row: (L-R)—Henry Lolly, Louise M. Krueger, F. E. Skinner, W. L. Jaibeault, B. E. Durlington, A. C. Elwood, W. E. Hendrickson, W. H. Siegmund.

3rd row: (L-R)—Ted Anselmo, H. J. Wimberly, Gerald Higgins, O. K. Montgomery, Don Lighter, J. P. Sheahan, J. E. Parsons, D. E. Heald.

4th row: (L-R)—John B. Moore, George Hadley, Carl A. Olson, M. H. Jurgens, Ernest Czikk, P. J. Verdin, T. R. Green.



REGIONAL FLIGHT SURGEON'S COLUMN

We welcome our new Administrative Officer, Mr. D. C. Humphrey, U. S. A. F. (M.S.C.) Major, Retired. He retired on June 30, 1962 from Walker A.F.B. in New Mexico, where he was the Chief of Plans and Operations Support for the base hospital and the 812th medical group. He was a Para-Medic for several years and has accomplished 197 parachute jumps.

While serving with the Air Rescue Service, Mr. Humphrey received several commendations, including the Sikorsky "Winged S" certificate for saving a life aboard a Sikorsky H-19 helicopter on March 3, 1957 in Stuttgart, Germany.

He is an ardent Skeet Shooter and has won many State and National championships, and is a member of the National Skeet Shooting Association.

He is married to a lovely lady named Jane, and we want to welcome them both to the Region and Mr. Humphrey to the division.

In connection with our employee health program, two phases are now under way. One is the Diabetes Survey which is available to every employee in the Regional Office. Abnormalities are reported to the employee only so that he may be treated by his private physician. The second, is an Audiometer (hearing) test available to all personnel who are exposed to noises which might cause a hearing loss. This program has been placed on a voluntary basis and we hope that each employee will take advantage of this program organized for their protection.



BON VOYAGE! !

This is another group of FAA personnel as they departed for Europe L-R: Leonard LaFornara, Bette Smalley, Dee Hawkins, Betty Kingsley, June and Clyde Harrison.

Bill Sullivan of Personnel made arrangements for the trip on behalf of CIVILAIR.

If you like to move and move fast
just take a tour and see if you last.

A cast iron stomach, nerves of steel,
the strength to walk until you reel.

The art of talking with your hands,
eyes that don't tire of new lands.

And if these qualities you possess,
join CIVILAIR's next endurance test.

Europe was all I expected and more. Mere words seem inadequate in describing the beauty of the castles on the Rhine, the neatness of Holland, the Alps through Switzerland, the unique city of Venice, the fantastically ancient Rome and gay, lovely Paris.

For a dream-come-true holiday, don't miss the next tour offered by CIVILAIR.

—Bette Smalley

INTERNATIONAL LIAISON OFFICE

The International Liaison Office of the International Aviation Service is one of the segments of our "FAA Family" located in the Los Angeles area. Because of the close cooperation existing between the ILO and the RO, and actual physical location (half-way between LAX and the RO), we feel they are a part of the Western Region.

During the time they have been here (less than 1½ years) they have arranged programs in the Western Region and Hawaii for visitors from 28 countries. The program for each visitor is different, depending upon his position in aviation in his own country. They are all eager to learn the how and why of a government organization such as FAA, and our outstanding private industries. Some are the "cogs" in the wheel, some are handling aviation problems; from traffic control to aircraft certification, from airport construction to building and maintaining our facilities.

In order that these visitors may gain a true picture of American life, when time permits, tours of our outstanding sightseeing spots are arranged and dinner and an evening in a private home.

If any of you FAA'ers are interested in entertaining these people, acting as a "Host Family" while they are in your area, having these visitors in your home for dinner, including them in a family outing to the beach or the mountains for the day, taking them for a tour of the local area—you are sure to find it a rich and rewarding experience. You will be giving them an insight into our way of life that will correct many false impressions they may have, and counteract adverse propoganda given out by the Iron Curtain countries.

In the Los Angeles area call the ILO, OREGON 8-5454. Field personnel may write to the Regional Office, ATTN: IA-43, or direct to 8921 So. Sepulveda Blvd., Suite 210, Los Angeles 45.



Jane Lynam has recently transferred to the International Liaison Office at Los Angeles. Succeeding Jane as secretary to Deputy Administrator Ed Marsh is Muriel O'Meara, formerly of the Aviation Facilities Division.

"FALL WARDROBE"

"One of these days I must go shopping. I am completely out of self-respect. I want to exchange some self-righteousness I picked up somewhere for some humility which they say is less expensive and wears better.

I want to look at some tolerance which is being used for 'wraps' this season. Someone showed me some pretty samples of peace. We are a little 'low' on that and can never have too much of it.

And by the way, I must try to match some patience my neighbor wears. It is very becoming to her and it might look well on me. I might even try on that little garment of long-suffering they are displaying. I never thought I wanted it, but feel myself coming to it.

And I must not forget to have my sense of humor mended, and to look around for some inexpensive every day goodness. Isn't it surprising how quickly one's stock of goodness is depleted. Yes, I must go shopping soon!"—Author Unknown.