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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE VERY HIGH FREQUENCY AUTOMATIC DIRECTION FINDER

By: John T. Renfroe
Chief, Red Bluff INSACS

In 1951, the Red Bluff Insac was selected as one of three in the United States to be equipped with automatic direction finding equipment operating in the VHF band. (VHF/ADF) The Red Bluff unit is manufactured by Bendix Radio and was commissioned July 25, 1951.

The unit receives the frequency band 100 to 156 megacycles. It instantaneously and automatically visually indicates the direction of the transmitting aircraft from the station. The indicating device is a five inch cathode-ray tube around which an azimuth scale in degrees is painted.

The indicating portion of the equipment and tuning dials are located immediately adjacent to the air-ground console. In operation, the ADF receiver portion is tuned to the aircraft transmitting frequency. A lighted arrow indicator appears on the face of the cathode-ray tube pointing in the direction from which the signal is coming. The operator reads this in degrees. Pilots are requested to depress the interphone button for about five seconds in order to assure accuracy of bearings, which experience indicates is somewhat better than plus or minus five degrees.

During one stormy day last winter, a military pilot called and said that his engine was extremely rough and that he might have to bail out. He requested that we notify his home base of his position, which he gave as ten miles Southeast of Mt. Shasta. This was followed up almost immediately with a statement that his engine was dead and that he observed what appeared to be a landing strip through a hole in clouds and that he would attempt a dead stick landing. After the first transmission, the ADF receiver was tuned to the frequency in use by the aircraft. On his second and last brief transmission, a bearing was obtained which indicated that the aircraft was Southwest and not Southeast of Mt. Shasta. A second military aircraft which was northbound in this vicinity immediately veered course to commence search.
(Continued on next page)

He was furnished information which indicated the last position of the disabled aircraft was on a line bearing 300 degrees from Red Bluff. Fortunately, the disabled aircraft made a safe dead-stick landing on the Weaverville Airport which bears 298 degrees from Red Bluff. Had the aircraft made an unsuccessful landing in a remote spot a few miles from the Weaverville Airport, the bearing which was obtained from the aircraft's last brief transmission would have proved invaluable in narrowing search activities.

On another occasion during a storm, a military pilot in a fighter type aircraft reported that he was bailing out because of engine trouble. The ADF receiver was already tuned to the aircraft's frequency and a quick bearing was taken indicating the aircraft was North of Red Bluff. All concerned were immediately notified. Thirty minutes later, the pilot called via telephone to report he had parachuted to safety, landing about three miles West of the City of Redding, near a highway.

A military aircraft on a training mission out of Mather AFB had been given clearance to climb to on-top on the west course of the Red Bluff range during one of last Spring's storms. After climbing westward for some time, the pilot advised he would be unable to reach on-top because of icing and requested clearance to return to Mather. The clearance was obtained and delivered to the pilot. The pilot at this point advised that his low frequency equipment was dead and requested ADF "steer" to Red Bluff. He was furnished this information at approximately three minute intervals until he was over the station. 1

A civil aircraft flying in VFR conditions at night reported approaching Red Bluff but could not see the airport. The pilot was furnished information concerning location of the airport in relation to the City, the river, highway and railroad. The airport lights were blinked several times, but the pilot reported he could not see them. The ADF receiver was tuned to the aircraft's frequency of 122.1 mc and it was immediately determined that the aircraft was northwest of the airport. The pilot was given the correct course to fly. He was also informed that he was still northwest of the airport. A few minutes later, he reported that the airport lights were now in sight. After landing, he visited the station and was amazed that we were able to tell him that he was definitely northwest of the airport at a particular time.

The cumbersome, time-consuming and often ineffective low frequency range orientation procedures for determining the location of a lost aircraft is eliminated provided the aircraft is equipped with a VHF transmitter. Pilots who are experienced with this new service inform us that they place absolute faith in the reliability of the bearing information we give them. To say that the operating personnel are pleased with such comments is putting it mildly.

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Some employees might be interested in reading, "Tall Timber Pilots", by Dale White and Larry Florek, which deals with flying in the Pacific Northwest. It is described as, "recounting some of the most thrilling and unbelievable episodes in the annals of aviation. Bob Johnson started the Johnson Flying School in Missoula, Montana in 1924. The aim was to build a profitable business in one of the most brutal and treacherous flying areas in the world..."



REGIONAL ADMINISTRATOR'S COLUMN

During the last week in July, your Regional Administrator, accompanied by Art Johnson, Chief, Airways Operations Division; Bryan Jacobs, Chief, Aviation Safety Division, and Slade Hardee, Executive Assistant, visited every CAA facility in Colorado, plus Cheyenne, Wyoming. Place names like Grand Junction, Eagle, La Junta, Akron, and Trinidad now mean something to us in terms of CAA activities and the people who man them.

It is our plan to repeat this type of field trip visiting other sections of Region IV, particularly those with which we are less familiar. However, the increased flow of paper from eleven states instead of four makes it a little bit difficult to just pick up and leave the Regional Office without doing some planning for the trip, and even then these plans often get interrupted. There are conferences and meetings that have to be attended -- one such meeting this month was a very interesting one.

The Western Air Defense Force Liaison Officer with Military Flight Service set up a meeting at Hamilton Air Force Base to which the Operations Officers of all Air Force installations in the area of the 28th Air Division of WADF were invited. The purpose of this meeting was to acquaint responsible officials of all of these Air Force installations with the mission of the Western Air Defense Force and the services rendered by the Civil Aeronautics Administration and Military Flight Service to assist in the accomplishment of that mission. By imparting this knowledge and thereby obtaining better compliance with the traffic rules, both civil and military, it was hoped that the problems of WADF, Military Flight Service, and CAA would be decreased and the total job of detection and identification, and if need be, interception and destruction would be simplified. The initiative of Major Fahringer in arranging this meeting was certainly commendable and it would undoubtedly help if similar meetings were held in the other Air Defense Division areas of WADF. Perhaps our Air Defense Liaison Officers could drop a hint in this regard. Further details concerning the set up of the meeting can be obtained from Glen Simonson.

Fifteen days of August were occupied by participation in the active duty training period of the 452nd Tactical Reconnaissance Wing. During this period, not only military knowledge was acquired, but CAA relations with the military were improved through contact with ranking officials of the Fourth Air Force, the Continental Air Command, the Tactical Air Command, and representatives of Headquarters, U. S. Air Forces. (Continued on next page)

Another meeting of significance was the one sponsored by CAA and the Air Force at which the results of a study by Tom Jones, an Engineer of the Rand Corporation were made known to representatives of the airlines and the manufacturers. In fact there were two meetings = one in New York and one in Santa Monica. The study was an investigation of the logistics of cargo aircraft with particular reference to the advantages and disadvantages of different types of power plants, that is, turbo-jet, turbo-prop and reciprocating engines. While the CAA did not necessarily endorse the results of the study, it is interesting to note that the findings pointed strongly toward turbo-prop powered cargo aircraft of large sizes as being the most economical to operate.

Other interesting meetings are already on the calendar for September and October. Plans for the next regional field trip are therefore not yet firm, but we definitely will continue them as time permits.

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MEET THE BOSSES

Art Johnson
Chief, Airways Operations Division

In point of service to the Federal Government, Art Johnson is one of CAA's true pioneers. In order to have thirty-six years of credit, one would think that Art is roosting in his 60's. Instead, on the 13th of this month, he will celebrate his 55th birthday.

He entered the U. S. Navy in 1916, serving through World War I until 1920. In 1918, he was aboard a convoy escort destroyer, "U.S.S. Manley", which was badly damaged in a collision at sea. Art, fortunately, was one of the ship's survivors, being rescued and transported to Plymouth, England. As a member of the Naval Reserve from 1924 to 1941, he advanced to the rank of Lt. Commander.

He started with the CAA in 1920 in the predecessor agency, the Air Mail Service of the Post Office Department. In 1929, he had been promoted to Traffic Supervisor of all communication activities "west of Cheyenne." From 1933 to 1942, he was Chief of the Communications Branch, and from 1942 to 1946, Regional Superintendent of Airwa. He was named as the Chief, Airways Operations Division for the Sixth Region in the 1946 reorganization. He was selected for a similar post in new Region Four.

Art is probably as familiar with CAA's history as any man in the agency and, what is more, his photographic memory permits him to recall details of incidents which occurred 15 - 20 - 25 years ago with amazing accuracy. This feature has pointed him as one of the most observing individuals one will ever meet. (Continued on next page)

C. W. "Bill" Larsen
Deputy Chief, Airways Operations Division

Another old timer whose service dates back to the Air Mail Service days is tall, affable Bill Larsen. Like his boss, Bill entered the Air Mail Service in October, 1921, with his first post of duty at Reno, Nevada. He had picked up his knowledge of radio operations while serving a four year hitch as a radio man in the U. S. Navy.

By 1930, Larsen had advanced to the position of Airways Traffic Supervisor, Portland, Oregon. In 1933, he was transferred to Salt Lake City, Utah, where he was named to direct the Airways picture in what was the old Fifth District. He was appointed to his first position in Seattle in August, 1938, under the Seventh Region, with the title of Communications Supervisor. When Pearl Harbor came along, he was assigned as Chief of the Communications Branch. He served a two year period as Assistant Superintendent of Airways and was named as the Seventh Region's Superintendent of Airways Operations Branch in the 1946 reorganization and, in 1949, reassigned as Chief, Airways Operations Division. He held this position until the recent consolidation of Regions. Being junior to Mr. Johnson, he was named to the Deputy Division Chief position in Region ar.

As one indication of Mr. Larsen's administrative ability, he was one of six selected in 1948 to participate in an eight months' executive training program conducted in the Office of the Administrator. Bill holds a commercial pilot's ticket and has logged approximately 800 hours.

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INCIDENT REPORT

A review of the "incident reports" on file in the Regional Office discloses many examples of the alertness of our CAA employees. The reports themselves are brief and matter of fact, but a look behind the scenes reveals the possibility of tragic results which has been prevented by our employees' alertness. As an example -

"At 1337 PST, Air Force 8005, after making his pre-flight check, called for takeoff clearance and was cleared for takeoff on Runway 25R. The aircraft taxied into position and paused momentarily while lining up with the runway.

"At that time the control tower operator noticed flame coming through the front of the air intake for the right engines. It quickly spread the length of the engines over the bottom of the nacelle. The tower operator immediately advised the crew to abandon the aircraft as the flames were mainly on the lower side of the nacelle and appeared to be out of view of the plane's crew. City, North American, and Douglas emergency equipment was alerted simultaneous with the observation. The intensity of the flame grew quickly, weakening the wing to a point where the right wing tip sagged to the runway. Emergency equipment arrived at the scene at 1340 and quickly extinguished the fire. The crew was safely far from the aircraft almost immediately after being advised by the control tower."

Anyone with imagination can visualize the results which would have occurred if the aircraft, on the point of take-off, had been allowed to proceed. It would have been airborne within seconds with the resulting fire in the air and obvious loss of life.

The alertness of Controller Ray B. Smith of the Los Angeles Tower prevented such a tragedy.



QUESTION BOX?



- Q. I am assigned to an AMIS position as an Airways Operations Specialist (Communications), GS-7, and understand that these positions are financed by Air Force funds. In the event funds for these positions are withdrawn, am I out of a job?
- A. Not necessarily. Funds from which you are paid are not a factor in determining your retention rights if a reduction in force is required. The same is true of EANF or FAAP appropriations.
- Q. How long after the entrance on duty date is an employee entitled to take annual and sick leave?
- A. The employee must have served for ninety days before he is entitled to annual leave. Sick leave begins to accrue from date of entrance on duty.
- Q. As a result of the consolidation, I was demoted from GS-7 to GS-5. In the event that my former position becomes vacant, do I have reinstatement rights to this position?
- A. NO. The vacancy will be filled by following Regional Promotion Plan procedures.
- Q. I was promoted from grade GS-7 to GS-9 on June 22, 1952. Under the Whitten Amendment, I was to be promoted to GS-10 one year later. On June 21, 1953, I received a periodic pay increase as a GS-9. Why was my promotion to GS-10 not effected instead?
- A. Your promotion to grade GS-10 could not be effected prior to completion of one year of service in grade GS-9. You did not complete a full year until the close of business June 21, 1953 and the pay period began that morning. Since regulations governing periodic pay increases require only 52 weeks of service you received that increase on June 21 and your promotion should be effective on July 5.
- Q. I carried over 75 days of annual leave from 1952. I have not used 15 days of the current year's accrual. If I resign after August 31, what will my lump-sum payment cover?
- A. Only 75 days. The current year's accrual (15 days) would have to be taken prior to the effective date of resignation or lost.

(Continued on next page)

- Q. I notice that one provision in the amendments to the Leave Act authorizes and directs department heads to reduce accumulated annual leave to amounts now allowable in a reasonable period of years. How will this be done?
- A. The Department of Commerce will issue a policy on this. We don't know what it will provide but assume it will direct the reduction within a stated period and will probably carry a "savings clause" to prevent undue interruption to operating programs.
- Q. It is my understanding that Forms SF-44 are to be used for "over-the-counter purchases" in my area and should not be mailed to distant points. Are there exceptions to this rule?
- A. Yes. An exception is made in the purchase of certain contract items such as automotive batteries. Such exceptions will be outlined in attachments to the Procurement Branch series of the Administrative Orders. Purchase Orders mailed to distant points for items not excepted violate the intent of the proper use of field orders and will be questioned by the Procurement Branch.

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VOLUNTARY PLEDGE PLAN NOTES

There have been two deaths since the VPP became effective December 1, 1952. We are now in the process of obtaining renewals as a result of the passing of James D. Pemble, Airways Maintenance General Mechanic, San Mateo, California, on August 23, 1953. You are reminded that the deadline for renewal is September 9, 1953.

In this connection, we would like to point out that we consider a person a member of the Plan when he has completed his beneficiary cards and has paid the \$5.00 premium. When this has been accomplished, an employee is covered by the insurance even though his chairman may be holding his money to forward to the Credit Union with other collections.

The fund on deposit now exceeds \$8,000. Only five former members who are still employed by CAA failed to renew their pledges after the death of Rex Hicks. Unfortunately, however, there were several who failed to renew within the sixteen day time limit and are, therefore, not eligible to join again at any future date.

We think it is highly important that anyone who is going on leave make some arrangement for payment of his pledge if a death occurs during his leave period. The Administrative Board will be unable to make any exceptions to this. IT IS UP TO THE MEMBER TO RENEW HIS PLEDGE ON TIME if he wants to continue in the Plan.

We have had numerous requests regarding transfers. When an employee transfers, he will no doubt want to revise his beneficiary's address so that prompt payment may be made in the event of his death. Each member who transfers should complete new cards and give them to his new chairman, who will forward one to 381.1. No money will be transferred. When a death occurs, the old chairman will destroy the card of the transferred member and, of course, the new chairman will collect \$5.00 and forward it with his group. Please send in your pass book when adding new members or submitting renewals. Also, if any group hasn't named a chairman and alternate chairman, please notify 381.1.

Remember, effective August 15, 1953, no new member can be accepted without evidence of physical fitness within past thirty days.



DID YOU KNOW THAT?

California law effective September 9 authorizes cities and counties to adopt and enforce zoning restrictions for approaches to public and private airports. Law is based on recommendations of the President's Airport Commission headed last year by General James Doolittle.

First privately owned heliport in the West to be certificated by CAA was dedicated recently at the headquarters of Lane Publishing Company, Menlo Park, California.

If the domestic airlines' fatality rate of .43 per 100 million passenger miles (12 month period ending June 30) was maintained for rest of time it would take the average passenger nearly 2,000 years before he would encounter a fatal accident even if trans-continental flights were made every week.

Eleven million dollars are paid weekly to 135,000 women aircraft workers who today earn their living building aircraft for the U. S. military forces and the world's civil air fleets.

The world's first military plane accepted by U. S. Signal Corps July 31, 1909, top speed was 42 mph. The modern jet fighter weighs thirteen times more, has over 277 times the power and can fly over 650 mph faster.

Every day, more than 123,000 persons fly more than 67 million miles on world airlines.

Approximately 259 smokejumpers - firefighters hired to parachute to forest fires - are working for the U. S. Forest Service this summer. Last year, these smoke jumpers made 836 jumps and stopped 267 forest fires.

Douglas Aircraft Company, has developed an air-sea rescue program for its test pilots, who do virtually all aircraft testing over the ocean off Santa Monica. Attached to the fuselage of a company utility plane, a life-raft is dropped like a bomb over a target to the pilot who may have to ditch at sea. A Douglas plane equipped with the raft could respond to an emergency, locate the victim and drop the device within 30 minutes even under the most adverse conditions, according to Russ Thaw, engineering test pilot in charge of the program.

DIVISION HI-LITES

AIRWAYS OPERATIONS:

As the result of a study of teletype circuits, especially Service "C", this office has recommended to Washington that six drops be eliminated, saving a total of \$1128 annually.

Study of the practicability of combining the two OFAC stations in Region Four had been recommended by the Technical Services and Planning Branch. Subsequently, Washington has requested that this same project be initiated. Preliminary steps have been taken to proceed with the study during the next two weeks.

The Administrator has indicated the necessity of saving \$2500 per month on teletype services in Region Four as our share in an overall economy program.

A Division staff study concerning the installation of a VOR by-pass airway east of Denver has recently been concluded and recommendations forwarded to the Facilities Division.

A GAA-DOT (Department of Transport, Canada) security control meeting was attended by Air Defense Liaison Officer G. L. Simonson August 13 and 14 at Ottawa, Canada. Mutual procedure and implementation problems concerning SCAT and CONELRAD were discussed.

Information from the Weather Bureau Regional Office, Salt Lake City, indicates that their stations at Raton, Beaumont, Ellensburg, Kelso, and Butte will be closed by September 1, 1953. Hours of operation will be reduced at Rock Springs and Flagstaff. It has been decided to retain 24-hour daily service at Pueblo, although reduction had been anticipated. Observations at Ellensburg and Butte will be assumed by CAA on a 24-hour daily basis. CAA will assume observations 16 hours daily at Rock Springs.

Recent information indicates completion in the near future of the interphone link between San Diego and the Tijuana Airport. Direct communication between the San Diego Communications Station and the Tijuana Tower for handling flight plans, arrival reports, and customs notification messages on transborder flights, will thereby be provided.

The Portland ASR-2 was commissioned August 12. ASR at San Francisco was commissioned August 6, while that at Oakland is scheduled for September 1.

FACILITIES:

Assignments to Oklahoma City:

ILS/VOR Class 8-31-53:

Elven R. Evans, Duane P. McPherson

DME, Class 8-10-53:

Edgar F. Stuhff, Henry J. Finley,
John K. Click

(Continued on next page)

Flight Inspection:

Elwyn L. Rowe, Flight Inspection, Oklahoma City, and Cyril M. Pruett, L. A. Tower, have been selected for co-pilot positions at our Denver and Salt Lake City Area Offices respectively. The Salt Lake City area office opened August 24. Additional personnel transferred to Salt Lake include Airways Flight Inspector, Robert H. Lewis, Los Angeles; A. F. I. Claude R. Brand, Seattle; and Earl Littleton, Engineering Aide, Los Angeles. The Denver office is expected to get under way September 14 with Chester Shimp, Airways Flight Inspector, who is transferring there from Oklahoma City Flight Inspection.

Facilities Establishment:

SRA: Spokane, Wash. Relocation of Spokane SRA. The installation work on this facility is nearing completion and should be ready and commissioned for September 1.

VOR/DME: Ogden, Utah- Installation of Ogden DME was completed on July 31. Tuneup and inspection were completed August 20 upon replacement of damaged test generator.

Salt Lake City Installation of DME and minor modification thereto was completed at Salt Lake City on August 21. DME ready for flight check by September 1.

Tucson, Ariz. Installation work on the relocated VOR was ready for flight check on August 25 and should be commissioned before the first of the month. Installation of DME has been completed and tuned ready for flight check.

Fortuna, Calif. VOR modification and DME installation was started and will be completed by the middle of September. Installation of electronic equipment was started during the month.

The Dalles, Ore.-The graveling of the access road to the VOR was completed by Force Account.

FAN MARKERS AND H. FACILITY

Pine City, Wash- Installation of electronic equipment has been delayed due to non-delivery of equipment.

Vail Lake, Cal. Fan and "H" Marker Facility construction work has been completed, except for fan marker counterpoise which the military failed to supply. The counterpoise from Williams River, Colorado, is being dismantled and will be installed early in September.

The installation of electronic equipment will start next week.

ILS - Denver, Col. The construction work on the relocated ILS will be completed and final inspection made August 25. Electronic installation is commencing immediately.

Eugene, Oregon Construction of new glide path building and cable replacement of ILS will be completed by October 31.

LOCALIZER MONITORS AND
TUS GLIDE SLOPE

Cheyenne, Wym. Installation of localizer monitors and TUS Glide Slope equipment completed and should be commissioned by the end of this month. Flight check tentatively scheduled for the 27th of August.

Portland, Oregon
ILS Installation of the ILS electronic equipment has been completed. It is scheduled to be flight checked about August 26.

INSAC: Eugene, Oregon The temporary installation of the INSAC was completed and work on the new INSAC has been started.

Montague, Calif. Relocation electronic equipment at this facility into new quarters has been started.

PAR Oakland, Calif. Contract was awarded and construction was started.

REMOTE TRANSMITTER
FM/LINK

Oakland, Calif. and Mt. Tamalpais, California Inspection of the initial phase electronic installation was made on August 20. Additional work will be required when standby equipment is received.

TOWAC Ontario, Calif. Installation of TOWAC is proceeding satisfactorily and operation can be established in the new tower by September 1, 1953. However, final clean up will take additional time.

AVIATION SAFETY:

The Beecraft Model HB airplane is nearly ready to begin CAA type certification flight tests. The preflight Type Certification Board Meeting probably will occur soon.

The Lamson Aircraft Company, Yakima, Washington, has made application for type certification of its Model L-101 under the provisions of CAR 8. This aircraft is a simple biplane, intended for agricultural uses, which will have a welded steel tube fuselage, wood and fabric wing construction, a maximum gross weight of approximately 5,000 pounds and will be powered by a Pratt and Whitney R985 Wasp engine. It is expected that the aircraft will be built on a production basis. (Continued on next page)

Two fires, on separate dates, involving flower shipments at San Francisco were reported. One of these fires happened while the shipment was en route to the airport and the other at the airport prior to loading. The same shipper and packer were involved in both cases, and an investigation was made to determine if the preservative spray used on the flowers caused the incidents. The Supervising Agent of our San Francisco Air Carrier District Office participated in this investigation. The findings were that the spray used had no connection with the fire, which was probably caused by lighted cigarettes being dropped into the boxes during packing. Precautionary measures have been taken by both florists and airlines to prevent such incidents.

Northwest Airlines was denied CAB permission to stop serving Kalispell, Montana. The airport and Northwest's facility were reinspected and service was reinaugurated at Kalispell.

At the request of the Chief, Flight Test Section, Boeing Aircraft Company, our Seattle Air Carrier District Office acted as coordinator of a demonstration flight for the President of the United States.

Coordination has been completed with the New York International District Office covering Slick Airways flights from New York City to Frankfort, Germany, for the transportation of military dependents. These flights will involve two of Slick's DC-6A aircraft on contract to The Flying Tiger Line. Approximately 14 trips are involved commencing August 1, 1953.

Agent Fydell attended "wet ditching drill" of the Flying Tiger Line crew members held in the ocean off Venice, California. Drill was accomplished through cooperation of Los Angeles Life Guard Service who supplied personnel and a cabin launch. Fourteen captains and one stewardess participated in launching of life rafts and use of emergency survival and signaling equipment. Three subsequent "wet ditching drills" have been conducted by the Flying Tiger Line. It is anticipated that these drills will continue weekly through November or until all crew members have completed refresher training.

West Coast Airlines is building two 2500 watt H. F. transmitters to be used for ground to air communication. One will be installed at Boise and one at Seattle. It is expected that the facilities will be completed by the middle of September. As soon as these transmitters are in operation, West Coast Airlines expects to revise its dispatching procedures, eliminating some of the presently used teletype procedures. W.C.A. expects dispatchers will have direct contact with each flight at all times on the ground or in the air.

Flight Operations Agent A. W. Smith attended United Air Lines Convair ground and flight training course at Denver. The training course lasted three weeks, during which time Agent Smith accumulated fifteen hours of first pilot time. The course given was identical to that given to UAL captains who will be assigned to fly Convair 340's.

Private pilot flying and student instruction are progressing at a normal seasonal level. Aerial application work is at a high seasonal peak. (Continued on next page)

The State and Federal Spruce Budworm spraying project of approximately 371,000 acres in the forests of Oregon was successfully concluded on July 27 without fatality or serious aircraft accident. CAA participation was consistent with our instruction to Agents dated March 13, 1953. Costs were greatly reduced in comparison with those of 1951 and 1952 activities. No official word has been received, but the reaction of the agents is that the Forest Agencies were very pleased with the assistance provided.

A number of group flights, fly-ins and air fairs were conducted with considerable success and a good accident record. The outstanding event reported was the flight of two hundred air tourists in fifty-five airplanes from Portland, Oregon, to Montreal, Canada, and return, with numerous stops en route.

The Montana State Aviation Commission is considering a proposal to require shoulder harness, stall warning indicators and crash helmets for all aerial application operations in the State.

Supervising Agent John Doster, accompanied by Maintenance Agent Vandewark, both of Billings District Office, made a flying visit into many of the 350 ranch strips in Eastern Montana. The poor roads of this remote area are the reason for the large number of aircraft, many of which seldom fly out to regular airports.

In furtherance of our accident prevention program, Supervising Agents Leach and Jacobson of the Portland and Yakima District Offices, respectively, joined efforts in conducting courtesy flights with members of the Columbia Aviation Country Club. The idea was to check the flight proficiency of the club members and to assist those pilots whose technique and performance were not of a high standard.

AIRPORTS:

A conference of District Airport Engineers was held in the Regional Office August 18 through 20 for the purpose of discussing and determining standardization and consolidation of procedures of the four former Regions as pertaining to Airports Division. The meeting was also devoted to a number of technical discussions by representatives of the other operating Divisions. The purpose of the Division Chief in this latter feature was to instruct and impress upon Division personnel the necessity for inter-Divisional coordination in planning air navigational aids and airport facilities.

Revision of the procedures for collection of airport facilities record data was considered to the extent of the recommendations approved by the Administrator in June of 1953, which are subject to more detailed instructions expected shortly from the Washington Office.

DO'S AND DON'TS

DO keep yourself busy. Set yourself a daily program. Otherwise your time and energy might be spent on worrying and reminiscing. Too much to do is better than too little.

DON'T look back longingly at the past. Live in and for the present.

DO have a yearly medical checkup and see your doctor when anything goes wrong. An ounce of prevention is worth a pound of cure; a little thing, neglected, can grow to be dangerous.

DON'T indulge in self-pity. It is a waste of time and makes you unpopular.

DO enjoy your food. Eat moderately - of what you like. Overweight is serious for people past middle age.

DON'T worry. Though it seems impossible, you can actually train yourself not to.

DO some club or welfare work. Working for others will bring satisfaction, and you will be more than welcomed.

DON'T dwell on your state of health. If nothing is actually wrong, you are wasting your time, and you are not contributing toward your sense of well-being and happiness.

DO keep up mild daily exercise if possible. Circulation and digestion benefit, as well as your muscles.

DON'T indulge in exaggerated dieting or exercise. Moderation in all things is a good retirement rule.

DO try to see the humorous side of things. It will help you a lot when conditions are trying and irritating.

DON'T count on earning extra money to bolster your finances. Learn to live within your income. Anything extra should count as a bonus.

DO acquire a hobby. Your choice is practically unlimited.

DON'T regret those wrinkles and lines on your face. They are marks of your life and character and should be cherished.

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MAIL SPEED RECORD

From: "Aviation" - December, 1920

All records for flying between Chicago and New York were broken December 3 by the Air Mail Service. J. T. Christensen, leaving Chicago at 6:55 a.m., flew to Cleveland, 319 miles, at the rate of 117 mph and W. L. Smith flew from Cleveland to New York at the rate of 151 mph, arriving there at 1:25 p.m. An average speed of 131 mph was maintained between Chicago and New York -- an air line distance of 742 miles. The actual flying time between these points was 5 hrs. and 31 min. The fastest train time is 20 hours. DeHaviland Single-engined planes were used, a change of planes being made at Cleveland.



SEATTLE, WASHINGTON:

TOWER: Boeing Field began to look more like an airport the first of August, when the full 10,000 feet of runway became available again after completion of the paving job on the north end. The first day we regained full use of the field, the B-52 came home, and tower personnel fought to break the habit, by then well-established, of hanging "North 3500 feet of runway closed, etc, etc." on every clearance.

The Governors' Conference in Seattle opened a couple of days later, with a goodly number of the Governors arriving in their States' National Guard aircraft, with much shuttling about of special transportation and state patrol escorts. One mid-western Gov. showed up in a T-6; took him a few minutes to get his legs straightened out.

Big news of that week, of course, was the visit to the Conference of President Eisenhower, on which occasion the big jet was rolled out to show some of its stuff to the President, Governors, Cabinet members, and the retinue of staff and press representatives. Quite a bit of special handling was in order through the week, and expressions of appreciation after it was all over by state, military and Boeing company officials were reciprocated by Boeing Tower controllers, who found these Very Important People very easy to deal with. In other words, we can relax now.

While we are distributing the posies, we'll also express our appreciation of the Region 4 News, which compares quite favorably with the 7th Region Newsletter, of recent memory. We initial it, and we also read it, which is the crucial test. Out here in the New Hinterland, we are much interested in the news of the new region that eludes the official correspondence.

OAKLAND, CALIFORNIA:

ASDO: This office participated in the Northern California Aviation Education Workshop in session through August 28, 1953. We appeared in a panel discussion of the furtherance of Aviation Education by governmental agencies Monday, August 24th, with members of the California State Department of Education and California Aeronautics Commission. (Continued on next page)

CENTER: Our center radio equipment has been relocated this month to the top of Mt. Tamalpais. Judging from tests made the last few days, our coverage is quite extensive. Soon we will be entirely responsible for butchering our own clearances.

The close coordination of our oceanic sector and search and rescue facilities has paid off at long last. At fairly frequent intervals, oceanic aircraft get into difficulty, at which time the center alerts search and rescue agencies and they dispatch aircraft which intercept and escort the aircraft in difficulty. The pilots of any aircraft in the vicinity are advised to be on the alert to locate and accompany the emergency aircraft. Last April, a California Eastern DC-4 had to ditch off the coast. All four crew members were saved by the method described above. It was gratifying to know the center had a part in the rescue which was accomplished without a hitch.

Our center soft ball team, plagued by injuries that would discourage the Yankees, has fought through to the finals in their Class B League. To date, they have won 2 and lost 4. Tom Donnelly broke a leg and has been out quite a spell, and our star pitcher, Bob Weir - an import from Salt Lake - broke an arm - both in the best tradition, trying to stretch a single into a double.

Controller Bob Kelly, a Lt. Commander at Navy Oakland and Commanding Officer of the helicopter squadron, arranged to give some of the center personnel their first helicopter ride - and, brother, till you've flown backwards, sideways, straight up and straight down, you really haven't been scared.

SARTC Hal Korell, not only has ridden in a T-33, but recently accompanied a B-36 crew through briefing, pre-flight and a seven hour mission. It was really quite an experience. The planning and expense involved in getting a B-36 and its 10 engines air-borne are immense.

Finally, we'd like to welcome some of our returning Korean veterans home. Harry Maier, Norman Satterthwaite and Bill Davis are home from their Navy carrier tour, and Ross Howe, Corwin Drake, Harry Hempy, Bob Kirby, Don Thomas and Bill Work from the Air Force with Frank Stoops arriving any day now. We still have a few more to go and hope to see them soon.

PALMDALE, CALIFORNIA:

EMT: Palmdale is gradually acquiring the facilities which make it an up-to-date link in the big CAA chain. With the control line to the VOR completed, and Operations personnel now able to avoid the sense of frustration resulting from hearing the pleading voice of some pilot as he makes repeated calls requesting an answer on Omni, Palmdale is getting into the swing of things. Complete UHF is in the offing, too, which will make things interesting for Electronics personnel, no doubt, as well as give the Activity Report a shot in the arm. To show you what a good job of indoctrination in the Operations viewpoint the INSAC Chief, Lou Ware, has done in the Electronics gang, we found ourselves eagerly discussing with the UHF installation planning group, the equipment and channels with which we would be provided to activate Phase 5 of the UHF program. Some time later we wondered if a trip to a psychiatrist were in order, as the realization struck home concerning the addition to the workload which said UHF gear would mean, assuming we will have to struggle along with the same staffing, which seems likely at present. (Continued on next page)

INSAC: The "boom is on", or so the local real estate men would have you believe. It may not be a "boom" in the accepted sense of the word, but there is a very definite metamorphosis taking place. Northrop is in the process of building a large hangar; Lockheed is putting up two additional large hangars and North American has broken ground for a large installation plus having the use of the ex-Volitan hangar. So you see, we are about to have neighbors.

The present status of the field is that it is open to all aircraft as a weather alternate, but there are no fuel or services available.

TOWER: We are pretty convinced that at Palmdale we have quite a unique operation.

Jets are pretty tough to test over populated areas and in country where weather is bad, hence the Palmdale operation came into being. The two years we have been in operation has been on a reimbursable basis; Lockheed paying the CAA for one Chief Controller, four controllers and one EMT.

Lockheed is the prime contractor for the Air Force here and they operate the F-105 "Starfire" program here and also do test work on the T33, P2V and Constellation. North American is on the field with their engineering test department and are working on the F86H program. Steel framework can be seen in every direction as Northrup rushes their hangars to completion and Lockheed and North American expand their facilities.

We are located only 28 miles from Muroc Dry Lake and Edwards Air Force Base so we see lots of unusual things in the air. We have the only ILS in the area and Uncle Sam's newer aircraft have their equipment checked on it, so we just never know what kind of a concoction will come sliding down the glide path next.

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