



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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FEBRUARY 1, 1954

PROVIDENCE IS NOT AN ACCIDENT

As Written By

George E. Milligan  
Airway Operations Specialist (Airport)  
Medford, Oregon

Editor's Note: George E. Milligan is deserving of a great deal of credit for planning, developing, and administering Mercy Flights, Inc, of which he is now Chairman. This organization was developed as a result of an acute need in the immediate area of Medford for a service of this type. The following article is a descriptive history of what Mr. Milligan and others of our organization in the Medford area have done to meet this community need. It is interesting to note that several of our people in Medford have gotten their commercial and instrument ratings in order to be available for service in Mercy Flights, Inc.

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"Providence is Not An Accident", that's the way we feel about the Mercy Flights organization in Medford, Oregon. In most cases when you read of a human life being saved by efficient action, that action was not by chance, but rather the result of preparedness. Such is the story of Mercy Flights, Inc., a non-profit air ambulance service where a doctor, not money, can decide when an emergency flight is to be made.

Now, don't get us wrong about this business of making money. There isn't a guy in the outfit who'd turn down a little work where there's some "long green" concerned, but we just don't feel that it should be a deciding factor where a human life is in the balance. In fact, as you will see later, the organization is supported by many people, with incomes large and small, who feel the same way about things in general.

Back in 1949, there was no such thing as Mercy Flights. If an ambulance plane was needed in Western Oregon or Northern California, a call was put out to the various charter operators to determine if any of them had a suitable aircraft that could be converted to do the job. Several of the operators owned such aircraft, and if they weren't being used for other flights, the seats could be removed to make room for a stretcher. There were always several "ifs" involved, however. Such planes weren't always available; the patient in question couldn't be too large, the weather had to be good, and as the available planes were only single engined, the flight had to be made during daylight hours. Those "ifs" left too much to be desired. (Continued on next page)

The original suggestion for Mercy Flights was made to Mayor Diamond Flynn of Medford, and as he thought it had considerable merit, made an appointment for me to see Eric Allen, the City Editor of the Medford Mail Tribune. Although I didn't know it at the time (but soon found out), Allen was not only an aviation enthusiast, but also a fire-ball for community projects. To make a long story short, if Allen hadn't decided to get behind the Mercy Flights idea, it would never have succeeded. He did. It did.

To make Mercy Flights more than an idea, and bring it into existence as an organization, a Board of Directors made up of prominent citizens was formed, and Articles of Incorporation filed with the State of Oregon. Then came "The Bite". That's what we put on all the local service clubs and interested citizens. Our goal was \$3,000 and our aim was a Twin Cessna which had been converted to accommodate a stretcher. Even the airlines had a part in this. The pilots of West Coast Airlines and Southwest Airways carried on an "eye open" program throughout the western airports to find a likely aircraft. Captain Jim Douglas of Southwest finally came up with a prospect, and we paid a deposit to hold it.

Considering that our fund raising campaign was started in August, we felt we were pretty lucky to have it completed by Christmas, but it was one portion of the fund (about \$1100) that made a lot of people sit up and take notice. That \$1100 was the amount donated by the school children throughout Jackson County. There were lots of stories behind these donations, but the most heart-stirring was told us by a country school teacher. One of her students (with his parents' permission) gave ten cents out of a fund he had been saving to buy a new pair of shoes. We'll never forget that dime.

January, 1950, was a big month for Mercy Flights, probably so we'd have further to fall, as that was when we invited everyone out for the dedication of our first plane. Then we awaited our first emergency. This came in February when we flew a Medford woman to Portland for treatment of a nerve ailment. We felt that we were well on our way by then and only had to wait a month to find that we were wrong.

On the second trip of the Mercy Flights, Inc, the crew picked up an emergency cancer patient at North Bend, Oregon, and took him to Portland, Oregon. Upon arrival, the crew discovered that one of the engines had a burned out master rod bearing. As we had not acquired an operating capital at that time to fall back on and buy a newly major engine, we had to settle for a used one in order to get the plane flying again.

With the plane back in operation, our luck changed. During the month of April, we carried five serious injured persons to the "big cities" for emergency operations. The public again expressed its belief in our cause by donating sufficient money to purchase a newly majored engine. Also, as an added improvement to our plane, Southwest Airways sent one of their radio men to Medford to install an ADF or Radio Compass, which we had previously purchased on the surplus market. The Southwest servicemen spent three days on the installation at no charge to Mercy Flights. With the ADF, we were able to expand our operations to include marginal instrument weather. Throughout 1950, Mercy Flights continued to plug along on a very shaky financial basis. Some patients could afford to pay, and did, while others could not, and were flown anyway.

When the Spring of 1951 rolled around, we had finished one year's operation; flown eighteen emergency patients; were about \$600 in debt; and had a plane which needed to be relicensed. A real practical venture. Nevertheless we had attracted nationwide attention, and received encouragement from Senators, Congressmen, and even the columnist Drew Pearson, who initiated the Mercy Flights crewmen into his exclusive Sons of Brotherhood Club, originated by President Truman. Also, we were featured in the May issue of  
(Continued on page 4)



## REGIONAL ADMINISTRATOR'S COLUMN

There are several subjects which I would like to discuss with you. Perhaps the best title for this article would be, "Observations and Reactions". Our larger sized Region has introduced a few problems that did not exist in the smaller sized Regions. One of these which affects everyone is the prompt delivery of salary checks. This problem has come to our attention in two places which are distantly located with respect to the Regional Office. One of these I observed personally and another one has been reported. It is not only a matter of distance which increases mail delivery time, but also the reduction in the staff of Business Administration to handle this important item of work. The operating divisions are assisting in the mailing in an effort to assure accuracy and promptness. The system isn't yet working with the complete smoothness that we desire and we are trying to improve it. Further, we are investigating the possibility of any other shortcuts to see if we can decrease the interval between the time we receive the checks from the Disbursing Office and when they reach the field offices. I assure you we will continue our efforts to find the best solution possible.

Another observation is that apparently quite a number of our people do not understand the philosophy regarding the low frequency range discontinuance program. The basic elements of this philosophy are set forth in the Regional Office letter dated December 17 which proposed a number of discontinuances. If all of you have not read this letter, it is suggested that you do so in order that you can then support the program by explaining the facts to members of the flying public with whom you come in contact. (Copies are available at Airway Operations facilities and Aviation Safety District Offices) The operators and pilots are in many instances still not informed, and in some cases misinformed regarding the purpose of this program. Some of them have had the impression that we propose the immediate discontinuance of all low frequency ranges regardless of their need or the lack of other facilities to take their place. Actually, the present program is the first approach to the gradual transition from low frequency ranges to the VOR system. Only as VOR facilities are provided, traffic control and approach procedures established, and communications facilities found to be adequate will the low frequency range which is no longer essential to instrument flight operations be proposed for discontinuance.

Some people also have gotten an adverse impression concerning the usability of the VOR type range. In this regard, our Aviation Safety Agents and Airways Flight Inspection personnel can do a lot to correct these misconceptions by taking individuals on demonstration rides, either in CAA aircraft or in rental aircraft. From the standpoint of the private owner, use of rental aircraft equipped with VOR receiver would probably be more effective.

We will endeavor to keep you informed of the progress of the discontinuance program. To date, the following ranges have been approved for discontinuance at both Regional and Washington levels:

Superior, Wyoming  
Coeur d'Alene, Idaho  
Douglas, Arizona

(Continued on page 5)

Providence is Not an Accident (Continued from page 2)

"Mechanix Illustrated", and that came at just the right time to help kick off our campaign for "Pre-paid Subscribers" at two dollars a year per family.

The reasoning behind the pre-paid subscriber plan was this: Even though we now had an ambulance plane for emergency flights, the actual cost of operating the plane was more than the working man's budget would stand, because the fuel bill adds up pretty fast at 35 gallons per hour. No, he needed a way to pay for that possibility in advance, and the Pre-paid Subscription was the answer. The Board of Directors agreed on the amount of \$2.00 annually, because I told them that I could talk anyone out of that amount, and yet everyone who wanted the protection could afford it. To obtain use of the plane, a subscriber need only have his doctor certify that an emergency flight was necessary, and the service was free within a 400 mile radius of Medford.

For the next three months, we were kept pretty busy, filling out subscriber cards, and paying the bills that we couldn't have otherwise. Additional improvements were made to the Cessna and the demand for flights (about 1/3 of them pre-paid) increased as citizens and doctors gained faith in the service. So we added a second plane, a used Stinson Reliant.

Another nice surprise came from an outfit with a name that I'll let you try to pronounce, it's SPEBSQSA, or Society for the Preservation and Encouragement of Barber-shop Quartet Singing in America. Whew! During the past two years, the Medford Chapter has bought us approximately \$600 worth of blankets, linens, and medical supplies, using proceeds from their annual benefit show.

The Spring of 1952 found us in far better shape both financially and otherwise than the previous year, and we might easily have gotten a little smug, except for getting slapped in the face with a polio epidemic right in Jackson County. Besides fifteen cases which we flew from Medford to Eugene, Oregon, we also had to transport an additional eight from surrounding counties.

One of these flights caused a drastic change in the organization. It was a night flight and about fifteen minutes after taking off from Medford, one of the Cessna's engines quit, in fact just after we had reached 500 feet on top of the overcast. Of course, we turned back, and told the CAA communications station what our problem was. The Communicator, George Johnson, got busy. By the time we landed, he had contacted officials and crew of a Morrison-Knudsen Twin Beech, and they were on the way to the airport to take the flight for us. They wouldn't even let us buy the gas for the flight. We still haven't figured out how to pay them back.

The organizational change that I mentioned came next. When the facts had been put before our Board of Directors, I told them that we had to replace the existing Cessna engine with 300 HP Lycomings, which were not only more powerful, but considered more reliable. An additional modification which the pilots thought necessary was one which provided a three by five foot loading door in the right side of the fuselage. This would make it easier to handle big patients, and also allow loading of a patient wearing a portable iron lung. To complicate the problem, we couldn't actually perform these modifications on the Cessna we had, because we couldn't do without it for the two months it would take to have them done. A second Twin would have to be purchased, and the modifications performed on it. That left a little matter of \$6,000 to be raised, but none of us had the time to "ram rod" such a subscription drive. A volunteer came forth in the person of Col. Joe Burns, owner of the Medford Auction Yard. (Continued on next page)

The new Super Cessna was placed in service in October, 1952. To make it the finest equipped ambulance plane on the West Coast had been our goal. Si King of Flightcraft, Inc., Portland, helped us along by providing a Narco Omnigator at a price which I'm sure is less than he pays the factory even as a distributor. I've tried to pin him down on this matter, but he always seems to find something else to talk about.

Some of the other special equipment in our Super Cessna includes an especially built converter which supplies 110 volts to operate electric blankets, heat lamps, or a portable iron lung, a RABI (Rotable Azimuth Bearing Indicator) for the ADF, and Max-Sig VHF antennas. (This equipment has recently been duplicated in our Reliant.)

The most recent addition to our line of equipment is a \$5,000 aluminum covered hangar, which cost us only \$800, the actual cost of the aluminum and door tracks. Everything else was donated, including lumber, concrete, nails, labor, electrical conduits and connections, and sand and gravel. It was all arranged by a local contractor, Mr. Bill Brooks, who is also, among other things, an ex-Air Force pilot, and naturally one of our crew members. He talked the various business firms into donating the materials, brought along carpenters, laborers, cement finishers, and painters from the Union Locals, and took three weeks of his own time to put the place up. As I recall, he even talked all of the pilots into earning a few blisters. Now we have a place to keep the Cessna where the termites won't get wet and catch cold. If they ever did that, they might start sneezing and quit holding hands. It's a possibility.

As a part of the program of the National Safety Council, the Medford Safety Council recently presented its yearly award. Mercy Flights was the recipient, and we won't even joke about it. We are honored.

Mercy Flights recently carried their 182nd patient. We plan to continue making our equipment available to our own subscribers, and all other persons who are unable to obtain commercial ambulance planes, and need our services. We remain one ambulance service which would like to see its own aircraft remain on the ground and not be needed.

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REGIONAL ADMINISTRATOR'S COLUMN (continued from page 3)

Of these, the range at Superior has been discontinued. Coeur d'Alene and Douglas are still being operated by CAA pending possible transfer to local authority. The following ranges have been recommended for discontinuance by the Regional Airspace Subcommittee after regionwide coordination, and are being reviewed at the Washington level:

Fairfield, Utah  
Rodeo, New Mexico  
Carlsbad, New Mexico  
Thermal, California  
Colorado Springs, Colorado

(Continued on next page)

The LaGrande, Oregon "H" facility has also been approved for discontinuance and is one of those which the City has offered to operate for local service. Three others -- Payson and Winslow, Arizona and Douglas, Wyoming have been recommended to the Washington Airspace Subcommittee and our Washington Office. Final decision by Washington is pending. There probably are not more than three or four additional ranges that will be cleared during this fiscal year. Obviously this is not a drastic discontinuance program considering that we have some 115 low frequency ranges in the Region.

Elsewhere in this issue, I understand there is to be a news item regarding a morning prayer circle which has spontaneously developed in the Regional Office. It is my understanding that it is open to any of our people of whatever faith who desire to seek Divine Guidance in their daily lives. This leads to the observation that we are supposedly a Christian nation, but too few of us let it be known that we are church members and support these principles. It has been stated that Christianity can and should be one of the greatest forces in opposing the ideology of communism. If this be the case, it would deserve our active, rather than passive support.

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#### SUGGESTION PROGRAM

The Regional Suggestion Board recently approved of cash awards for five employees. Appropriate ceremonies presenting these awards were conducted during the month.

William Buck Supervisory Electronic Technician at Ogden, Utah, is now \$50 richer. Mr. Buck suggested the expansion of the Facilities Division drawing index so that it would apply to other facilities such as DMEs, VORs, ILSs, etc.

Dorothy Wilcox of the Seattle Air Carrier Office was given a \$25 award for suggesting that the name of the danger areas, as designated by the Administrator, be added to the presently furnished information on the back of the appropriate danger area chart published by the Coast and Geodetic Survey.

Ten-dollar awards were given to Tom Morrison of the Stationery Room, who suggested that a program be instituted to eliminate obsolete forms from the stock of the Regional Stationery Room; Glenn Scott, Senior Controller in the Seattle Center, who suggested, planned, and constructed a sector interphone signaling device in the Seattle Center; and Glenn Mains, Supervisory Electronic Technician at the Seattle-Tacoma Airport, whose suggestion concerned the fabrication of extension studs for servicing CA-1256 and CA-1293 Remote Control Units.

The Committee still has another 60 outstanding suggestions which have not been evaluated. During the last month, 50 of your ideas were appraised and if you have not received the final word yet, you should be hearing something soon.

In the meantime, jot any of your good ideas down and by use of Form ACA-2333, forward them on to your supervisor. Don't put it off 'til tomorrow. Do it today!

### PRAYER CIRCLE

Some time ago, a small group of employees discussed the desirability of providing an opportunity for prayer and fellowship within the Regional Office. It was the belief of the group that such a program should be available to anyone who wished to participate irrespective of religious background or church affiliation.

On this basis, a prayer circle came into existence. The Group meets each morning at 7:55 in the Regional Office library. Participation is voluntary and an individual matter. The program consists of brief requests for or statements concerning prayer subject, followed by a moment of silent prayer, and closing with an oral prayer by a member of the Group.

From a handful, the group now includes about 40 participants. Usually there are up to 10 attending each morning.

Everyone is welcome to this Group.

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### CREDIT UNION NEWS

The annual membership meeting of the CAA Region 4 Federal Credit Union was held on January 15th at 7:30 p.m. in the Regional Office cafeteria. There were over 60 members present. Each member attending was given a copy of the Financial and Statistical Report, together with other pertinent information regarding the Credit Union. President DeVries presented a report on the business and financial condition of the Credit Union for the Board of Directors. Other reports were given by Clarence W. Butler, Treasurer; Frank DeAndrea, Credit Committee Chairman; Henry Slayter, Supervisory Committee Chairman.

The Board of Directors recommended and the attending members approved a motion to pay a Dividend of 4.4%. All members who have not already done so, are urged to send in their passbooks, so that the Dividend may be entered. We wish to point out this time that the Dividend that is credited to your account in January, 1954, is considered 1954 income for tax purposes.

One of the main items of business at an Annual Meeting is the election of members to serve on the Board of Directors, Credit Committee and Supervisory Committee. The following were elected for terms indicated to the Board of Directors:

Fred Wild	Two-year term
Virginia Trolinger	Two-year term
Paul DeVries	Two-year term
A. J. Vergilio	One-year term

Credit Committee:	A. J. Vergilio	Two-year term
Supervisory Comm:	Arthur Aldrich	Two-year term
	Phil Guindon	Two-year term

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Immediately following the adjournment of the Annual Meeting, the Board of Directors met to elect their officers for 1954.

The following will serve on the Board of Directors for 1954:

President	Paul DeVries	L.A. Control Center
Vice-President	Desmond McCarthy	L.A. Control Center
Treasurer	C. W. Butler	Airports Division
Secretary	Fred Wild	Facilities Division
Director	Virginia Trolinger	Personnel
Director	F. F. Townsend	Facilities Division
Director	A. J. Vergilio	Aviation Safety Div.

The following will serve on the Credit Committee for 1954:

Chairman	Frank DeAndrea	Airways Operations Div.
Secretary	Eleanor Main	Business Admn. Division
Member	A. J. Vergilio	Aviation Safety Div.

The following will serve on the Supervisory Committee for 1954:

Chairman	Arthur Aldrich	Airports Division
Member	Henry Slayter	L.A. Control Tower
Member	Phil Guindon	Business Admn. Div.

We are pleased to publish a consolidated Financial Statement of the Credit Union, as of December 31, 1953. We fully expect to become a million dollar Credit Union during the year 1954. Your Board of Directors are looking ahead toward another successful year and are planning a program to give you the best possible service, whether you are a borrower or investor.

FINANCIAL STATEMENT  
CAA REGION 4 FEDERAL CREDIT UNION  
Year ended December 31 1953

<u>ASSETS</u>		<u>LIABILITIES</u>	
Loans .....	\$823,825.32	Shares.....	\$811,261.34
Cash in Bank.....	22,300.52	Accounts Payable.....	948.26
Change Fund .....	5,000.00	Notes Payable .....	20,000.00
Federal Savings & Loan ...	10,000.00	Reserve for Bad Loans .....	13,675.39
Loans to other Credit Unions	10,000.00	Undivided Profit .....	26,338.78
Equipment .....	898.92		
Other Assets .....	199.01		
<b>TOTAL ASSETS</b>	<b>\$872,223.77</b>	<b>TOTAL LIABILITIES</b>	<b>\$872,223.77</b>

LOAN INFORMATION

Number of Loans Made, Year 1953	1220	\$1,111,485.44
Total Loans Made since organization	3507	2,603,080.59
Loans charged off since organization	2	71.82

Credit Union Organized: October 1, 1949

## CHEER PROJECT REPLACES CARDS

The following article, which is self-explanatory, appeared in a Spokane, Washington newspaper:

"Christmas cheer instead of Christmas cards was the order of the season for Spokane Civil Aeronautics Administration personnel again this year. Thirty members of the CAA's communication station, maintenance section, control tower and weather bureau offices at Geiger field, rather than underwrite the cost of mailing Christmas cards, raised \$50 last week to be used in aiding a needy Spokane family. A similar plan was conducted last year.

"Most of the donated money was used to buy foodstuffs and fuel for a North Side family of five," said Leslie O. Conger, aircraft communications specialist at Geiger. 'About \$15 was given to the mother of the family for her use in buying gifts or necessities.'

Conger said the family's plight was discovered by a Geiger CAA worker through his church parish. Fuel was so low when the yule supplies were delivered that the family was rationing it, he added ...."

The mother of the family which the Spokane group helped wrote the following letter of appreciation:

"This is an open letter to those in the Control Tower, Communications, maintenance and weather bureau. Each one of us in our family want to thank all of you for your generosity in helping us this Christmas season. I feel this help was an answer to prayer. I felt so desperate just a week before Christmas and wondered what I would do. Then I prayed to the Lord and asked him to help me. Then when I got so much help from you people, I could hardly believe it. The fuel was so appreciated and all the food. We truly thank you. The money you gave will be used to buy my 16 year old girl a coat. She has never had a new one since she was 20 months old. She is so excited about getting a coat and says she can't believe it. I pray that the Lord will bless each one of you that have helped us. I wanted all of you to know we appreciated what has been done for us.

"Thank you again.

Sincerely,

The family you helped."

This is indeed the real Christmas Spirit and we are proud of our Spokane group for responding in such praiseworthy fashion. Perhaps a new concept of modern day Christmas giving has been established which others of us will desire to emulate.

\* \* \* \* \*

"Gus" Harmon Ill

Mr. A. "Gus" Harmon, Electronics Technician, Belmont, California, has been hospitalized in Oak Knoll Hospital, Oakland, California, since December 10, 1953. Gus underwent major surgery on January 7. All his friends extend wishes for a speedy recovery.



## QUESTION BOX ?



- Q. When back ordered items are shipped, a copy of the back order invoice is enclosed. However, this invoice does not identify the facility type. This makes it necessary to check all incomplete invoices to determine where the items belong. Can this procedure be changed to eliminate this research?
- A. There are a few back orders in our files which do not include the identification of the facility. However, all back orders being written now will include the facility type as shown on the original invoice.
- Q. The quantity of some items ordered for direct shipment to me from the General Services Administration are larger than I have requested. What action should I take in cases of this kind?
- A. No action is necessary as long as the quantity received is in agreement with the quantity ordered as shown on the copy of the purchase order. We are ordering standard package quantities on some items and have established a minimum order quantity on other items which accounts for the excess stock being received.
- Q. Does my job description have anything to do with my being separated from the service in case of a reduction-in-force?
- A. The current job sheet of record is the basis on which jobs are separated into the various RIF groups. It is, therefore, essential that job sheets be current and accurate to insure that the position is placed in the proper RIF group (competitive level).
- Q. Occasionally contracts are let for gasoline and oil at prices in excess of those I can obtain locally for the same product. Are these contracts mandatory in the sense that we must procure from the contractor when he is selling at a price greater than a local selling price?
- A. Yes, this may happen infrequently. However, all companies have their chance at the Government business and we award contracts on the basis of bids received. The Contracts are made mandatory in order that the contractor will be required to make deliveries at the prices quoted, price increases and bad weather, notwithstanding.

DIVISION HI-LITES

FACILITIES DIVISION:

VHF Ranges:

Fillmore, Calif. VOR Proposal and plans completed. Opening date of bids 2/9/54.  
Williams, Calif. VOR Plans completed; proposal started  
Oceanside, Calif. VOR Preliminary surveys and flight check of site with portable equipment in progress.  
Kiowa, Colorado VOR Preliminary surveys to locate a site for testing were started.  
Moorcroft, Wyoming VOR Dismantling. Proposal started.  
San Francisco, Gap, California TVOR Preliminary surveys started for locating a site to test

VOR-DME:

Needles, Calif. Installation DME completed January 22.  
Long Beach, Calif. Started installation of equipment at Los Alamitos site.  
Twin Falls, Idaho Installation completed.  
Lamath Falls, Oregon Installation work started.  
Ogden, Utah DME tuneup completed January 22.  
Drummond, Montana DME final acceptance inspection was held on January 8, and found satisfactory.  
Whitehall, Montana DME tuneup in progress.

TOWAC:

Colorado Springs, Col. Submitted revised estimate for relocation of TOWAC.  
Cheyenne, Wyoming Submitted revised estimate for establishment of TOWAC.

TOWER:

San Francisco, Calif. Relocation to new administration building. Form 24 submitted for fund required to relocate tower. Plans for pulling in new cables to administration building being prepared.  
Long Beach, Calif. Completed temporary tower installation.

ILS

Cheyenne, Wyoming Estimate for relocating Glide Path and Middle Marker for ILS in connection with runway extension was made and submitted to Washington.  
Grand Junction, Col. Glide Path Relocation. Proposal being prepared for early issuance.  
Seattle, Washington Glide Path completed and waiting flight check.  
Long Beach, Calif. Contract for replacement of IIS cable started January 25; installation of glide slope antenna and detector poles and equipment due for completion by January 29.  
Colorado Springs, Col. Completed drawings for relocation of Glide Slope. Proposal started.

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## INSACS:

Thermal, Calif. Submitted proposal for reissue for air conditioning.  
Las Vegas, New Mexico Modernization completed.  
Truth or Consequences, New Mexico Installation of wind instruments completed.  
Santa Barbara, Calif. Installation of antenna completed.  
Needles, Calif. Antenna modernization in progress.

## Radar:

Oakland, Calif. Completed installation of standby engine-generator at PAR January 15.

## Intermediate Fields:

Surveys and planning started for relocation and modernization of field lighting system at St. George, Utah; Wells, Nevada; Desert Center, California, and Bryce Canyon, Utah.

## Miscellaneous:

Colorado Springs, Col. Teletype relocation started.  
Seattle, Wash. Lighting of remote transmitter building was completed January 22. Center communication control also completed.  
Rome, Oregon. Started plans for replacing 75 KVA diesel engines with 12.5 KVA Propane operated units.

Construction of antenna platform was completed at Yuma, Arizona and Thermal, California and is in progress at Gila Bend and Daggett.

Remote Transmitter/Receiver FM Link - Malad City, Idaho. Completion of installation estimated January 29.

## UHF Program:

### Phase IV-A

Denver, Colorado Completed installation at ATC Tower  
San Diego, Calif. Completed installation at INSAC

### Phase V

Portland, Oregon Survey for facilities including a remote site for enroute communications on UHF and VHF.  
Cheyenne, Wyoming Working on plans for installation to be made as a part of the establishment of the new TOWAC project.  
Colorado Springs Working on plans for installation of facilities to be made as a part of the relocation of the TOWAC to the new structure.  
Los Angeles, Calif. Made survey for remote site for Center and INSAC adjacent to present Saddle Peak VHF site.  
Palmdale, Calif. Opened bids for construction of equipment building at Tower.  
San Diego, Calif. Made survey for a remote facility for INSAC.  
Carl E. Duncan is presently attending the Indoctrination Course at Oklahoma City.

## AIRPORTS DIVISION:

The Acting Chief, with representatives of the Facilities and Airways Operations Divisions, attended a conference at Casper, Wyoming, with county and state officials and representatives of the Military to discuss the proposed tower operation at Casper Air Terminal.

The Acting Chief, with the District Airport Engineer and Airport Engineer, San Francisco Airport District Office, attended the dedication of the new terminal building at the Visalia Municipal Airport.

District Airport Engineer T. E. Flaherty, San Francisco, has been designated by the Regional Administrator as coordinator of space requirements for CAA activities in the new terminal building at the San Francisco Airport.

## AIRWAYS OPERATIONS DIVISION:

We have been advised by Washington that the FCC has rejected CAA propositions that the FCC concept of its current regulations be broadened to accept handling of flight plans on State highway patrol communications systems or that the regulations be amended to make possible the handling of these messages. AOPA and other interested organizations have been informed of this decision and have been advised that the CAA will take no further action unless new information becomes available. Present arrangements are likely to be continued only until the FCC takes specific action to accomplish their discontinuance.

Tom Dodson, Washington Airways Operations Division, visited the Regional Office January 20-22 to discuss the operational planning of en route communication facilities.

Mr. Wm. Kordseimon of the management firm presently engaged to survey the CAA has been visiting our facilities in Albuquerque and Denver. He is now in the Los Angeles area and will remain through January 29, discussing operation of this Division with Regional Office personnel. He will visit San Diego and Tucson on his way east.

Mr. Karl Gardner, representing Bell Laboratories at Murray Hill, New Jersey, is visiting our facilities in the Seattle, San Francisco, and Los Angeles areas to talk with CAA people about improvements which are under consideration in leased wire service and equipment.

Mr. C. F. Kusrow, former District Supervisor, transferred to the Technical Services and Planning Branch January 1, 1954 as a specialist in the field of airport traffic control.

Mr. Whitney conducted a meeting at Oakland January 19 with airline and other operators to discuss dual airway routes into Oakland and San Francisco from the south.

Mr. Kusrow, together with Messrs. Winger and Orr, met with County and State officials at Casper, Wyoming January 19 regarding proposals to establish airport traffic control service. It appears likely that the County will provide funds for 16 hour CAA operation.

Three longline teletype circuits were converted to 75 wpm operation during the month.

(Continued on next page)

Mr. Larsen met with Mr. G. L. Rand of the Washington office at San Francisco January 18 and 19. They visited field facilities at Sacramento, Stockton, and Fresno whereupon Mr. Rand departed for Honolulu. He expects to return via Los Angeles the middle of February.

#### AVIATION SAFETY BRANCHES:

##### General Safety:

This month, the Grand Junction (Colorado) District Office concluded their second year of not a single aircraft accident in commercial passenger carrying operations. While there is not a large total amount of this type of flying in this district, the record is remarkable in consideration of the rugged mountainous terrain, the hazardous weather and the lack of modern facilities.

Celebration of the 50th Anniversary of Powered Flight was assisted by our agents in several places throughout the Region. As reported, probably the outstanding occasion was the Open House held at the Yakima Washington Municipal Airport. This climaxed the Yakima Chamber of Commerce Aviation Committee activities. Aviation movies, static exhibits, jet aircraft fly-overs, model airplane contests and conducted tours through the control tower, weather bureau, and operators' facilities were available to the public. The attendance of an estimated 7,000 persons and the interest shown were a great surprise to the sponsors.

The Spokane District Office agents are assisting the Aviation Committee of the Spokane Chamber of Commerce in setting up an essay contest and a model aircraft contest for high school students. There will be five essay and three model aircraft winners. The eight winners will be given a week's tour at the Spokane Naval Air Station, and the five highest of the eight will be given a complete private pilot course by five Spokane fixed base operators.

The Ontario District Office is continuing their flight safety program of courtesy standardization flights with any pilot. The plan has been well received. The majority of pilots who have taken the courtesy flights hold both commercial and flight instructor ratings.

Agent John Forsey of the Salt Lake City, Utah, District Office has been active on the Arrangement Committee and will be a speaker on the subject of "The Use of the Airplane in Agriculture" at a Short Course on Aerial Spraying and Dusting at the Utah State Agricultural College, Ogden, Utah, on February 15 and 16, 1954.

Mount Antonio College and Chaffey College, both in our Ontario District, have added a flight training course to their curricula. Interest appears greater than anticipated. Application for approved airman agency certificate is expected.

A continuing educational program is being conducted by the Palo Alto District Office with local civil pilots and Navy control tower operators regarding operation within the Moffett Control Zone.

A verdict of \$10,000 damages was awarded a dairy farmer this month by a superior court in Arizona for permanent damage to his dairy herd from DDT used in aerial cotton dusting of adjacent fields. The death of four cows and reduction in milk production was claimed. This appears to be the first verdict of this kind in Arizona.  
(Continued on next page)

Our Portland Office reports that serious difficulties have been experienced for several months by helicopter operators in their area with sparkplug fouling after five hours or more of operation, and it appears that the oil company experts have not been able to offer much assistance in the solution. Maintenance Agent Byrd recommended decarbonizing of the engines by the same process being used in high compression automotive engines and some aircraft engines. This process is by air blasting the combustion chambers with powdered nut shells through the sparkplug openings. This has resulted in increasing the sparkplug time to fifty hours between removals for cleaning.

The Fresno office held a DAMI conference on December 14, that was attended by twenty designees.

Eugene reports considerable activity in agricultural aircraft overhauls, conversions and modifications. Some L-5 and L-13 aircraft are now being converted to duster or sprayers and the operators are optimistic over the expected performance of these aircraft in this service. A number of aircraft are being covered with metal, and interest in this modification appears to be increasing due to the rapid deterioration of fabric covering, believed to be due to sub-standard aircraft fabric being marketed. Only linen fabric seems to be standing up on agricultural aircraft.

The Tucson Public School Secondary Education Department, certificated mechanic school, graduated its first class of airframe students since receiving their certificate. This class of sixteen completed the adult evening class. Agents from our Phoenix office conducted the written examinations at night, and these students have now enrolled for the powerplant course. This school is so enthusiastic they are planning to offer the same courses to regular high school students and also offer them on full day-time schedules to other than high school students.

Two instructors in the Clover Park Vocational High School, a certificated mechanic school in Tacoma, Washington, participated in the 50th Anniversary of Powered Flight Contest for teachers and won trips by air to Washington, D. C., to attend the Wright Memorial 50th Anniversary dinner on December 17.

#### AIR CARRIER SAFETY BRANCH:

Los Angeles Airways carried 653,000 lbs. of air mail during the month of December, which establishes a new record since the start of operations. Los Angeles Airways started air express service on December 17th, the 50th anniversary of Wright Bros. flight at Kittyhawk, between Los Angeles and San Bernardino, Van Nuys and Ontario. They plan to provide the entire system with this service in the near future.

Agent Hudson while conducting an enroute inspection from Dallas to Los Angeles on a National Airlines DC-6B flown under interchange agreement by American Air Lines crew, discovered a fire in the cabin at approximately 1900. The fire was started by a four year old boy who used book matches carried in the seat compartment for advertising purposes by National Airlines. The child was feeding the fire with paper and cellophane and had a respectable blaze under way when Agent Hudson smelled smoke and investigated. Most of the passengers were asleep and the two stewardesses were busy in the galley and the fire was unobserved until Agent Hudson saw it and extinguished it by tramping on the blaze. (Continued on next page)

A company is now designing a loading and unloading dock for the Stapleton Airfield Terminal at Denver. It is reported to be hydraulically operated and will move the aircraft in from the apron to the dock for service, loading and unloading.

United Air Lines' training center has completed its move to Hangar No. 5. The first Convair-340 Dehmel Trainer was delivered to Chicago the latter part of December. The second CV-340 Dehmel is expected to be delivered in Denver by the 10th of January. The Convair-340 maintenance work dock will be in operation within a few days at Denver. This should be of considerable help, and speed up maintenance work. Approximately 40% of Convair checks is now being done at Denver.

Frontier Air Lines management and the assigned agents are in the process of reviewing all Frontier Air Lines authorized routes with a view toward lowering minimum enroute altitudes and increasing safety wherever possible. In several instances, it has been found possible to do this by utilizing VOR and combination ADF/VOR navigational procedures. In no such case has terrain clearance been lessened; increased safety accrues from improved changes of maintaining required altitude on single engine, expedited ATC clearances with resultant decreased exposure, and increased percentage of VFR flights.

Frontier Air Lines has "decentralized" its pilot training; all up-grading training of Phoenix and Salt Lake City pilots, formerly accomplished at Denver headquarters directly under the system Chief Pilot, will hereafter be accomplished in Phoenix and Salt Lake City directly under the Division Chief Pilots at those points, who are CAA designees.

Regina Cargo Airlines has transferred their maintenance base from Miami Springs, Florida, to Burbank. They are operating one DC-3 and one C-46. International Aircraft Maintenance will perform the maintenance.

#### AIRCRAFT ENGINEERING BRANCH:

Engineering work on the Aerocar Model 1 has progressed to the point where substantiation of the propeller shaft installation and the aircraft for the one-wheel landing condition are the only major items remaining prior to the issuance of a TIA. Progress on this project is slow due to a shortage of funds.

The Baumann Model B-290 airplane has returned from its trip to Tennessee. Engineering work on this project is estimated to be approximately 75% complete. Baumann personnel have indicated their intention of expediting completion of the engineering substantiation. If this is done, it is expected that the TIA could be issued in approximately six weeks. It is understood that production possibilities are being explored for a production rate of this model of approximately one aircraft per week.

A second flight test lasting approximately one hour has been satisfactorily completed on the Custer Channel Wing airplane. The tentative plan on the airplane is understood to be to conduct several additional flights in this area after which the airplane probably will be flown to Pennsylvania.

(Continued on next page)

Technical data are being received covering increases in weight for the Douglas Model DC-7 airplane to 125,000 lbs. take-off and 102,000 lbs. landing. A redesigned Freon cooling fan has been tested and found to be satisfactory. Flight tests on the Pioneer PB-10 autopilot installation are under way. Two of the original DC-7 prototype aircraft remain in experimental flight status. One airplane includes extensive instrumentation and is being used for flight tests to evaluate propeller governing and operation difficulties. The other experimental airplane is being utilized for the evaluation of a new wing flap configuration.

Proposed revisions to aircraft specifications pertaining to DC-3 series aircraft have been forwarded to Washington covering details related to increases in weight and power as set forth in Special Regulation No. 398. It is expected that these revisions will clarify many of the problems presently being encountered during field modifications of these airplanes.

The basic loads report for the Fletcher Model FU-24 airplane is being evaluated. Static tests on the outboard wing panel are under way. Several major failures of this structure have occurred, resulting in redesign of the structure.

Control system proof and operation tests on the Hiller Model HJ-1 have been completed. Evaluation of data substantiating this aircraft continues. Hiller plans to conduct engine certification tests and other power plant tests during the next two months. The YHJ-1 aircraft is being reassembled in preparation for flight tests with the latest type ram-jet engine installed. It is expected that this aircraft will be used for the CAA 100-hour ground test. Hiller personnel report that whirl test stand results indicate that the ceramic coated inconel steel shell provides the best answer to the corrosion problem caused by fuel combustion products on the inside of the burner.

Three flights have been successfully completed on the Horton "Wingless" airplane. Horton personnel indicate a feeder line version of this aircraft may be constructed in the near future. It is expected that the prototype now being flown will not be submitted for type certification; however, if the feeder line airplane materializes, it probably will be submitted.

The preliminary Type Certification Board Meeting was held on the Central-Lamson Model 101 agricultural airplane on January 12th. A production version of this aircraft is in the design stage at the present time. Numerous changes found necessary during flight tests of the prototype airplane will be incorporated in the production airplane. The basic theme is rugged simplicity, interchangeability of parts, and reliability. This aircraft is intended to be a farm tool and is being designed to be operated as such. Engineering data on the production version are expected to be forwarded to the CAA beginning immediately for type certification under the provisions of Part 8. Modifications are being made in the Company's facilities at Yakima in preparation for production of this model. Central-Lamson personnel indicated this project will be expedited as much as possible. The Company appears to be well organized and adequately financed. Their plans include production certification.

\* \* \* \* \*

## MEET THE BOSSES

Wm. Slade Hardee

The Region has quite a well rounded, shrewd, and versatile Southerner as its Executive Assistant in 41 year old Wm. Slade Hardee.

The 6 foot-2 inch, 200 pounder, fits the dream of any college football coach and he didn't sell his Alma Mater short on this point. Back in his college days at Wake Forest in his native North Carolina, he performed football chores. During the off season, he picked up his spending money as a scribe. He was Sports Director of the College News Bureau and handled special UP and AP stories on Wake Forest's athletics. Despite his writing talent, he decided that Economics looked more promising as a career and elected that as his college major.

He began his Federal service in 1934 as a purchasing man with HOLC of the Federal Home Loan Bank Board. For the next six years, he gradually advanced in stature to become a Special Assistant in that Agency's Washington Office.

Slade spent about five months with the Office of Scientific Research and Development before joining the Social Security Board as an Administrative Consultant and Analyst. He joined the War Production Board as a Principal Administrative Officer in May, 1941.

In 1943, Slade went in the military as a Buck Private and went off to OCS at Miami Beach in June of that year. He had early assignments as an Adjutant with a Supply Squadron. He was in the D-Day invasion in Europe. By 1946 he had become Captain Hardee and was the C.O. of an Air Force Supply Depot obtaining moving and maintaining technical aircraft supplies on the European continent.

In May, 1946, he was named as the Executive Officer in Region 7 at Seattle. Despite an Eastern heritage, he admits to a pleasant seven years of wearing his water wings in the Great Northwest. In 1950, Hardee was named as among a special group of Top Agency officials to undergo a special 8 months executive training course in Washington, D. C.

Right now, he's rapidly adjusting himself to his present assignment as the Executive Assistant for Region Four. If you can't envision the administrative problems tied into consolidation of Regions and its aftermath, just look at one of his day's schedules.

As for hobbies, Slade is still an avid football enthusiast. If you care to get some tips on landscaping, he'll gladly take a few moments out for that most any time. He was formerly president of CAA's Toastmaster Club in Seattle and lays claim to being an amateur magician. He is a private pilot and only a few hours shy of his commercial ticket.

He is married to the former Jean Glebov of Seattle. They have one child, Billy - age two and a half.

\* \* \* \* \*

## OCCUPATIONAL QUIZ

All but two of the occupations below are considered "hazardous" for life insurance purposes. Can you list them in the correct order -- beginning with the one which requires the highest extra premium for extra hazard, and ending with the one considered the "preferred risk"?

List  
Answers  
Below

- |                             |       |
|-----------------------------|-------|
| A. Commercial Airline Pilot | _____ |
| B. Bartender                | _____ |
| C. Garbage Collector        | _____ |
| D. Government Employee      | _____ |
| E. Boxer                    | _____ |
| F. Electrician              | _____ |
| G. Bell Boy                 | _____ |

Have you completed the quiz? Then check the following conclusions: While munching the olive from your next martini consider the plight of the poor bartender. If he juggles the cocktail shaker in blissful ignorance of impending danger, chances are he has never applied for a life insurance policy! For this gentleman, who never tangled with anything more hazardous than a corkscrew, rates second only to the professional pugilist as a poor life insurance risk. The extra premium attached to his policy is not quite, but almost as great as that for the boxer. It is not the possibility of flying glass that may endanger his chance of survival to old age, but the temptation and opportunity to imbibe of his own concoctions.

Figures compiled by life insurance companies tend to refute the popular notion that the man behind the bar drinks nothing stronger than milk. (With apologies to your favorite cocktail chef, who may be a man of sterling character, and an unshakable tee-totaler.)

Next time the little wife asks you to dump the garbage on your way out, figure yourself lucky. You could be collecting the stuff, you know. Aside from the fact that this line of work may not appeal to you, it's downright expensive when it comes to life insurance. The garbage collector rates third on our list of men who live dangerously. Background and environment are contributory factors here.

The man whom many would place at the top of the list rates only a comfortable fourth place. We refer to the aviator and it may ease your mind to know this before the next business trip by airplane. The commercial pilot apparently doesn't cash in his silver wings for the feathery kind as often as people think.

When the pilot checks in at his stopover hotel, the man who carries his suitcase may seem completely unadverturous by comparison. But the fact is, the bell boy pays an extra premium only half-a-dollar less than the pilot. This may be due to the opportunity to engage in some illicit sideline endangering life and limb even more than a trip through the wild blue yonder.

Among the surprising "standard" occupations is the electrician. If you find this shocking, you may be interested to know that the full time fireman, policeman, F.B.I. agent, professional football player and hunting guide also fall within this classification. Most life insurance companies consider the government employee in this same category also. (Continued on next page)

The Government Employees Life Insurance Company, however, recognizes the preferred status of government employees and their families; and by supplying the needs of this group exclusively, is able to provide the very best in life insurance protection at less than the usual standard rates. This results in important savings in premiums for government employees.

If you named the occupations in the correct order, your list should look like this: First - (E) Boxer; Second - (B) Bartender; Third - (C) Garbage Collector; Fourth - (A) Commercial Airline Pilot; Fifth - (G) Bell Boy; Sixth - (F) Electrician; Seventh - (D) Government Employee.

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#### FIELD NEWS

##### BLYTHE, CALIFORNIA

SET: The Blythe, California INSAC is located on the old inactive Army Air Base seven miles west of the City of Blythe. There is a very active flying public using the facilities here, and this is also a reporting point for aircraft entering the ADIZ.

Part of the flying industry around this area is due to the many firms engaged in pest control, or crop dusting by air. From early morning until dark there are any number of aircraft busy flying at a few feet altitude over the many vegetable and grain fields.

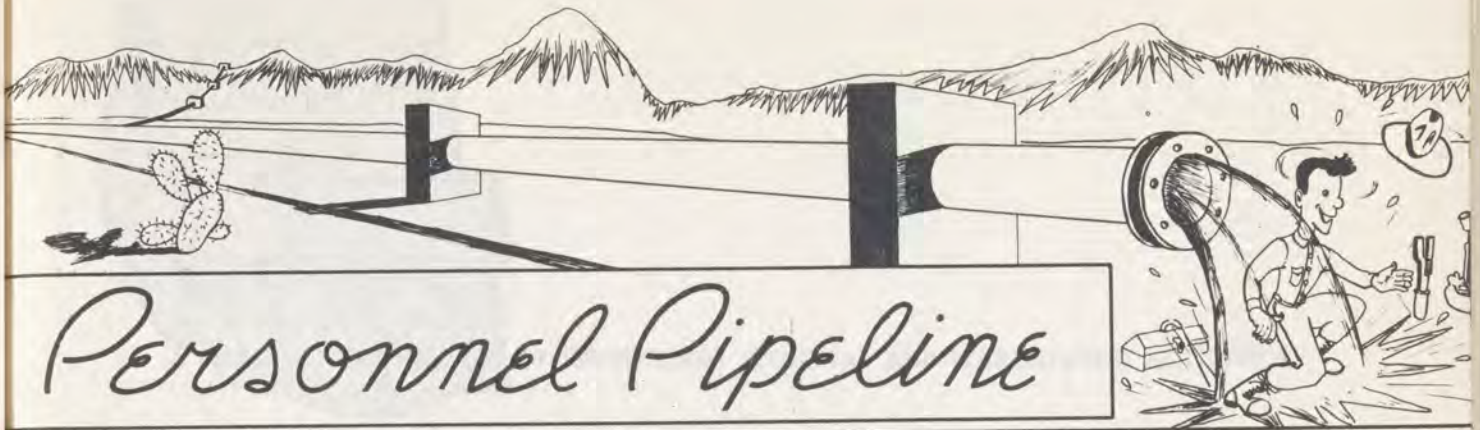
The DME equipment is on hand awaiting installation in the very near future, and other installations and modifications are constantly in the process of being completed.

The weather here, as anywhere, is always a subject for discussion. However, here, it is the lack of adverse weather that is being discussed. The local newspaper has the slogan, "The sun shines 365 days out of the year on the lucky Palo Verde Valley", and that has proven to be pretty accurate for the last year.

##### GRAND JUNCTION, COLORADO:

ASDO: Walker Field, Grand Junction, Colorado, is the site of one of the most concentrated uranium ore deposits in the entire uranium area. We believe we are the only airport in the world with a "Uranium Approach". This all comes about as a result of the Atomic Energy Commission's decision to place about 40 tons of premium uranium ore at a strategic location on our airport. This location was chosen for testing airborne detection equipment.

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## Personnel Pipeline

We had previously commented in this column about the studies being made of the Regional Promotion Plan. You will be interested to know that a few items on the RPP will be changed. Right now, the Region has the proposed changes issued by the Washington Office. All of your Branch and Division Chiefs have studied these proposed changes and submitted comments to assist in developing the Region's position. The announced changes will not be made for a while yet, however. All of the regions' comments will be studied by the Washington Office before they come to a firm fix. As much as possible, the Agency is trying to standardize the plan throughout the regions. In the past, the Regions have used discretion in determining the 45 points used for promotional appraisal.

During the past week, Miss Constance Burrows of the Inspection Division of the Civil Service Commission in San Francisco has been making an appraisal of the Region's Personnel Management Program. Miss Burrows spent quite a bit of time in obtaining comments from employee groups in the Los Angeles area. In these employee gatherings, she was fundamentally interested in getting individual viewpoints on items of a general personnel flavor. Since World War II, more and more emphasis is being placed on Federal employee problems. The swing has been toward giving employees at all levels a real opportunity to get in on the planning of work programs. The Civil Service Commission, through its inspection program, has shown an active interest in ascertaining how well and how much of this is going on. As cardinal examples of this Region's efforts along this line, the recent Federal Airways Survey was a fruitful project. More than 400 federal airways employees "sounded off" on any problems that were bothering them. 'Tis a healthy development!

The announced Classification survey is behind the schedule mentioned in the Administrative Notice. The Classification Staff is currently winding up Airports and Facilities. The next area to be looked at is Business Administration. Surveying in this area will get into high gear around mid-February.

The principal cause for the delay centers around job sheet writing. Many people have the erroneous idea that it is necessary in writing a job sheet to say just the right word. Nothing is further from the truth. The Classification Staff merely asks that a job sheet tell the picture of what an employee does. Some of the hackneyed phrases as "wide latitude for independent judgment", "directs and coordinates", and others like it are high sounding phrases but fail to really convey a message. More on that as time goes on.