



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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SOME OBSERVATIONS ON FEDERAL REGULATION OF CIVIL AVIATION
--Past and Present--

by

Glen D. Woodmansee, Regional Attorney

Recently I ran across an early edition of the Air Commerce Regulations dealing with air traffic rules, the licensing of pilots and mechanics, and the inspection, marking, licensing and operation of aircraft. They are contained in a little pamphlet entitled, "Information Bulletin No. 7" issued by the Department of Commerce, Aeronautics Branch, under date of June 1, 1928. You could carry it in your hip pocket and scarcely know it was there.

Twenty-five years ago, the Regulations were comparatively few and the enforcement functions entrusted to the Inspector of the Aeronautics Branch were much different from those performed by his counterpart of today--the Aviation Safety Agent.

Under the Regulations of the Secretary of Commerce, an inspector could, on his own initiative, suspend or revoke a pilot's license for a variety of reasons including such acts by the pilot as "violation of the Air Traffic Rules" or "doing any act in connection with aircraft contrary to the public safety or interest, or detrimental to the morale of pilots". The latter was a catch-all -- something like the old "mother hubbard"--it touched nothing specifically, but covered everything.

It has been said that the Inspector, during the late 1920's and early 1930's, ran his territory with a pretty free hand. He could "lift" a license and "ground" a pilot (without approval by higher authority) if, in his judgment, the public interest required him to do so. But he was no "Judge" Roy Bean who, in an earlier era, enjoyed the sobriquet of the "law west of the Pecos"; because the license holder was given a public hearing if he felt that the Inspector had treated him unjustly.

I am told that the inspector of twenty-five years ago had his finger on the aviation pulse within his District and that pilots and others in the industry came to him with their problems; that aviation-wise he was something of a "trouble shooter". Whether the question involved the competency of a pilot or mechanic, some component of an airplane or an interpretation of a regulation, he was expected to have the answer. (Continued on next page)

I suspect that in the years immediately following the passage of the Air Commerce Act of 1926, it took a bit of selling by the inspector to make airmen, especially the "barnstormer" pilot, regulation conscious. It must have annoyed that rugged individualist a little more than somewhat to learn for the first time that he was being regulated; that to fly legal along the federal airways, he must first pass a written examination, accomplish a flight test and acquire a pilot certificate. He probably was also irked at the maintenance required on his Jenny or Eagle Rock or whatever make of airplane he was flying; because with the publication of Bulletin No. 7, repairs which formerly may have been effected by a liberal application of bailing wire and the use of a pair of plyers, were no longer acceptable. It took money to meet the new safety requirements and money was scarce--for about the time of which I speak (1929) the financial roof caved in and this Country was plunged into probably its greatest economic depression. Fortunes were wiped out over night. It is related that a guest on registering at a hotel during that trying period was asked whether he wanted to sleep or to jump, so that the clerk would know what room to put him in. I am told that those were the days when pilots at county fairs and air meets did "somersaults for sandwiches".

The year 1938 marked a major change, because it was then that the regulatory functions exercised by the Secretary of Commerce were transferred to the Civil Aeronautics Authority. The inspector, without the benefit of the Secretary's Regulations, could no longer suspend or revoke licenses, except in case of an emergency. With the Reorganization of 1940, the suspension and revocation power was delegated to and is presently exercised by the Civil Aeronautics Board.

Another important change was the inauguration of the Administrator's designee program. Due to the tremendous expansion of civil aviation generally, and as a result of tens of thousands of airmen receiving CAA certificates based on their military training, and experience in World War II, there were not enough safety agents to do the job incident to the certification of airmen and aircraft. As a consequence, a number of functions performed by the safety agents were also delegated to selected persons in the aviation industry. Thus, today designees of the Administrator (who are not on the Federal payroll) give flight tests to pilots. Others give practical examinations to mechanics. Another type of designee passes on the workmanship and materials that go into an airplane during various stages of its construction. Then, there is the designated aircraft maintenance inspector (DAMI) who, as a representative of the Administrator, periodically inspects aircraft and determines whether or not they are in safe condition to fly. Fees are charged for these services.

Possibly the big story on the subject of self-regulation by industry was the decision of the Administration made in 1951 to hand over to the manufacturer the entire responsibility of certifying to the quality and safety features of the entire airplane. To date, there are at least two manufacturers who, under this policy, are certificating their own planes without the need of any inspection or approval by the Government.

The above programs seem to lend credence to the maxim that "Coming events cast their shadows before." It seems quite clear that the Administration will get out of the regulatory field as rapidly as the aviation industry demonstrates its ability and willingness to govern itself.



REGIONAL ADMINISTRATOR'S COLUMN

Many of our people undoubtedly have been wondering about the reasons for the personnel "freeze" on the filling of vacancies. I know that all of us have had some questions regarding the purpose behind the "freeze" -- how long it might last -- and how urgent a case had to be in order to get an exception authorized.

In order to have a better understanding of this situation I have discussed it with the Washington Personnel Officer, one of the Program Office Directors, and the Administrator. If you analyzed the situation carefully, you probably came up with the same answer that we received from higher authority, but at least I can now confirm what you have up to this time surmised. We all know that the present Government Administration committed itself to an overall Government economy program. We know that reports state that the reductions made in the 1954 fiscal program do not balance the budget -- to say nothing of permitting a reduction in taxation. It is, therefore, the intent of the Executive Department and the Congress to make further reductions in order to accomplish the planned objective. With a full knowledge of this objective, each government agency has the opportunity to plan accordingly in developing its 1955 fiscal program.

We do not know the exact percentage reduction that will be necessary in our agency's program, but we might guess that it would be in the order of ten to fifteen percent. With this knowledge it certainly seems wise to curtail new employment to prevent the possibility of another reduction in force. Certainly nobody wants that, and we are certain that by careful planning, we can avoid it. We have nine months in which to effect programs of conservation and select functions which will be discontinued in order that our manpower can be utilized most efficiently on the essential activities retained in our program. By so doing, we can be down to the base on which our 1955 program will be established prior to entering that fiscal year and we believe this can be done without separating people if we hold the line on refilling vacancies until our fiscal plans are formulated.

Obviously, there are some positions which we are sure will be retained. We can probably justify exceptions in such instances and will attempt to do so wherever a real emergency need exists.

Further, the preliminary planning should be completed shortly and that will permit us to operate a controlled program directed toward reductions in activities that will be discontinued or decreased next year. This certainly appears to be a sound approach and deserves the full cooperation of everyone. I have assured the Administrator that he will have ours.

MEET THE BOSSES

Donald J. Mackie
Chief, Facilities Division

Donald J. Mackie, the Facilities Head, has just completed two and a half decades doubling in brass as an administrator and a Civil Engineer. He holds his Bachelor's Degree from Purdue University, Class of 1927.

The construction of things has been Don's long suit ever since he can remember. During his high school and college days, his summer months were devoted to temporary assignments as field worker, Instrumentman and Inspector on paving projects back home in his native Michigan. Right after graduation, he lost no time in taking a Civil Engineer job in Detroit with a real estate development company.

In March, 1928, he was employed by the Airways Division of the Bureau of Air Commerce as a Junior Engineer. For the next several years, he was engaged in the construction and supervision of federal airways facilities throughout the field. His first regional assignment was in the Fourth Region in January, 1942, with headquarters in Fort Worth. He rocked back and forth between the Washington Office and the field until his first full time administrative assignment in former Region Four in charge of the Engineering Branch, which included survey, design, and construction of airways facilities. In 1938, he came to roost in Seattle, where he spent the next fifteen years in various engineering assignments. In the 1946 reorganization, he was named as Superintendent, Plant and Structures Branch.

He was subsequently appointed Chief, Facilities Division in the 1949 reorganization. In the recent consolidation, he was named as the Division Chief for the new Region Four.

The easy-going, slow-talking, analytical Mackie is quite a Horticulturist. While in Seattle he derived a great deal of personal pride from his rose garden. Since moving to Los Angeles, Mackie's attention is now being focused on the 3 3/4 acre tract of land he recently purchased at Fallbrook, fifteen miles east of Oceanside. His new acquisition has over 300 avocado trees. His dream is eventual hibernation on this plot, so you can imagine how he spends the majority of his weekends.

Wallace A. Simonson
Deputy Chief, Facilities Division

The principal thing that Mr. Wallace A. Simonson, Deputy Chief, Facilities Division, has in common with his boss, Mr. Mackie, is that they hail from Michigan. From that point on, the characteristics of the two individuals depart. "Si" has devoted over a quarter of a century to the study of electronics and electronic engineering. By nature, he is fast-moving, fast to react, and talks in a snappy rapid-fire manner.

Now 51, Si has spent the major portion of his life either in the U. S. Navy or with CAA. At 17, he joined the Navy during World War I, with assignment to Great Lakes, Illinois, as a Navy Radio Operator and Maintenance Electrician. He spent a four-year hitch in the Navy with a great deal of time in the Canal Zone as a Radio Operator aboard ship.

He entered Federal service in June, 1924, with the old Air Mail Service as a Radio Operator and was assigned to duty at Rock Springs, Wyoming. In April, 1925, he was assigned to Salt Lake City with Art Johnson, now Chief of Airways Operations Division, as his "boss". He was made an Operator in Charge of a field facility in 1927 in Burley, (Continued on next page)

Idaho, at which time he was under the supervision of Ed Kline, now retired, who subsequently was Regional Administrator in the First and Ninth Regions and Director of Federal Airways in Washington, D. C.

Because of his expertness on analyzing equipment failures, Si chose the electronics maintenance phase of the federal airways work and became a Maintenance Inspector in November, 1939, with duty assignment in Seattle. In October, 1943, he was named as the Chief, Communications Maintenance Division, with immediate direction of all Electronic Maintenance Technicians in the former Region Seven. In June, 1948, he was selected as the Chief of the ANF Communications Branch; and in the organizational change of 1950, he was named as Mr. Mackie's Deputy Chief.

As for sideline interests, he has been a ham radio operator as well as a private pilot. He has designed and constructed shortwave transmitting and receiving equipment and, with this equipment, has communicated with practically all countries of the world. Also, he has constructed many early types of testing equipment such as vacuum tube voltmeters, etc.

NEWS FROM CAA TOASTMASTERS CLUB #1004

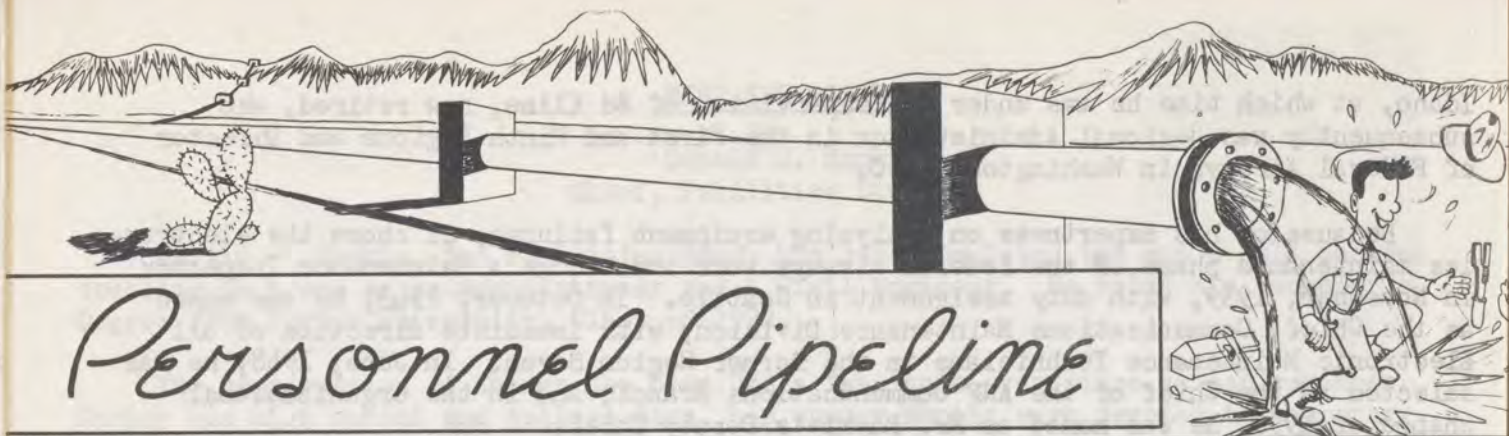
It has recently been decided to hold meetings every two weeks rather than weekly. The meetings will be held each Wednesday following pay day at 5:00 p.m. at Kim's Restaurant, La Brea and Centinella Blvd., Inglewood.

New officers will be elected soon for the term commencing in October. Toastmasters Clubs generally elect their officers every six months in order that everyone may acquire experience serving in official capacity as well as in various forms of public speaking.

This is an ideal time for new members to join and all male employees of the CAA are cordially invited. For further information, contact E. C. Stentz, Walter Lammi, or any other member of the Club.

The many friends of Lou Kenney, once Chief of the Personnel Branch in former Region Six, will be pleased to learn that he was recently selected for the position of Manager, Mohave Electric Cooperative, Inc. This is the power company serving Kingman, Arizona and vicinity.

Mr. Kenney retired from the CAA in 1947 and has made his home in Kingman since that time. He is in good health and enjoying his new career.



As indicated by several meetings which we recently have attended, there appears to be still some misunderstanding on the following three subjects: (1) Permanent promotions under the Whitten Amendment, (2) Longevity step increases, and (3) Periodic pay increases overlooked by administrative error. These subjects are discussed below in an effort to clear up any questions you may have regarding them.

1. Permanent Promotions Under the Whitten Amendment:

The Whitten Amendment which became effective September 1, 1950, is still in effect. This law, in effect, was enacted to prevent rapid fire promotion and to establish a ceiling on the number of permanent employees in federal service as of that date. This Amendment, in effect, prevented the probational type of appointment, and all appointments with few exceptions have been made on an "indefinite" basis. The Amendment also established "indefinite" promotions for permanent status employees. The interpretation of the term "indefinite" is probably at the base of the misunderstanding which seems to exist.

An indefinite appointment is one thing and an indefinite promotion is another. A person given an indefinite appointment does not thereby obtain permanent Civil Service status. Neither is he eligible for benefits of the Federal Retirement System.

Permanent status employees who are given indefinite promotions do not thereby lose their permanent status and they still remain under the Civil Service Retirement Act. The grade and position which the employee held on September 1, 1950, constitutes the employee's last permanent job unless a quota exists for permanent vacancies to which he can be promoted. We have been able to make a vast number of permanent promotions since Korea in view of the numerous vacancies which have developed regionwide at many of the higher grade levels. A permanent status employee given an indefinite promotion retains a reduction-in-force Group I affiliation in the lower grade and is regarded under Group II in his higher grade.

An indefinite appointee, by comparison, is regarded as Group III and will not have an opportunity to be changed to either Group I or Group II until he is converted to a permanent status. At present, such conversions are not possible.

To sum up, if you had a permanent status on September 1, 1950 and are still in Federal Service, you still have a permanent status. It is quite possible that if you have been promoted since that time, your RIF group is Group II in the higher grade, yet you still are carried as Group I in the lower grade. (Continued on next page)

Since the regional consolidation, the Washington Office has established quotas for the various regions. These quotas are established regionwide, not divisionwide, and in effect prescribe the number of permanent type positions for each grade level. We are happy to report that with the exception of individuals in Grade GS-10 and some individuals in grades GS 9, GS-12, and CPC-8, all persons on the rolls as of August 26, 1953, holding permanent status appointments, were converted to Group I. Those individuals who have not been converted by this time will have to wait for permanent status employees at the respective grade levels to leave the organization, thus creating vacancies." Hope this helps to clarify.

2. Longevity Step Increases:

A longevity step increase is an increase above the maximum rate of the grade. A person becomes eligible for this type of increase provided he has served an aggregate of ten years in his present position or in his present grade or higher grade and has served three years of this aggregate period of continuous service at the maximum scheduled rate of his grade. The above, of course, presumed current performance rating is satisfactory or better. This increase is automatic and the Personnel Branch has the necessary suspense files to process the increase, when proper.

2. Periodic Pay Increases:

Occasionally, employees' periodic step increases are overlooked. Don't become too alarmed for fear that you may lose the money because of the lateness of the action. Periodic pay increases are mandatory and corrections to permit the full benefits of these increases are permissible. If the increase fails to show up on your pay check when you feel it is due, don't be bashful about calling it to the attention of the Personnel Office.

ANNUAL LEAVE:

In connection with the recent change in the leave law, the Comptroller General has ruled that agencies may, at their option, permit employees to take annual leave accrued during the current year before separation to avoid forfeiting it. The law as now amended provides for lump sum payment of thirty days or the amount carried over at the beginning of the leave year, whichever is greater.

WHAT TO DO

If you're feelin' tired and blue, and you don't know what to do, do nothin'. If your appetite's not right, and your waistband's gettin' tight, stop stuffin'.

If your plans are all awry, and you feel you want to cry, go fishin'. If you can't see far ahead, and wish that you were dead, stop wishin'.

If you know you talk too much, and your neighbor's feelin's touch, stop talkin'. If your nerves are all askew, there is one good thing to do - go walkin'.

If you're runnin' into debt, and can't pay for what you get, stop buyin'. If you'd like to reach the top, and are just about to stop, keep tryin'.

-Grenville Kleiser.

PUT VERBS TO WORK

You can appraise a writer by his use of verbs. If his verbs stand out and carry the message, the writer has grasped a fundamental of effective writing. But if his verbs lie down and carry no load, the writer has absorbed too much Federalese. Clear writers (and clear thinkers) choose their verbs with care.

For example, many of us overuse the namby-pamby verb make. What does make put across in, "It is too late to make changes in the design"? "Changes" is the real action word, so why not write, "It is too late to change the design." By throwing out the silent words like make and putting the real verb to work, we strengthen our sentences. And it's easy to get the habit, so try your hand at tossing make out of the following examples:

<u>Weak and Windy</u>	<u>Stronger</u>	<u>Weak and Windy</u>	<u>Stronger</u>
Make changes in	<u>Change</u>	Make recommendations on	<u>_____</u>
Make inquiry regarding	<u>_____</u>	Make an adjustment in	<u>_____</u>
Make corrections in	<u>_____</u>	Make a survey of	<u>_____</u>
Make a decision on	<u>_____</u>	Make a review of	<u>_____</u>

In the same class with make, are have and give. Let's clean them out too--

We have-a requirement-fer..	We will give consideration-te..
They have-a need fer..	Let's give encouragement-te..
I have-a desire fer..	We give instruction-te ..
You give-a -reward te..	I have-a -fear of..

We also overwork is (and am, are, was, were, etc.) Let's edit out the silent is:

He is ^{desires} desirous of..	The decision is ^{complies} in compliance with..
I was ^{thought} of the opinion that..	We are ^{believes} of the conviction that..

When we combine it with is, we write in doubly dull style

It is ^{she} our understanding that..	It is ^{she decided} our decision that..
----------------------------------------------------------	-------------------------------------------------------------

The same goes for there with are:

There are two questions that bother us..	There are ^{Often} many cases where..
----------------------------------------------------------------	----------------------------------------------------------

Watch for the "the...of" habit--

In the development ^{developing} of plans..	By the maintenance ^{maintaining} of..
In the inspection ^{ing} of cases..	In the audit ^{auditing} of accounts...

Flabby writing comes from copying poor examples handed down from generation to generation of government writers. We become addicts to weak habits. Such writing habits become thinking habits, and so we tend to become flabby in thinking as well as in writing.

To clarify our thought and writing, let's PUT VERBS TO WORK.

"Dept. of Interior, Bureau of Reclamation,
Denver, Colorado"

CREDIT UNION NEWS

The months of July and August have been the busiest ones ever experienced by the Credit Union. A total of 150 new accounts were opened in July and 112 in August. Total assets are now over \$800,000.

During August, Mr. Robert Shultz, Federal Credit Union Examiner, made his annual Federal examination of the Credit Union books and affairs and complimented the Credit Union on its fine growth and accomplishments since his examination a year ago.

We are pleased to announce that Mr. Paul De Vries (L.A. Center) has been duly elected President of the Credit Union due to the resignation of O'Dean St. Clair (Airports) from the CAA. It is also our pleasure to announce the appointment of Mr. Arthur E. Aldrich (Airports) as a member of the Board of Directors.

The Credit Union Staff is anxious to be of prompt assistance to out-of-town and out-of-state members desiring loan service. It will expedite the issuance of the Credit Union check to you if the following instructions are followed carefully. Secure (white) Credit Union Form No. 200, "Application for Loan", and (yellow) Credit Union Form No. 201, "Note". These forms should be available in each station. If they not, we will mail a supply upon request.

(1) Credit Union Form No. 200: Fill in the Applicant's Statement as completely as possible on the reverse of the form. Be sure to SIGN the application on the "Signature of Applicant" line. If you are not a member of the Credit Union, add \$5.25 to your loan request to cover the 25¢ entrance fee, and initial deposit of \$5.00. Fill in the Application for Loan as completely as you can, keeping in mind that 36 months is the longest period for which any loan may be written, and that the Credit Committee prefers a minimum payment of \$20.00 each month, plus interest, except in cases of extreme hardship.

(2) Credit Union Form No. 201: Fill in face of Note form as completely as possible. The amount and terms must agree with Application form. Be sure to sign the face of the Note form, in the space under "Signature of Maker and Comakers", also giving us your mailing address. A signature is also required on the reverse of the Note, under the "Pledge of Shares" statement.

Any CAA permanent employee, or an employee with more than one year of service is eligible to apply for a personal unsecured loan to a maximum amount of \$400. Employees with less than one year of service may apply for an unsecured loan to a maximum amount of \$100. However, larger loans may be obtained by any employee if proper collateral is furnished, such as an automobile, co-signer, etc.

These suggestions are made with the desire to save the time and effort of present and potential C. U. members. We do encourage you to write for information about any possible transaction. Your letters will be given our prompt attention.

LETTER OF APPRECIATION

The following letter has been received from Mr. C. C. Cooper, Jr., a private pilot from Phoenix, Arizona:

"This is to convey to you and to all those concerned, an expression of my appreciation for the fine work and cooperation being performed by the many communication station operators in the Southwestern area.

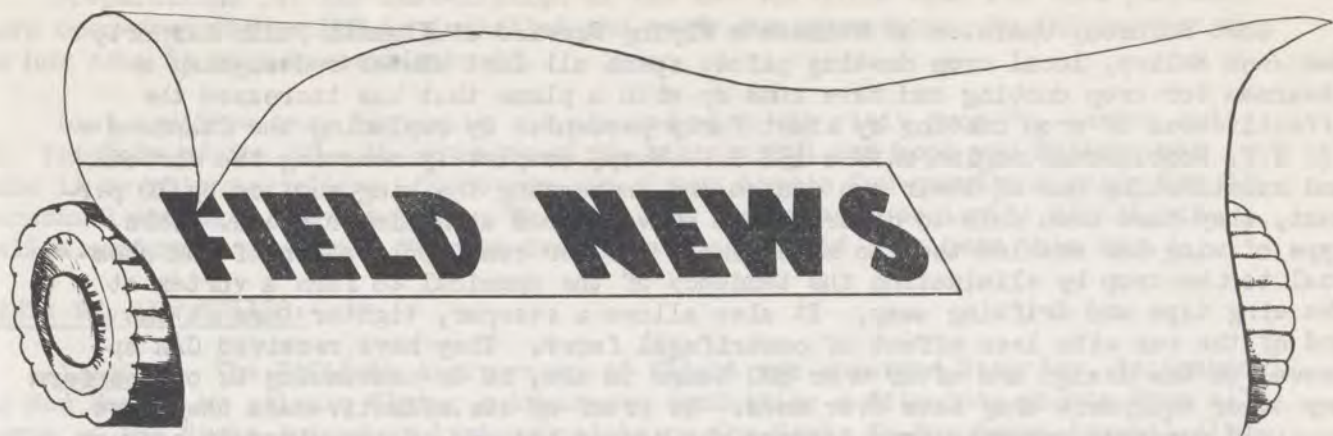
"I am a pilot with average private status ability, having some 1,000 hours over the past 15 years. My techniques in cross-country flying and radio communication are at best none too efficient and I have found that, without exception, all of the communication station personnel with whom I have had contact have been extremely cooperative, accurate in their information and very willing to help me on my way.

"During the past few months, I have made many trips between Phoenix and San Diego and Phoenix-Albuquerque-Denver. The personnel at the stations normally contacted on these routes have been the ones with whom I have been in contact the majority of the time. Outstanding in my mind are those operators at the following stations:

Phoenix, Douglas, Tucson, Winslow, Gila Bend and Yuma, Arizona; San Diego and El Centro, California; Zuni, Grants, Albuquerque, New Mexico; Las Vegas, Nevada; Trinidad, Pueblo and Denver, Colorado.

"I wish to make special mention of the service performed by Mr. Dave Bussey, Chief Airways Operation Specialist in charge of the communications station in Albuquerque. Recently I planned an airlines trip to Denver and found at the last minute that my TWA flight from Phoenix to Albuquerque was cancelled. This left me without means of connecting with Continental at Albuquerque unless I could reach there in time to catch this flight by flying my own plane. I only had five minutes to spare on a two hour and 45 minute flight. About 60 miles out of Albuquerque, I told the communications station of my troubles and asked them to see if Continental's flight No. 28 was departing on schedule, and if the airline would be willing to watch for my arrival so I would have time to clear. The airline refused to commit themselves to any delay in departure but winds were favorable and I arrived ahead of plane time by a few minutes. Mr. Bussey was extremely cooperative and sympathetic and, largely through his cooperation and that of the tower operator at Kirtland Field, I was able to depart with my flight. I am sure that Mr. Bussey went well beyond his normal duty to accommodate me and it is very much appreciated.

"As a typical private pilot endeavoring to make beneficial use of private aircraft, I depend very strongly on the assistance of the CAA's communication and weather personnel. I have yet to find any of the CAA personnel anything but very helpful and patient with my limited experience. As a result, many hundreds of hours of cross-country flying have been completed without the slightest concern as to safety. I believe this speaks very well for you people and the job you are doing. If, at any time, I am in a position to be of service to your group, I shall be more than happy to try."



KLAMATH FALLS, OREGON:

INSACS: Greetings all you guys and gals of Region Four from INSAC, Klamath Falls, Oregon. We feel quite honored to have been afforded the opportunity to submit a few news items for publication in this issue of the News. Each of us looks forward to its arrival at the station as a great help in keeping abreast of happenings throughout the region.

With the shortening of the days, we are gradually preparing for the opening of the hunting season which each year increases the number of aircraft using Klamath Falls Airport. Since the Klamath Basin is regarded as one of the best wild game hunting areas in the Northwest, it attracts a goodly number of planes from all over the West. For some of these pilots, it is the first trip into this country and, therefore, our pilot briefing takes on an added importance. They are all eager to obtain every little bit of information which will aid them in their flight over this terrain, which, because of its ruggedness, can be very difficult.

It would appear that the flying public is becoming more "safety conscious" if the decrease in the number of incidents involving lost aircraft emanating from this station can be used as a criteria. Last year we aided numerous pilots in finding their way to the field but of late these incidents have dropped off considerably which may be an indication of better pilot briefing by Airways Operations Specialist and Weather Bureau personnel. However, with winter weather approaching, we will be on our toes to provide any and all assistance possible to pilots.

Lloyd J. (Pop) Newlun of the Menti-Newlun Aircraft Corporation at Klamath Falls Airport has been exhibiting the versatility of the small plane this past summer by spotting forest fires. Pop and his little Luscombe Silvaire have been at the beck and call of the Klamath Forest Protective Association and between them have so far established an enviable record of not a single major forest fire in this area this season. A lot of hours have been logged by this veteran of private flying on this very worthwhile project--he has spotted as many as seventeen fires in one day.

Sunday morning breakfast flights have been the vogue this past summer for the local private pilots. Ten or more of these local pilots have made mass flights to surrounding communities on different Sundays--leaving early in the morning and arriving at their destination in time for a hearty breakfast and devoting the remainder of the day to contests, perfection flying and sightseeing. One of the flights was an overnight hop from Klamath Falls to Red's Wallowa Horse Ranch in the heart of the Wallowa mountains. (Continued on next page)

Chet Stinson, Operator of Stinson's Flying Service at Klamath Falls Airport, and Jack Mulkey, local crop dusting pilot, spent all last winter redesigning a Stearman for crop dusting and have come up with a plane that has increased the effectiveness of crop dusting by about forty percent. By replacing the Standard 220 H.P. Continental engine with a 450 H.P. Wasp, completely removing the airfoil and substituting one of their own design and increasing the wing surface by 10 percent, they have been able to distribute a heavier load at a slower speed. This type of wing has enabled them to make almost 100 per cent application of the chemical to the crop by eliminating the tendency of the chemical to form a vortex at the wing tips and drifting away. It also allows a steeper, tighter turn at the end of the run with less effect of centrifugal force. They have received CAA approval on the design and after over 400 hours in use, it is continuing to out-perform any other equipment they have ever used. As proof of its effectiveness they have received numerous requests from farmers who demand the use of the aircraft because of its higher percentage of efficiency.

V. O. Vick, CAA Construction Superintendent, is hard at work supervising the construction of our VOR and engine generator facilities which we hope will be commissioned before too long.

ROCK SPRINGS, WYOMING:

INSACS & FACILITIES MAINTENANCE: Hello to all from Rock Springs. We are feeling more at home every day since our adoption by the new Fourth Region. We are looking forward to the associations we will have with the employees of this new Region. No doubt we will be benefited individually as well as regionwide due to the exchanging of new ideas, etc. We recognize that any progress must bring changes to our organization, especially during these years of rapid aviation development. "We salute a bigger and better CAA Region (4) in this year of Aviation's Golden Anniversary."

So much for that! Now for a little CAA history on Rock Springs....As near as can be determined the Department of Commerce (CAA) has been operating at Rock Springs continuously since the year 1926. First operations started at Old Airport location north of the City. Operations continued at that location until 1942 when the move was made to the new Municipal Airport located eight air miles East of the City of Rock Springs. CAA operations occupy quarters in the administration building along with Weather Bureau and Frontier Airlines. Our field, elevation 6752 feet, is considered good for aircraft operations in this particular area. Local CAA radio aids consist of LF range, VOR range, ILS and DME (when commissioned). Rock Springs airport is served by Frontier Airlines with six trips daily. At the present time, the Weather Bureau Airport Station operates during the hours of 5:00 AM to 10:00 PM. CAA personnel assume weather observational duties for the remaining hours of the day.

Plans are underway to resurface the ILS (E-W) runway before cold weather if possible. According to the latest information available, this runway will be closed for approximately ten days when resurfacing work begins.

Gas service at the airport is available Monday through Friday only, from 8:00 AM to 4:00 PM. We hope this condition will be remedied in the near future so as to give better hours of service to the flying public. (Continued on next page)

Preparations for the installation of the new TUS Glide Path for test purposes have been completed. DME is installed and ready for operation. No information as to how soon it will be commissioned.

Last month we were fortunate and pleased with the visit from Mr. Larsen and Mr. Triplett of the RO. We do enjoy these visits (RO) and hope you fellows can make it by this way often. Of course, we always have a few questions ready for RO personnel whenever they stop by. We take this opportunity to invite all of our fellow employees of Region Four to drop in and see us if they pass this way.

SANTA FE, NEW MEXICO:

INSACS: The Fiftieth Anniversary of Flight was observed Saturday, September 19 in New Mexico by private flying enthusiasts conducting a "fly-in"; pilots from all parts of the State joined at various points on the Santa Fe-Las Vegas-Roswell-Albuquerque-Santa Fe route. Appropriate ceremonies, meals and entertainment at stops were arranged by local flyers designated by the Anniversary Chairman, Lincoln O'Brien.

Mr. O'Brien and members of his committee envisaged the need for airport traffic control at Santa Fe because from 30 - 50 aircraft were expected to arrive at the conclusion of the "fly-in" and within a very short space of time Saturday afternoon. Therefore, a preliminary survey, equipment and operational checks were conducted well in advance of the 19th by the District Supervisor accompanied by personnel from the Albuquerque tower and maintenance units.

The temporary tower, located in the center of the field near the wind tee functioned nicely during its period of operation from 1400-1815M. Standard VHF tower frequencies plus military channel B supplemented by a light gun were used by tower personnel to control traffic; as expected, the bulk of the visiting fifty odd planes arrived between four and five PM. Runways were kept clear, traffic was efficiently handled. Good judgment was exercised by participating pilots throughout the fly-in and no untoward incidents occurred.

The program ending the event featured a brief address by Governor Meachem which was tape recorded; interviews with the Anniversary Chairman, CAA, AOD members and others were also recorded, the playback being accomplished over local radio station KTRC the same evening. On static display at the New Municipal Airport were an F-4 Phantom II, F-105, F-106, F-107, F-108, F-109, F-111, F-112, F-113, F-114, F-115, F-116, F-117, F-118, F-119, F-120, F-121, F-122, F-123, F-124, F-125, F-126, F-127, F-128, F-129, F-130, F-131, F-132, F-133, F-134, F-135, F-136, F-137, F-138, F-139, F-140, F-141, F-142, F-143, F-144, F-145, F-146, F-147, F-148, F-149, F-150, F-151, F-152, F-153, F-154, F-155, F-156, F-157, F-158, F-159, F-160, F-161, F-162, F-163, F-164, F-165, F-166, F-167, F-168, F-169, F-170, F-171, F-172, F-173, F-174, F-175, F-176, F-177, F-178, F-179, F-180, F-181, F-182, F-183, F-184, F-185, F-186, F-187, F-188, F-189, F-190, F-191, F-192, F-193, F-194, F-195, F-196, F-197, F-198, F-199, F-200, F-201, F-202, F-203, F-204, F-205, F-206, F-207, F-208, F-209, F-210, F-211, F-212, F-213, F-214, F-215, F-216, F-217, F-218, F-219, F-220, F-221, F-222, F-223, F-224, F-225, F-226, F-227, F-228, F-229, F-230, F-231, F-232, F-233, F-234, F-235, F-236, F-237, 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F-1709, F-1710, F-1711, F-1712, F-1713, F-1714, F-1715, F-1716, F-1717, F-1718, F-1719, F-1720, F-1721, F-1722, F-1723, F-1724, F-1725, F-1726, F-1727, F-1728, F-1729, F-1730, F-1731, F-1732, F-1733, F-1734, F-1735, F-1736, F-1737, F-1738, F-1739, F-1740, F-1741, F-1742, F-1743, F-1744, F-1745, F-1746, F-1747, F-1748, F-1749, F-1750, F-1751, F-1752, F-1753, F-1754, F-1755, F-1756, F-1757, F-1758, F-1759, F-1760, F-1761, F-1762, F-1763, F-1764, F-1765, F-1766, F-1767, F-1768, F-1769, F-1770, F-1771, F-1772, F-1773, F-1774, F-1775, F-1776, F-1777, F-1778, F-1779, F-1780, F-1781, F-1782, F-1783, F-1784, F-1785, F-1786, F-1787, F-1788, F-1789, F-1790, F-1791, F-1792, F-1793, F-1794, F-1795, F-1796, F-1797, F-1798, F-1799, F-1800, F-1801, F-1802, F-1803, F-1804, F-1805, F-1806, F-1807, F-1808, F-1809, F-1810, F-1811, F-1812, F-1813, F-1814, F-1815, F-1816, F-1817, F-1818, F-1819, F-1820, F-1821, F-1822, F-1823, F-1824, F-1825, F-1826, F-1827, F-1828, F-1829, F-1830, F-1831, F-1832, F-1833, F-1834, F-1835, F-1836, F-1837, F-1838, F-1839, F-1840, F-1841, F-1842, F-1843, F-1844, F-1845, F-1846, F-1847, F-1848, F-1849, F-1850, F-1851, F-1852, F-1853, F-1854, F-1855, F-1856, F-1857, F-1858, F-1859, F-1860, F-1861, F-1862, F-1863, F-1864, F-1865, F-1866, F-1867, F-1868, F-1869, F-1870, F-1871, F-1872, F-1873, F-1874, F-1875, F-1876, F-1877, F-1878, F-1879, F-1880, F-1881, F-1882, F-1883, F-1884, F-1885, F-1886, F-1887, F-1888, F-1889, F-1890, F-1891, F-1892, F-1893, F-1894, F-1895, F-1896, F-1897, F-1898, F-1899, F-1900, F-19

Max Conrad's Pacer was met by an air escort at Las Vegas, "convoyed" to the Santa Fe New Municipal Airport on schedule. Presentation of the various letters, press interviews and welcoming was accomplished here.

State Police provided an escort from the airport to town for lunch; those attending included the Governor's representative, General Sage, Fiftieth Anniversary Chairman Lincoln O'Brien, Col. Spring, CAP Wing, State and local presidents of the Junior Chamber of Commerce, Air Force liaison personnel, Frank Cazier, Aviation Safety Agent, George A. Palmer, CAOS, in all about twenty heard Mr. Conrad's story of the "Winona Experiment." Regardless of who may be assuming the major obligations incident to the Piper Pacer Paul Revere flight, we could not help but feel that Mr. Conrad was genuinely sincere in his efforts to introduce aviation to the younger generation.

Back at the airport, we bade Mr. Conrad "good luck", noting that the trip forecast to Phoenix, tended him earlier, was neatly contained within his sport shirt pocket.

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DIVISION HIGHLIGHTS

AVIATION SAFETY:

Discussions have been held with Convair personnel regarding extensive changes to CV-240 and CV-340 aircraft fire detection and extinguishing systems to comply with CAR 4b-8. It appears that Convair will install Zone 1 fire extinguishing systems in lieu of providing Zone 3 fireproof cowling to comply with CAR 4b-8 on aircraft to be constructed after June 30, 1954.

The final Type Certification Board meeting for the Lockheed Model 1049-55 (Navy R7V-1) was held at the Lockheed Company on August 10, 1953. It was agreed that this model would be eligible for type certification after minor changes are made and substantiation of the APU installation. Dynamic and static tests of the flap drive high speed torque tube system used on all Super-Constellation models have been conducted as a result of the Navy R7V-1 accident at Chestertown, Maryland. To date, no significant structural deficiencies have been found. A full scale ultimate load test of the aft fuselage section of this airplane is scheduled soon.

Several meetings have occurred recently with Lear personnel regarding proposed modifications to Lockheed Model 18 aircraft. It now appears that Lear plans to carry out rather extensive design changes in some of these airplanes, including weight increases, cabin pressurization, elimination of wing slots and other changes which may be necessary to substantiate the airplane under CAR 4b.

Flight Operations Agent Blanchard has been working closely with Slick management personnel on its Atlantic Charter operations. These operations will probably continue through the month of September.

United Air Lines and Continental Air Lines planned to inaugurate their Tulsa-Seattle DC-6 interchange on September 15. The interchange was delayed from September 1 to September 15 on account of United Air Lines Flight Engineers' Union negotiations (Continued on next page)

This Region has assumed responsibility for the Unit Export Company, Inc., irregular air carrier certificate, following transfer of the company's operations from Miami to Burbank.

Student instruction has picked up, but is a small percentage of the total of flight business. Mountain area operators report substantial gain in vacationist travel by personal aircraft. Aerial applicator work indicates seasonal slowdown, but the volume is still high. Charter and ambulance business has shown a steady gain. An extra dry season, with numerous thunderstorms, has resulted in many forest fires, which have kept operators very busy with patrolling, fire spotting, air supply and dropping of fire fighters.

Supervising Agent Alfred G. Witter, Boise District Office, accompanied a pipeline patrol pilot on an industrial flight from Boise, Idaho, to Pasco, Washington. This is very rough, mountainous terrain. Agent Witter highly recommends that pilots and observers on patrol flights be equipped with both shoulder harness and hard hats. (There is nothing better than firsthand information regarding flight operator problems).

Supervising Agent Alfred C. Goddard of the Denver General District Office reports their television program is progressing nicely. A number of ideas have been cleverly planned to progressively cover a broad scope of aviation. These programs are presented for fifteen minutes at 6:00 PM each Monday, and are announced as being sponsored by Radio Station KBTV and the Civil Aeronautics Administration for and representing the entire aviation industry in Denver. Wholehearted cooperation is being given by the Lowry Air Force Base, the Air Guard, the Navy Reserve, the air carriers, fixed base operators and Civil Air Patrol, as well as the Office of the Director of Aviation for the City and County of Denver and the personnel of all Civil Aeronautics Administration offices. The Radio Station advises they are getting as much favorable comment as on the Arthur Godfrey and Liberace programs. Realistic results are that a number of people have taken up flying because of a reawakened interest.

There were six meetings reported by General Safety Branch Agents with approximately 212 in attendance. Several meetings were arranged for promotion of the 50th Anniversary of the Power Flight Program. Noteworthy among these meetings were the Air Age Work Shop of the University of Missoula (Montana), which was addressed by Supervising Agent John Doster, and the Safety in Flight Program for all the Arizona Flying Clubs at Phoenix, Arizona, which was arranged with the cooperation of all the local flying clubs and flight operators by Agent Floyd Johnston.

A recent trout derby held at Livingston, Montana, attracted private flyers from various areas, one of which was Bob Bockler, formerly a General Maintenance Agent at Boise, Idaho, and now Supervising Agent at Bismarck, North Dakota. Bob flew in from Bismarck to participate in this activity and was awarded the distinction of flying the greatest distance of anyone attending.

The Billings District reports that a recent international meeting of oil interests in Billings, Montana, brought over twenty multi-engine aircraft to Billings, the furthest being from Venezuela. (Continued on next page)

Agent Barnard of our Albuquerque District has been very active in assisting various organizations in his state in the planning of flying activities, such as breakfast flights, fly-in barbecues on ranches, air tours and establishment of maintenance facilities for itinerant flyers for refueling on military fields. He is also working with the school board of Albuquerque to assist in setting up a ground school for power plants and airframes in the highschoools.

Due to a change in the office space requirements of the McCulloch Motors Corporation, the Los Angeles Manufacturing Inspection District Office has moved from that company's factory to Room 44 of the Fourth Regional Office effective September 11, 1953. The office will continue to cover the same area from the new location.

A conference of all Region Four General Safety District Office Supervising Agents is scheduled to be held at the Regional Office on October 6 and 7, 1953. It is planned to hold a conference of all Region Four Air Carrier District Office Supervising Agents at the Regional Office sometime during the week of October 26.

AIRWAYS OPERATIONS DIVISION:

Messrs. Dyke and Taylor of the Washington Office spent the week of August 31 in the Regional Office discussing proposed equipment modifications to be made at McChord Air Force Base. The following week, accompanied by Mr. D. R. Whitney of this office, they visited Seattle to study the Wicks Console unit at the McChord Radar Approach Control Center. This Center, to be installed by the military, will consist of three ASR scopes and two PAR scopes. It will be operated with CAA personnel with the exception of the PAR portion and is the first installation programmed for this Region.

Ontario, California, began operating as a combined facility on September 1. The Weather Bureau is furnishing a ceilometer and a remote reading thermometer so that CAA personnel will be able to provide weather observations from the tower cab. Washington has confirmed this change in policy and will hereafter permit observations under similar conditions.

The second regular meeting of all District Supervisors was held in the Regional Office September 15 through 17. Representatives of ATA and some airline members attended the first day to discuss the shortening of departure phraseologies. It was agreed that this should be done and immediate action will be taken. Succeeding days were spent discussing mutual problems and procedures and briefing the Supervisors on the new SCATER Plans.

Washington has approved our suggestion to establish a national implementation day for new ATC phraseology, "Via Flight Plan Route" and has designated October 15, 1953 as this date.

The new administration building, Colorado Springs, which will house the CAA tower, is expected to be ready for occupancy approximately December 10, 1953.

SECO equipment is being provided in the near future for our facility at Fresno so that the Weather Bureau may operate Service A and C, resulting in a CAA integrated operation within the tower cab and reducing the Fresno complement by five GS-5 ATO personnel. (Continued on next page)

Recommendations have been made to substitute Cheyenne and Pueblo for Portland and Spokane in the program for combining of stations/towers due to the fact that suitable structures and space are not available at the latter two locations and because of changing workload conditions. Washington has been requested to transfer the funds allocated for combining Portland to Cheyenne so that the combination there may be accomplished by the first of next year when the new control tower will be ready for occupancy.

Plans have been completed for relocation of the control tower at Pueblo #1 airport to Pueblo #2 airport. The facility will be established as a combined station/tower when the move and construction are completed. Airport traffic control is being provided at Pueblo #1 airport temporarily from the old stone tower until such time as the permanent move is made to Pueblo #2 airport.

Mr. C. D. Ewing visited in the Denver area and after study and discussions submitted recommendations for the siting of a new VOR and relocation of the Denver VOR. Mr. Ewing, together with Messrs. Horning and Simonsen of the Facilities Division, is visiting various locations in the Region studying the possibility of relocating ranges and facilities to improve CAA service to the flying public.

A meeting will be held at Fort Worth September 30 with Mr. Schuerger of the Washington Office and representatives from Regions Two and Four for the purpose of discussing U. S.-Mexico trans-border flight plan service. District Supervisor Fielder has been designated as our representative.

The project of assisting the various state governments in setting up a flight plan system, utilizing the state patrol or police net in handling transmissions as an adjunct to the CAA net system, has encountered difficulty because the FCC in one area has ruled that police networks may not be used for this purpose. The matter is being held in abeyance pending resolution of the problem by Washington.

Preliminary information has been received indicating that the City of Casper, Wyoming is contemplating construction of a control tower at Natrona County Airport and may ask the CAA to operate a combined facility at that location. It appears that the municipality may be willing to underwrite the difference in cost of operating a combined facility over that of a station until criteria workload is met and funds are available.

Two-way radio communications have been temporarily shut down at the Seattle Center until necessary readjustments and rearrangement of equipment can be made by Telco and CAA. The present installation is considered unsafe from an operations viewpoint.

The mailing of salary checks continues to require approximately 32 hours each two weeks. (Continued on next page)

FACILITIES DIVISION:

VOR Ranges:

Klamath Falls, Oregon

Construction work delayed by non-delivery of materials. Completion expected early in October. Equipment installation will be delayed until new equipment deliveries are made in January.

Los Alamitos, Calif.
(Long Beach Relocation)

Proposal issued; award of contract pending.

Malad City, Idaho
Access Road

Only one bid received and rejected as excessive. Project deferred until spring when other work will be ready to start at the site.

Fillmore, Calif.

Grading of site completed. Portable equipment is being set up to make a flight check.

Delta, Utah

Started modernization and installation of DME.

Fortuna, California

Completed modernization and installation of DME.

DME at VOR Ranges:

Salt Lake City, Utah

Completed installation of DME. Failure of equipment delayed final completion of work.

Spokane, Washington

Completed installation of DME--ready for commissioning.

Mullan Pass, Montana

Installation completed.

LF Range Relocation:

Spokane, Washington

Installation completed and range commissioned on September 24.

"H" Facility and Fan Marker:

Vail Lake, California

The construction contract was finally completed after the counterpoise was delivered this month.

Rockford, Washington

Installation work has been completed.

Pine City, Washington

"H" facility has been completed.

Harrington, Washington

Relocation of fan marker has been completed.

(Continued on next page)

Instrument Landing Systems:

Colorado Springs, Colorado	Completed survey for IIS at Peterson Field.
Denver, Colorado Relocation	Started installation September 21.
Portland, Oregon, relocation	Completed installation of ILS and DME equipment.
Grand Junction, Colorado	Started survey for location of TUS glide slope and monitors.
Great Falls, Montana	Opened bids for relocation of outer marker. Bids received were excessive so work will proceed by force account.
Eugene, Oregon	Completed relocation of building for TUS glide slope.

ARTC Center:

Denver, Colorado	Lighting proposal was issued; bids to open Sept. 29.
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INSAC Relocation:

Eugene, Oregon	Expect to complete installation about 10-10-53.
Montague, California	Making satisfactory progress with installation.

Central Standby Power Plant:

Eugene, Oregon	Started installation.
Grand Junction, Colorado	Contract for equipment replacement started.
ASR - Salt Lake City, Utah	Completed splicing of cables.
PAR - San Francisco, Calif.	Contract work to be completed 9-30-53
LIALL - Denver, Colorado	Notice to proceed issued to Frontenac Construction and Engineering Company effective 9-11-53.
ATC Tower, Long Beach, Calif	Major modification. Drawings completed.
TOWAC, Ontario, California	Installation has been completed. Operation was started from new location 9-1-53.
Belmont, California	Repair of dikes around site will be completed by 9/30
Carlin, Nevada	Beacon site #39 has been converted to Type "A". Site No. 40 to be converted to Type "B" due to discontinuance of power line by Southern Pacific.