REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE MECHANICAL INTERLOCK SYSTEM

by

John Munds, Senior Controller
Los Angeles Air Traffic Control Center

The Mechanical Interlock, developed for the CAA by the General Railway Signal Company in 1950, handles sign language by wire between the Air Route Traffic Control Center and certain Airport Traffic Control Towers which perform Approach Control at busy terminals.

Physically, the MI is a pair of light-indicator panels - one in the center and the other in the tower - which, by means of green, amber, and red lights, show the altitudes occupied by aircraft in the "holding stack", flying elongated circles in the clouds, waiting their turn to descend for a landing.

The number of aircraft holding in the stack varies from none at all to ten or more, with the Center feeding them in at the top and the Tower stepping them down from altitude to altitude following the aircraft next ahead until they are at the lowest safe altitude in the holding pattern and ready to begin the final let-down toward the airport.

Since letting down in the stack takes time (and costs money), it is vital for the Center to know the lowest altitude available, so that the next airplane may descend enroute and avoid losing altitude in the holding pattern, except when waiting on aircraft ahead of him.

"Before MI", when the highest airplane in the stack left an altitude to descend to a lower one, a controller in the tower had to ring the center, and, after waiting for the center controller to find time from his other interphone and radio conversations to answer, advise the center that the altitude was available for the next airplane. As such a call had to be made about every three minutes in busy periods, and other radio and interphone calls kept flooding in on both the center and tower controllers, pilots would often enter the stack at a high altitude because of lack of current information in the Center, rather than because other airplanes occupied lower altitudes. (An airplane may not be allowed to hold in the stack closer than 1000 feet vertically to its upstairs or downstairs neighbors.) (Continued on next page)

With MI, the approach controller in the tower may release an altitude back to the Center by merely pressing a button while still talking on the radio or interphone and while the center controller is similarly occupied.

For each of ten altitudes at the holding point (beginning with the lowest safe altutide), there is a row of three lights - green, amber and red - on the MI light-indicator panel in the center and in the tower. Beneath each light is a push-button. The buttons below green lights are smooth and flat, those beneath amber lights are level but grooved, and those beneath red lights are cupped and smooth as an added means of identification in dimly lighted towers at night.

If, for example, no airplane is currently holding in or cleared into the stack at the altitude of 8,000 feet, the green light in the 8,000 foot row will be lighted on the Center's panel, which will cause the red light to be lighted on the tower's panel. The green light tells the center controller he may use that altitude in the stack, and the red light tells the approach controller that this altitude is not available to him at present. When the center clears an airplane to enter the stack at 8,000 and wishes approach control to take over control of this plane and "ladder him down", the center controller tells the pilot where or when to call approach control by radio, tells approach control that this particular airplane is cleared in at 8,000 for their further control, and presses the button below the amber light for 8000. This turns the green light in the Center to steady amber, and turns the red light in the Tower to flashing amber, indicating release of this altitude to the tower by the center. When the pilot calls approach control, the approach controller presses the button below the green light for 8000, turning his flashing amber light to green and the center's steady amber light to red. Subsequently, this airplane will be cleared to descend, and when the pilot reports leaving 8000, the approach controller presses the amber light button for 8000. The MI system then changes the tower's green light to steady amber and displays a flashing amber on the center's panel, attracting the center controller's attention to the availability of this altitude for the next airplane. Meanwhile, neither controller has had to interrupt his control of other aircraft.

These two simple-appearing light-indicator panels require banks of relays and other equipment at each end occupying a space about 2 ft. by 6 ft. by 6 ft. in a separate room. When an altitude button is pushed, this equipment transmits the electrical code for that altitude and light over a telephone wire to the equipment at the other end. Only after this code has been repeated back to the transmitting equipment and verified by it, is the information displayed on the indicator panel at both center and tower. This exchange takes about two seconds to complete. Neither an interruption of power or a failure of the wire between the center and tower, of whatever duration, can cause a false indication to appear at either end. Furthermore, the equipment continues to operate accurately with up to 40% distortion of the code signal by the telephone line, and will not display a false indication of a transmitted message in any event. It is impossible for a mixup of signals to occur with the MI, all eventualities having been considered and guarded against in the design of the equipment.

The chief advantages of the MI system are that it eliminates interphone contacts between center and tower, provides a positive reminder of the altitudes in use or available in the stack, and lessens the chance of either controller using an altitude under the control of the other.

The only serious disadvantage to the system is that it provides no permanent record of the changing information displayed by it; the times at which control of altitudes was transferred from center to tower and back. However, in spite of this drawback, it has proved of tremendous aid in reducing the delays to landing aircraft in instrument weather at busy terminals.

Regional Administrator's Column

"Me-thinks that all the world is mad except me and thee; and sometimes I wonder about thee." A Quaker woman is credited with coining this facetious remark many years ago. Unfortunately, it reflects the attitude of many people in the world today. Everybody wants to see the other fellow changed. But everybody is waiting for the other fellow to begin. Isn't it true that if we want an answer for the world today, the best place to start is with ourselves? It is not who's right, but what's right.

Last week many of us in the Regional Headquarters had an opportunity to view an inspiring film, "An Idea Takes Wings", which had as its theme the suggestion that we recognize faults in ourselves as well as in others. The film told how a long bitter struggle between top management and the pilots of an Airline Company was amicably settled by the application of an idea --"change yourself and you change the world". This is the creed of Moral Re-Armament, a growing world wide spiritual movement that tries to unite all religions to all people under one moral code.

The philosophy of Moral Re-Armament is based on the belief that purity, love, honesty, and unselfishness are God created values. Not merely man-made standards of behavior which can be compromised or manipulated. These values are standards, however, and like all standards, must be absolute or they are not standards at all. Who wants a parachute that <u>almost</u> opens!

Moral Re-Armament is not a theory of economics or Government. The people are not merely do-gooders, or dedicated social workers. Moral Re-Armament is not even a religion in the denominational sense. People of all creeds and color, Christian, Moslem, Jewish, Hindu, and Confuscianist are found in MRA.

What Moral Re-Armament is, then, is a movement - a way of thought and life - which offers a rallying point to anybody anywhere who wants to live by absolute moral standards.

Prior to the application of this philosophy to the controversy between the pilots and the Airline, both sides employed what any fair minded person would call "dirty tactics" to gain their ends. The dramatic success of the application of this idea in improving the industry-labor relationship in this and other instances led to the production of the film, "An Idea Takes Wings." The idea is being successfully used to break down barriers existing between nations. It is a simple, yet powerful force. If it can solve the problems of the world, there is no question but that the application of the idea and philosophy to our own daily lives and work problems will result in our achieving that kind of team spirit in our Region essential to a successful operation.

QUESTION BOX ?

Public Law 102, 83d Congress, signed by the President July 2, 1953, amends the Federal Employees Leave Act. Questions and answers concerning the amendments are:

Q. What aspects of leave were affected by the new leave amendment?

A. Changes were made in maximum accumulations, in the dates of the leave year, in lump-sum payments for leave, in the transfer of leave, and in the coverage of the act.

Maximum Accumulations:

Q. What is the maximum amount of leave that a Federal employee can accumulate?

A. Overseas employees, except Foreign Service personnel, can accumulate up to 45 days. Other employees can accumulate up to thirty days. Previously, the maximum was 90 days for overseas employees and 60 for the others.

Q. Will an employee who legally carried over to 1953 more than the new maximum lose the excess?

A. No. The amount of leave he carried over is his maximum until he reduces it. For instance, a person who carried over 50 days to 1953 may carry over 50 days next year. But, if he uses all of this year's leave plus 5 days during the year, he may carry over 45 days. Forty-five days becomes his new ceiling.

Q. Is an employee who has more than the new maximum obliged to reduce his accumulation?

A. Yes. The law directs the heads of agencies to take action to reduce maximum accumulations until they are within the legal limits.

Q. Has the leave rider requiring Federal employees to use, by June 30, 1953, all the annual leave earned in 1952 been repealed?

A. Yes. The rider was superseded by the new amendment.

Leave Year:

Q. What change has been made in the leave year?

A. Heretofore the end of the leave year was the end of the last full pay period in the calendar year. Now it is the end of the pay period following the last full pay period in the calendar year. (Continued on next page)

Q. When does the current leave year end?

A. It ends on December 31. (The actual day is January 2, but this year January 2, as well as January 1, is a nonwork day)

Q. What is the significance of the end of the leave year?

A. The end of the leave year is the date on which an employee forfeits the leave in excess of his ceiling.

Q. What is the advantage to an employee of postponing the end of the leave year for one pay period?

A. This postponement enables an employee to use the Christmas holiday period, a time when many people like to take leave, for the purpose of taking excess leave.

Lump-sum payments:

Q. What change has been made in the provisions relating to lump-sum payments?

A. The new amendment limits lump-sum payments to pay for 30 days' leave or pay for the amount of leave carried forward at the end of the previous leave year (the employee's ceiling), whichever is larger.

Q. Can an employee take terminal leave, or leave during his 30-day notice period in the event of a reduction in force, in order to keep from forfeiting leave when he goes off the Government payroll.

A. This question cannot be answered yet. It is something that the Comptroller General will have to decide.

Transfer of Leave:

Q. What change has been made in the provisions relating to transfer of leave?

A. If an employee transfers to a job under a different leave system, he will transfer his annual leave instead of being paid for it as heretofore. There are three exceptions to this provision, which involve transfer to the jobs of (1) part-time employees without a regular tour of duty, (2) temporary construction workers paid at hourly rates, and (3) officers and employees of the Senate and House of Representatives.

Q. Why are these exceptions made?

A. They are made because the part-time and temporary employees do not earn leave and the Congressional employees are under an informal leave system. In transfers from these jobs, of course, there is no leave to transfer.

CREDIT UNION NEWS

Your Board of Directors is pleased to publish a consolidated Financial Statement of CAA Region 6 Federal Credit Union as of June 30, 1953.

Assets		Liabilities	
Loans (729)	$659,905.23	Shares	$629,315.47
Cash	27,779.78	Acc'ts. Payable	757.14
Change Fund	3,000.00	Notes Payable	40,000.00
Furn., Fix. and Equip.	1,195.51	Res. for Bad Loans	10,051.59
Other Assets	386.70	Undivided Profits	12,143.02
	$692,267.22		$692,267.22

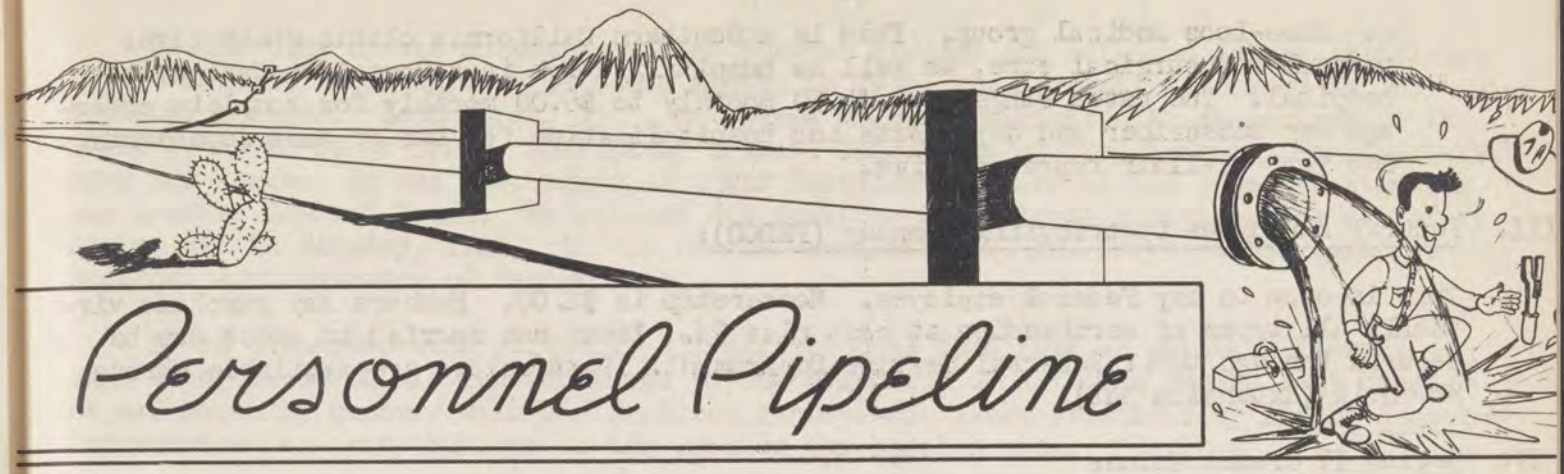
Statistical Information

Number of accounts at end of period	:	1,416
Loans made since organization (number)	:	2,800
Loans made since organization (amount)	:	$2,015,784.88
Loans charged off to date (number)	:	1
Loans charged off to date (amount)	:	$28.68
Credit Union organized	:	October 1, 1949

Official word is expected any day from the Bureau of Federal Credit Unions, which is our Federal Government supervising agency, for authority to change our name to CAA Region 4 Federal Credit Union.

The month of July has been one of the busiest months we have experienced since our organization and will show a marked increase in both loans and savings accounts. As this is written, over 100 new accounts have been opened during July and we estimate our total assets will reach $750,000 by July 31. Indications are that we will have close to a million dollar Credit Union by the end of this year. This increased activity has been a result of the recent consolidation of Regions, which makes an additional 1500 employees and members of their immediate families eligible for membership. We cordially invite all CAA employees of the new 4th Region to join with us and participate in the important advantages offered by the Credit Union to both investors and borrowers. If you are not well acquainted with the advantages and unusual features of our Credit Union service, please write to us and information will be promptly forwarded to you. Visit our pleasant new offices when you are in the Regional Headquarters.

Houghton Miller, General Manager of the CAA Region 6 Federal Credit Union, has been appointed Liquidating Agent for the CAA Region 7 Federal Credit Union, formerly located in the Seattle Regional Office. He reports that considerable progress has been made in this liquidation procedure, since the required approval by two-thirds of the membership has been received authorizing formal liquidation. It is suggested that any CAA employee having outstanding loans with the CAA Region 7 Federal Credit Union, contact Mr. Miller in making arrangements for refinancing through CAA Region 6 Federal Credit Union, so that liquidation may be completed and final distribution of funds made to members at the earliest possible time.



Personnel Pipeline

Many employees have inquired about the various employee benefits which are available to them. This column is devoted to a brief discussion of the principal employee services and financial aids. We are only concerned with those aids of a voluntary nature. Such benefits covered by compensation, leave, retirement, etc., are not mentioned.

I. Region Four Voluntary Pledge Plan:

This plan was organized to bridge the gap of "passing the hat" to aid a needy fellow worker's family when a member dies. The Plan has caught on like wildfire as illustrated by the fact that 1150 employees are members. Rex Hicks, AMT at Arcata, passed away recently and his widow received a check for $5,750 immediately. Members have until August 4 to renew their pledge account of $5.00. New members from former Regions 7, 5, and 4 have until August 15 to join without taking a physical examination. Application should be made to LA-381. After August 15, a physical examination will be required. Full particulars are contained in a special letter dated June 4, 1953, to all regional employees.

II. Civilair Association:

This is the CAA employees club, but is restricted to employees of the Los Angeles area. Dues are $1.50 annually. Club members are eligible for discount privileges on countless staple and luxury items besides many recreational activities and other special events. Some of the specific benefits are:

a. Civilair purchasing service. Under the chairmanship of Mr. Merrill Grix of Aircraft Engineering, the committee has arranged special discounts on cars, radios, TV sets, drugs, magazine subscriptions, sporting goods, furs, luggage. Mr. Grix furnishes periodically a list of 75 or more firms where special discount rates are available.

b. Blue Shield Physicians Service. This is a service plan in which the member pays on the basis of actual services rendered. It covers hospital and surgical benefits for illness or injury but not medical care. Rates range from $2.30 monthly for male employees to $7.70 for subscriber and two or more dependents. For additional facts, consult a Civilair representative.

(Continued on next page)

c. Ross-Loos Medical group. This is a Southern California clinic which gives medical and surgical care, as well as hospitalization in a Ross-Loos designated hospital. The rates range from $4.50 monthly to $8.00 monthly for complete coverage for subscriber and dependents and hospitalization for two or more dependents. See your Civilair representative.

III. Federal Employees Contributing Company (FEDCO):

This is open to any Federal employee. Membership is $2.00. Members may purchase virtually all types of merchandise at cost plus 5%. Items not carried in stock may be secured through their Referral Service Department. Particulars are available through Mr. Grix (Extension 344).

IV. Region IV Credit Union:

This is an institution owned and operated by the employees to provide credit for members and to have a convenient joint savings plan. There are about 1500 members. In 1952, the Union paid a dividend of 4.4%. Rates of interest are as follows: 7/10 of 1% a month on the unpaid balance for (a) Any loan fully secured with a savings account in the Credit Union; (b) Any loan secured with a 1952 or 1953 automobile; or (c) any loan of $2,000 or more. All other loans are 1% per month on the unpaid balance. The Union gives certain insurance protections in the event of death or disability. The Credit Union will be worth your time looking into. All Regional employees are eligible to join.

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MEET THE BOSSES

Joseph.S. Marriott

Our Regional Administrator can justly claim one of the more celebrated careers in the aviation industry.

From the time of his graduation from Stanford University in 1917, (he majored in science) he has practically lived and breathed the promotion of aeronautics. His first exposure was in the Aviation Ground School at the University of California at Berkeley in July, 1917. Immediately thereafter, he took flight training at Rockwell Field, San Diego, California. In December, 1917, he was commissioned a 1st. Lieutenant in the Aviation Section of the Signal Corps. During World War I, he served as a Flight Instructor and Officer in Charge of Flying at Park Field, Millington, Tennessee. Immediately after discharge, he was named as General Manager of the Memphis, Tennessee Aerial Company, directing the operations of a flying service. For a five-year period, August, 1921 to August, 1926, he was at the Tamalpais Union High School, Sausalito, California, as Head of Science Department and Boys' Vice Principal.

Mr. Marriott joined the Aeronautics Branch of the Commerce Department in April, 1928, as an Aircraft and Engine Inspector. Eighteen months later he was named to head up the Inspection Service of the Aeronautics Branch in Washington, D. C. He came to Southern California in August, 1933, as the Supervising Aeronautical Inspector. (Continued on next page)

At the time of the consolidation of Federal Airways and Aviation Safety activities into a Regional Headquarters at Santa Monica in 1938, Mr. Marriott was named as the Regional Manager. In October, 1942, he became Colonel Marriott with an assignment in Washington, D. C. as Chief, Operations Branch, Flight Operations Division, Headquarters, Army Air Force. He was also named as a War Department Member of the Interdepartmental Air Traffic Control Board. He resumed his position as Regional Administrator of former Region Six in January, 1946. In the recent consolidation, Mr. Marriott was named as Regional Administrator of Region Four.

He is connected with virtually all associations that have an aviation flavor. As a recognition of his contributions to the promotion of aviation on the West Coast, he was recently honored with the Business Achievement Award presented by Minute Magazine for outstanding contributions to the greater Los Angeles area.

James E. Read

Mr. Read, as Deputy Regional Administrator, likewise began his aviation career during World War I. He began flight training at Chanute Field, Rantoul, Illinois in 1917. After receiving his commission, he served as a Flight Inspector at Rockwell Field, San Diego. As a kid in knee trousers, the "straw boss" spent the period 1900 - 1913 residing in Johannesburg, South Africa. If one desires to find out how much he knows of the lingo of the natives of Africa, Mr. Read can give one a good orientation. Following his discharge from the service in 1919, he was connected with the automobile industry in its formative years. After ten years of peddling automobiles, he got back into aviation on a full-time basis in 1929 with Scenic Airways, Inc., at El Paso, Texas, where he was named as Chief Pilot and Operations Manager at the El Paso base.

In 1930, he entered Federal Service as a General Safety Inspector in Chicago. His career with CAA as an Aeronautical Inspector, Airline Inspector, Senior Air Carrier Inspector, Superintendent of Region Six Safety Regulation Division, and as Deputy Regional Administrator, is speckled with countless incidents of effective public relations throughout the entire industry.

As for hobbies, Mr. Read has consistently maintained active affiliation with radio, having one of the earliest call numbers as a ham operator.

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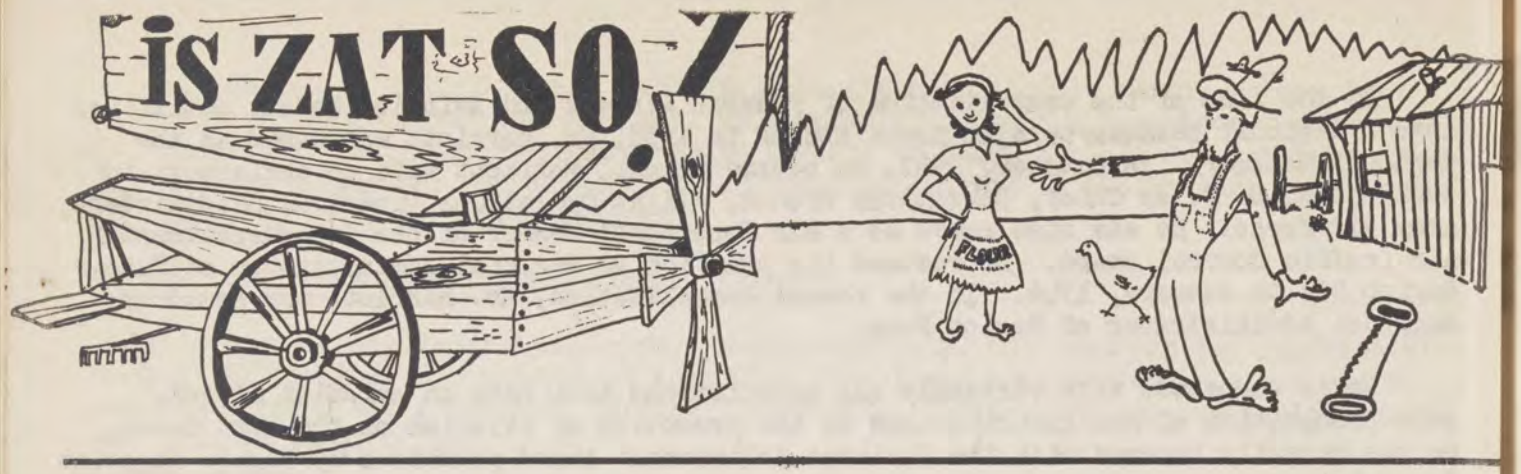
LETTER OF APPRECIATION

The following letter was received from the widow of Rex Hicks, AMT, Arcata, who passed away Sunday, July 19:

"The check from the Voluntary Pledge Plan, arrived today. I can't tell you how badly needed, or how much appreciated it was. This was Rex's only insurance and was a comfort to him, to know I would receive some help from it.

"Again, my sincere thanks and thank you for your sympathy."



DID YOU KNOW THAT?

1. The estimated 2800 helicopters thus far produced in the United States have flown some 1,200,000 hours - equal to about 137 years of flying by a machine that first went into commercial production only seven years ago?

2. Since civil aviation was officially recognized by Congress twenty-seven years ago, the scheduled airlines of the U. S. have flown more than eighty-five billion passenger miles - the equivalent of a giant airlift transporting every living human on earth a distance of 34 miles?

3. To overcome effects of friction at high speeds a refrigerating system in a modern jet fighter must have a freezing capacity equal to 176,000 ice cubes a day?

4. The Post Office Department has estimated that 53.7 billion airmail pieces will be handled in 1954 - equal to 329 pieces of mail for every person in the United States - more than is handled by all the rest of the world?

5. The owners of 11,000 corporate aircraft logged well over 422 million plane miles and flew 3.25 million hours - equivalent to flying day and night for over 370 years?

6. That the U. S. domestic and international scheduled airlines carried 28,381,801 passengers in 1952 - equivalent to nearly 1/6 of the population of the United States?

7. More than 1,300,000 international passengers arrived at or departed from United States airports via commercial airlines of the world which was over 300,000 more passengers than were carried by the steamship lines?

DIVISION HI-LITES

AVIATION SAFETY DIVISION:

The first channel wing airplane being constructed by the Baumann Aircraft Corporation for the Custer Channel Wing Company is nearly completed. Flight tests are expected to begin soon.

Convair personnel reported that Model 340 aircraft, Serial Nos. 91 and 131, are being sold to the U. S. Air Force and will be modified to a Model 61 Turbo-Prop configuration at Fort Worth.

Convair successfully completed a flight test program substantiating the use of Maxim silencers on Model 340 aircraft. Flight tests indicate that this type of silencer had no measurable effect on performance or cooling.

The preflight Type Certification Board meeting of the Douglas Model DC-7 was held on June 29, 1953. The Type Inspection Authorization has been issued with certain weight limitations. Douglas plans to use four airplanes in the flight test program. Two airplanes are completely instrumented, the third airplane has a complete interior and the fourth airplane will be kept up-to-date with any changes found necessary during the flight test program. It is expected that this fourth airplane probably will be the first airplane to be certificated.

Flight tests were conducted on the Hiller UH-12B helicopter with floats. It is expected that this modification will be used primarily by the Military.

The 150-hour engine endurance test of the Hiller Ramjet Model R8J2B engine is scheduled to begin this month.

Final Type Certification Board meeting for the Lockheed Model 1049C was held on June 9. The basic approval was for the KLM version equipped with Curtiss 858 propellers at a nonautofeathering take-off weight of 129,800 lbs. The Air France version with Hamilton Standard 6903B propellers at 131,500 lbs. was certificated on June 11. Both versions are expected to be ready this month for complete certification with autofeathering at 133,000 lbs. gross weight.

Two near misses, involving four scheduled air carrier aircraft, occurred this month during VFR approaches to Los Angeles. As a result of our discussions with the ATA and the individual operators at Los Angeles, the carriers agreed to adopt a reduced approach speed from La Habra in order to minimize the hazards involved under reduced visibility conditions.

A fourth and final visit was made to the scene of the Associated Air Transport accident, which occurred eight miles west of Fish Haven, Idaho, on January 7, 1953. The CAB has released the wreckage, and a final report is being prepared.

United Air Lines has its radar-equipped DC-3 in operation on its thunderstorm detection and evasion project. Two of our Electrical/Electronic Agents have witnessed the operation and have been impressed by the potentialities of this equipment.
(Continued on next page)

California Central Airlines' mechanics have gone on a strike. The company, by contracting out maintenance and employing outside mechanical personnel, is continuing to operate. The surveillance of the entire operation is under the control of the Burbank Air Carrier District Office.

It has been reported by our Seattle Air Carrier District Office that when grade 100 gasoline, which is colored green, is mixed in the right proportion with grade 108/115 gasoline, which is colored purple, a resulting colorless gasoline is obtained. The ratio for one fuel to the other to obtain the colorless fuel was not reported.

The Central Aircraft of Yakima, Washington, has completed the spraying of 2,000,000 acres of forest in New Brunswick, Canada, for the control of the spruce budworm without incident to any of the seventy aircraft of United States registry. These aircraft were ferried an average distance of over 3500 miles to perform this work.

The first forest spraying in the south section of our Region has started in the Albuquerque district. Agent Barnard (formerly in the Portland district), with experience on the northwest spruce budworm projects, is using his experience to good advantage on this project in New Mexico. Agent Barnard reports a case in which an operator flying fire patrol approached too close to a forest fire and experienced complete engine failure from lack of lxygen. This is something that should be brought to the attention of all operators on this type of flying.

Several hearings have been held in the State of Washington relative to reported 2,4-D damage to crops adjacent to areas sprayed by aircraft. That Statement Department of Agriculture has imposed a number of restrictions, which indicate that more rigid control of the use of 2,4-D may be anticipated.

Our agents are stressing the importance of shoulder harness and helmets in all agricultural flight activities based on past experience in this type of operation.

Agent John S. Zentner conferred, by request, with the National Executive Board of the Civil Air Patrol. This Board consisted of eight Regional Advisors, and General Carl Spoatz and General Lucas Beau. Assistance in educational and promotional fields was desired and appears to have been satisfactorily provided.

Nineteen safety meetings were held with approximately 265 in attendance. As usual, numerous individual contacts were made, during which good practice and safety in flight were discussed.

A DAMI conference was held at Casper, Wyoming, by the Cheyenne District Office on June 23, 1953. Eighty per cent of the DAMI's in the district attended, and the consensus was that these conferences should be held at least twice a year in the interest of more uniform understanding by the designees and their CAA supervisors. The conference was considered to be a real success.

AIRPORTS DIVISION:

Mr. C. W. Winger of the Airport Operations Branch, and the Chief of the Division, accompanied the Regional Administrator to a meeting of the Airport Use Panel in Oakland to investigate air traffic problems in the Oakland-Alameda-Hayward area. The Port of Oakland is concerned that the increase in traffic at Hayward may adversely affect operations at the Oakland Airport.

On July 10, the Chief of the Division accompanied the Regional Administrator to San Diego to meet with the City Manager and members of his staff and with Admiral G. R. Henderson, Commander, Naval Air Bases, Eleventh and Twelfth Naval Districts, and other Navy representatives to discuss the proposed ultimate development of Montgomery Field as an air carrier airport, and the manner in which operations could be coordinated between Montgomery Field and the Naval Air Station at Miramar. Agreement was reached that air carrier operations could be safely conducted at Montgomery Field when the airport is expanded, provided this airport is fully equipped with facilities for instrument operations and proper provision made for coordination of traffic control between Montgomery Field and the Miramar Naval Air Station.

Instrumentation of the FIDO installation at the Los Angeles International Airport has been completed and calibrated. Operations tests are being run.

The City of Salt Lake awarded a $744,000 contract to Gibbons and Reed for paving the new N/S instrument runway. A $180,000 lighting contract for the same project was awarded to Capital Electric. Completion of the work under these contracts will allow use of this runway as a facility long sought by the City of Salt Lake, the National Guard, and the CAA.

FACILITIES DIVISION:

The personnel assigned to the Phase V Military UHF Program have been working at full speed to complete the report and estimate on the work to be accomplished which is due in Washington August 1. We expect to have the report ready for mailing by the end of next week.

Progress on Establishment projects during the past month:

VOR/DME:

Relocate Long Beach, California facility to Los Alamitos.	Site survey has been completed and satisfactory flight check obtained with portable equipment. Plans are being drawn and proposal prepared for the construction work.
Fillmore, California:	A proposal for the grading of this site has been written and ready for issuance.
Fresno, California	Installation work is progressing satisfactorily and the facility should be ready for flight check July 31.
Tucson, Arizona	Installation work is in progress and should be completed about August 20.
Wendover, Utah	DME installation has been completed and ready for commissioning.

(Continued on next page)

Twin Falls, Idaho	Construction work on this facility was completed on July 15. Installation of equipment will probably be delayed until new equipment is available late this Fall.
Klamath Falls, Oregon	Construction work was started on this facility July 6.
Ogden & Salt Lake City, Utah	Modernization of these facilities and DME installation is in progress,
Medford, Oregon	Installation of DME is in progress and should be tuned and ready for commissioning by the end of the month.

RELOCATION OF SRA RANGE:

Spokane, Washington	Relocation of this facility is progressing satisfactorily. The construction work is completed or will be completed by the end of the month and installation work is in progress. The relocation of the Fan Markers in connection with this facility is progressing satisfactorily and should be completed by the time the SRA is ready for commissioning.

FAN MARKERS:

Tiller and Evans Creek, Oregon	Fan Markers are under construction and should be completed this date.

INTERMEDIATE LANDING FIELDS:

Battle Mountain, Nevada	Repairs to the runway and resealing contract is in progress. Notice to Proceed was issued effective July 16.

INSTRUMENT LANDING SYSTEMS:

Denver, Colorado	Satisfactory progress is being made on this project and is due for completion about August 20.
Oakland, California	Installation of the new ILS monitor has been completed.
Medford, Oregon	Construction work has been completed.
Portland, Oregon	Installation of the new TUS Glide Path has been started
Cheyenne, Wyoming	Installation of the new localizer monitors has been completed and a TUS Glide Path installation is in progress.
Eugene, Oregon	Installation of TUS Glide Path and replacement of power and control cables is in progress.

(Continued on next page)

HIALL:

San Francisco, Calif.	Threshhold lights and wing bars were completed and final inspection was held on July 13.
Denver, Colorado	Preparation is being made to issue proposal for the construction work of this facility.

PAR

Oakland, California	Notice to Proceed on this facility is still being withheld pending receipt of funds.

ASR:

Salt Lake City, Utah	Installation of the equipment was started on July 20.

INSACS:

Mitague, California	Construction of the antenna support and related work have been completed and the installation work will be started as soon as the crew completes work at Oakland and Mt. Tamalpais.
Eugene, Oregon	Relocation of INSAC into the new Administration Building has been completed.

ARTCC:

Oakland, California	Work on the Remote Transmitter/Receiver being relocated to Mt. Tamalpais was continued during the month. Implementation of the facility was delayed due to the frequency interference. New frequencies have been tentatively assigned. Crystals were received date and they will be installed and a test will be conducted to see if satisfactory operation can be obtained.

FSWACS:

Las Vegas, Nevada	Installation of frequency 137.88 mc Receiver was started but was delayed due to non-delivery of equipment.
Pueblo, Colorado	Plans for relocating this facility are being prepared.
Ontario, California	Installation of electronic equipment was started on July 16.

MISCELLANEOUS:

Arcata, California	Standby power plant contract work on this facility was completed July 21.

(Continued on next page)

Vail Lake, California	Air Force "FM" and "H" facility. Notice to proceed with the contract work was issued effective July 6.
Los Angeles, California	SRA Radio Range - Relocation of the site fence and related work was completed during the month.
Belmont, California	OFACS. The work of strengthening and raising the dikes was started on June 30.
Los Angeles, Calif.	Installation of Remote 3105 and 3023.5 kc receivers for the tower was completed and placed in operation.
Eugene, Oregon	Engine generator relocation and establishment of Central Plant to new Administration Building has been completed.

AIRWAYS OPERATIONS DIVISION:

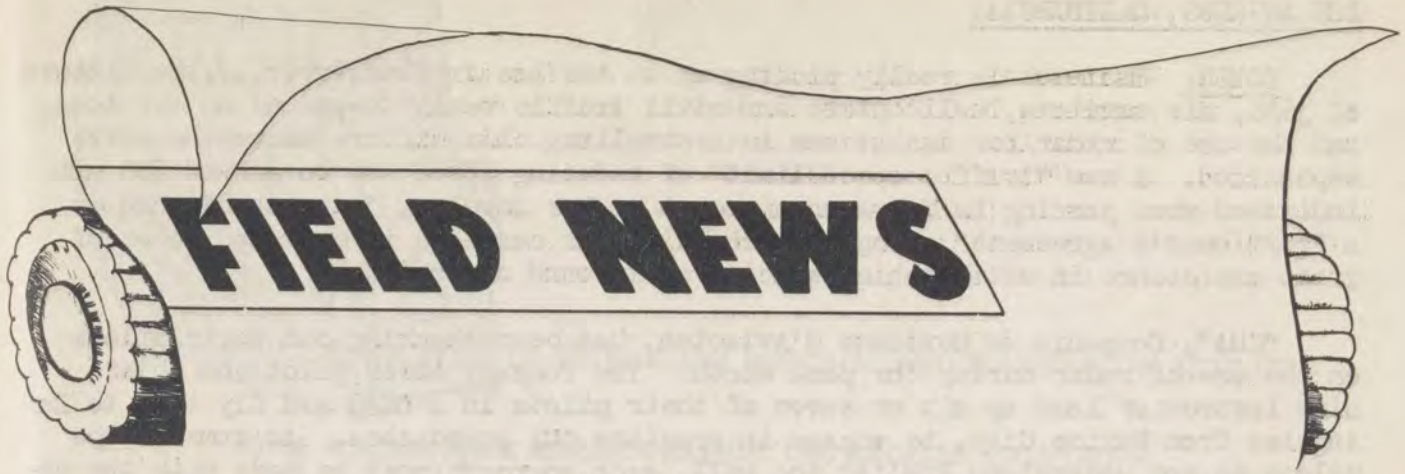
Airport traffic control and flight plan services were provided June 27-28 for approximately 250 aircraft participating in the annual Porterville "Moonlight Fly-In". Clyde Boughton, Bakersfield Tower Chief, Eskel Daniels, Bakersfield Station Chief, and Art Fielder, District Supervisor, represented the Division. Portable tower equipment was set up on a large flat bed truck parked near the approach end of the field. Communications equipment and services were furnished by the CAP. Earlier in June, similar services were provided by Fresno Tower personnel for an Air Fair at Columbia, California. A fine commendation has been received from Porterville in appreciation of the services rendered by Airways Operations.

The Helena, Salem, and Santa Barbara Towers and the Kalispell Station were decommissioned at the close of business June 30, 1953.

The CAA and the Weather Bureau have begun a ninety-day testing period of a plan for a one-stop pilot briefing at certain locations where the Weather Bureau operates a station adjacent to a CAA combined facility. This plan proposes that the Weather Bureau office will provide the pilot with all the information he requires. It includes a briefing counter especially fitted out for flight information, Notams, etc, which will be maintained by the CAA. A combination telephone service will provide weather and CAA briefing on one instrument.

A meeting of the five Region Four Air Defense Liaison Officers and Regional Office personnel was held July 8. Such items as the role of civil aviation during a military emergency, the responsibility of ADLOs in coordinating defense matters with State officials, and the method of handling requests for non-observance of CAR 620 were discussed.

A meeting of Region Four Airways Operations District Supervisors was held in the Regional Office July 21 through July 23. This was the first meeting of this nature since the recent consolidation of Regions. It is planned to hold these meetings at bi-monthly intervals. An effort was made to obtain information on the best operating practices which are employed throughout the eleven states comprising the Region. The best of these ideas will be utilized in forming operational policies for the new Region. The Supervisors were given an opportunity to get acquainted with the regional headquarter organization and to take up individual operational problems.



BURBANK, CALIFORNIA:

INSAC: Burbank INSACS greets the new bigger and better Fourth Region with an invite to come up and visit this friendly station any time you are in beautiful San Fernando Valley. Just park your car free in the space along the main entrance marked "Reserved CAA - WB Personnel". The INSACS is on the third floor of Lockheed Air Terminal Passenger Building. We have been in the same quarters for more than two decades and have "whiskers" but manage to keep modern by moving the furnishings about.

This INSACS is a busy place most of the time. We have a "self-service" briefing counter and keep everything a pilot needs for "pre-flight" on it. We sometimes have scheduled, non-scheduled, private and military pilots all gathered around the briefing counter making out flight plans or planning flights. When our beavers are swamped, which happens at times, some of our older customers like to time-stamp their flight plan and place our copy in front of us before leaving. They all cooperate wonderfully when we need it. We hardly ever get a growl - even when one is due.

Ted Rycroft, tower controller, who was on the Burbank Field controlling traffic with flags before they had control towers, recently returned to duty from hospitalization. Ted's friendly smile and good disposition is still with him in spite of his ordeal.

TOWER: The skyline at the Burbank Airport is taking on a new appearance these days, which is causing much curious speculation around here. Construction of a new control tower above the existing tower cab began June 1 and has been progressing rapidly ever since. The steel superstructure is all up and the carpenters are now busy on the enclosure. The new tower will be an estimated $40,000 addition to the terminal building, which, incidentally, has just been expanded and completely remodeled. The new tower will be 74 feet high and about twice as large in floor area as the present tower. The reason for the new addition is to accommodate the new surveillance-type radar consoles which will complete an all weather landing system at Lockheed Air Terminal.

Pilots and operators at Lockheed Air Terminal are happy to see the new 925 foot extension to the main runway opened for operation. The new extension, we are told, will eliminate all weight restrictions on large aircraft using this runway.
(Continued on next page)

LOS ANGELES, CALIFORNIA:

TOWER: Business is really picking up at the Los Angeles Tower ...the mixture of jets, air carriers, helicopters and civil traffic really keeps us on our toes, and the use of radar for assistance in controlling this mixture cannot be over-emphasized. A new "traffic speed limit" of reducing speed not to exceed 200 mph indicated when passing La Habra on approach to Los Angeles, just established as a "gentlemen's agreement" among the scheduled air carriers is expected to be of great assistance in establishing spacing of inbound aircraft.

"CMA", Compania de Mexicana d'Aviacion, has been checking out their pilots on the use of radar during the past month. The company check pilot and chief Link instructor load up six or seven of their pilots in a DC-3 and fly them to Los Angeles from Mexico City, to engage in practice GCA approaches. As some of the pilots do not understand English too well, each approach must be made with the utmost care to avoid any confliction due to language difficulty. However, the "CMA" pilots are very smooth on the controls and the approaches usually turn out okey. After the practice runs are completed the pilots adjourn to the tower to look at the scopes, which, for some, is their first look at radar, and then hold a small critique on the approaches they have made. This type of procedure is not only beneficial for the pilots but for the radar controller as well, in that he can see and talk personally with the pilot he has just worked on an approach.

American Airlines has started using their new DC-6A Airfreighters. This aircraft is conspicuous by the absence of all windows except for those in the cockpit area.

Controller Himes returned to work on June 20 after spending two weeks at the Portland Tower assisting in the development of operating procedures and an on-the-job training program preparatory to the anticipated commissioning of ASR-2 (Airport Surveillance Radar) at the City of Roses. Don enjoyed all the luxurious green folliage in sight everywhere during his stay there. We noticed too that Don appeared to have lost some of his habitual Southern California tan.

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