



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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WANT TO KNOW SOMETHING? WHY NOT ASK?

There is a section in the Region 4 News called the "Question Box". There is nothing particularly novel about the idea. Private firms, this Region, and its predecessor Regions, have tried the question and answer method as an information media. Some have been successful. Some have not. Frankly, we wonder about our own "Question Box".

You see, we don't get many questions.



Why not? We do not know.

Is it because you have all the information you need? Are all the regulations, Administrative Orders and other instructions clear enough? Is the reasoning or purpose back of all the rules obvious and acceptable to you? Has your curiosity been satisfied after all that has happened during the past seven or eight months, after all the rumors that have started and died and started again? We cannot believe it.





Are questions not asked because you doubt that this is a good way to obtain information or answers to problems that bother you? Do you feel that your questions may not receive sympathetic attention or a straight-forward reply? Do you feel reluctant to ask a question because it might seem to somebody that the question reflects ignorance of something you should already know? Do you feel that only those questions will be answered which lend themselves to the "right" reply?

Whatever the reasons for reluctance to send in questions, we assure you that questions will be sincerely welcomed. The answer to your question may interest others. Questions will not be dodged - not even those critical in nature unless it is evident the question is prompted by malice rather than a desire for information. Send your question to Region IV News, either direct or through channels, as you wish. (Through channels may permit others to help develop the question more or give information that will help in working up a reply). Sign it, or don't, as you prefer.

A question and answer section in a monthly news release is not, of course, the only, or even the best method of giving out information, clarifying procedures, and answering questions of general interest. Conferences, articles, field visits, supervisory talks with employees, etc. - all these are tools of communication. The Question Box is in addition to these. We urge you to use it.

One thing more about the News. Through field visits and other information received, we are convinced that the News is read rather widely - especially in the field. We do not feel at all conceited about this. Interest is due primarily, we think, to the fact that our employees want and deserve to know what is going on around the Region. The News is one means of helping to service that need. The knowledge that it is read has given impetus to a desire to improve it and make it a more valuable channel of communication between all of us. That is the reason for a current project to review the News, its cost, its distribution and - above all - to explore ideas for improving it. Do you have any ideas for special features, special articles, special problems, special presentation style, etc? Please send them in. Please bear in mind, also, that space is limited and that the News is sponsored at Government cost. Its content must be related to our jobs and working relationships.



P. S. Cartoons drawn by Marius Salisbury (LA-90)



REGIONAL ADMINISTRATOR'S COLUMN

The first week in February we made a field trip visiting a number of our CAA facilities in the State of New Mexico. We had planned to visit them all, but notification of a Regional Administrators' Conference in Washington necessitated cutting the trip a little shorter than would otherwise have been the case. Those who made the trip were Art Johnson, Don Mackie, Slade Hardee and, on the latter half of the trip, Morrie Plotkin. We met with our people in Tucumcari, Las Vegas, Otto, Grants, Farmington, Santa Fe, Truth or Consequences, and Columbus. We stopped in Albuquerque, but didn't make an extensive visit to any of the offices there. We were unable to include Roswell, Hobbs, and Carlsbad and so will cover them on another trip. All members of our party were favorably impressed with the cheerful acceptance of the necessary readjustments which we have gone through in the past six months. It is recognized that there are a few rough spots that still need to be smoothed out. We appreciate the field suggestions which were received and we will continue our efforts to improve conditions.

The second week, your Regional Administrator went to Washington for a Regional Administrators' Conference. Much of the discussion centered around budget matters and the estimated 1955 fiscal program. We expect to receive the advisory program in the Regions the latter part of March at which time, we will formulate our recommendations for Region IV's program. Generally, here is an estimate of the situation:

The question of a Federal Aid Airport Program is still undecided. If the Congress appropriates funds for Federal Aid to Airports, the staffing in our Airports Division will probably have to be augmented. On the other hand, if there is no FAAP the staffing will have to be reduced.

In the Airways program, the staffing will remain about as it now stands except as it may be affected by our discontinuance program. Possibly one position may be eliminated from the Regional Office staffing.

In Aviation Safety, three or possibly four positions are being eliminated, but we either now have, or will have, that many vacancies.

With respect to discontinuances, it was decided at the conference to review the standby engine generator program, and each Region is to submit a revised list retaining engine generators at those locations where investigation has disclosed that discontinuance would adversely affect safety. This may amount to 15% of the number originally proposed for discontinuance. The low frequency range discontinuance and communication Hisite programs will proceed as planned.

The Washington Office Committee on Statutes, Regulations, and Administration, is continuing its study of desirable revisions to the Civil Aeronautics Act and a
(Continued on next page)

number of changes which we believe would enable us to operate more efficiently, and eliminate unessential functions, may be introduced into Congress yet this Session.

Our Washington Personnel Office is continuing to work with the Civil Service Commission on ways and means to correct the inequities of the reduction-in-force procedures. It is our hope that we will not have to use them again, but removal of the unfair provisions would help anyone who might later be affected.

Everyone expressed an interest in the survey which is being made by the management engineering firm of Cresap, McCormick and Paget, (nicknamed Meshak, Shadrack and Abendigo) and are looking forward with anticipation to their report which is to be submitted on the first of April.

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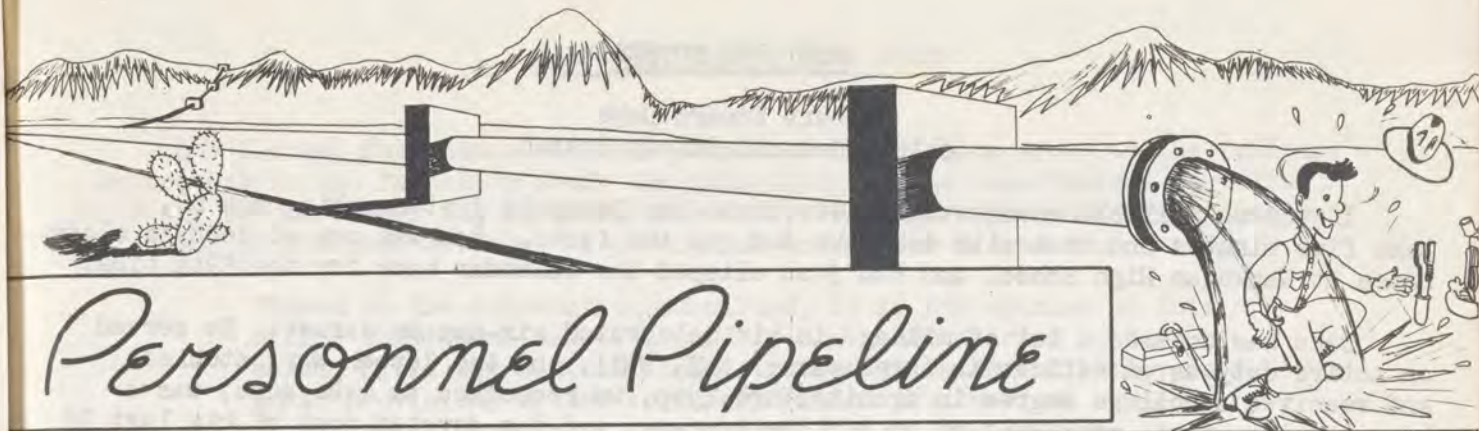
Editor's Note: One casualty of the recent retrenchment program was that part of our organization known as "Aviation Development". We have lost quite a few very good people in the past several months due to economic measures. Among these was Mr. Marshall E. Beeman who headed, as Assistant to the Regional Administrator, our Aviation Development program. Mr. Beeman expressed certain sentiments upon leaving us which, because of his sincerity and because his work must be continued by absorption in other parts of the organization, are repeated below:

"Periodically, there is a parting of the way and associations of long standing are severed as a result of completed assignments or changes in organizational operations or objectives. Such is my case. The office of the Assistant to the Regional Administrator (recently changed to Aviation Development Advisor) will be discontinued February 26, 1954. I sincerely hope the objectives and programs of this office will be continued in the future as they were in the past.

"Your individual contribution in the promotional, public relations, and educational fields are serving a great and continuing need. Any success that I might have enjoyed during my tenure in CAA was the direct result of the enthusiastic cooperation received from field people.

"Again, thanks to all and may God bless each and every one of you. I certainly hope that our paths may cross again some time in the future."

Marshall E. Beeman



Personnel Pipeline

The future? There's a lot in the arena for legislative discussion concerning employee benefits. On pay, there is optimism at most quarters about some adjustment on the pay rates for classified employees - probably a modest percentage increase. Also, it looks fairly certain that CPC employees will be either moved under prevailing Per Hourly Rate (Wage Board) or under the General Schedule (GS). Also, a longevity salary increase is now proposed for GS-11 to GS-15. The repeal of the Whitten Rider is being supported in a lot of corners. Non-veterans are being proposed to have the same appeal rights as now accorded veteran preference employees. A bill has been introduced to expand employee incentive awards benefits. Guess we'll all have to be patient and just wait! At least, the outlook is quite good for some favorable legislation.

Retirement Disability vs Disability Compensation

The question occasionally pops up about the difference between a Retirement Disability and Disability Compensation.

First, they are administered by two different federal agencies. Retirement Disability occurs when a person under the Retirement Act becomes disabled for his present job regardless of whether in line of duty or not. The Civil Service Commission decides and administers the program. The rate is based on numbers of years of creditable service (both civilian and military) and the highest consecutive five years' average salary. On the other hand, Disability Compensation is administered by the Bureau of Employees Compensation, Department of Labor. Only those injuries of diseases occurring in the line of duty are covered. If the person suffers a permanent total disability because of such injury, the rate is based on a percentage of his salary at the time the injury occurs. (A new Administrative Order on Compensation is now being released) The Civil Service Commission issues no instructions on compensation matters. A person cannot receive benefits from both sources. He can elect one or the other. The employee may apply for retirement annuity while receiving compensation pay, but he cannot receive such annuity during the time he receives any compensation benefits.

Security Card or Not

Many persons have asked why they are not given a card which shows the degree of their security clearance (i.e. Secret, Confidential, etc.) In view of the possibility of losing such a certificate, we are not permitted to do this. Security information is given to the Division Chief. He, in turn, transmits such information to the proper supervisors. If an employee must visit a "restricted area" of another agency or company, the Security Officer submits a statement of security clearance direct to the appropriate officer.

MEET THE BOSSES

Robert Edward Dake
Chief, General Safety Branch

If you're gullible enough to believe that Jack Benny is just reaching age 40, take five minutes and chat with Bob Dake and get the facts. Bob was one of Benny's classmates at Waukegan High School and Bob just clipped the calendar back for the 59th time.

Dake has covered a lot of mileage in his celebrated six-decade career. He served on active duty as an officer in three wars: WWI, WWII, and the Korean War, studied and received a college degree in architecture, (yep, we rechecked to make sure) was a barnstorming pilot, president of an Airline Company, and has devoted most of his last 18 years to promoting safe flying with CAA.

The portion of his background that attracts the most attention relates to his barnstorming and charter flying era from 1921 to 1927. He gained national recognition as one of the nation's top "hot-rod" pilots during the pioneer days of aviation. He competed in the Pulitzer Air Races in 1922 and a transcontinental air race in 1927. He placed first in races from Los Angeles to Cincinnati and the Miami-Cleveland Air Race (Class A Division). After he gave up active participation, he spent his time as an official of such racing shows as the National Air Races, Pan-American Air Races, and Omaha Air Races.

When the "Hot-Rod" blood began to run dry, Bob began to devote time to the business end of the industry. For two years, 1928 to 1930, he was president of the Pittsburgh Airways and was Aviation Manager of the Kendall Refining Company in Bradford, Pennsylvania, 1931 to 1936.

In July, 1936, he accepted employment with the CAA as an Aeronautical Inspector. By 1942, he had advanced to the job of Senior Aeronautical Inspector in the Los Angeles General Inspection Office. After returning from military service in 1946, he was assigned as Superintendent of the Region Six Airman Branch. In August, 1949, he was selected to be the Chief of the Safety Operations Division for the Region which encompassed the Air Carrier and General Safety functions. At the time of the regional consolidation, he was named as the Region Four Chief of the General Safety Branch.

During active duty as Colonel Dake in World War II, he was on the staff of the First Troop Carrier Command and Deputy Chief of Staff of the Combat Cargo Task Force in the India-Burma Theater. During the Korean War, he was in charge of Special Investigations on the staff of the Deputy Inspector General of the Air Forces with duty assignments at San Antonio and Norton Air Force Base. He is now active in the reserves as Deputy Commander under Mr. Marriott of the 452d Technical Reconnaissance Wing of Long Beach.

Bob is married to the former Claris Young. Their daughter, Claris, is a recent bride.

As for hobbies, Bob sticks to golf and gardening. The two hobbies don't mix too well as he reluctantly admits that he does a bit of "digging" out on the golf links.

VOLUNTARY PLEDGE PLAN NOTES

Bob Clarke, Chairman of the San Francisco OFACS group wrote to the Treasury Department in San Francisco about the taxability of the benefits from the VPP. A reply to his letter was dated September 22, 1953 and was signed by the District Director of Internal Revenue. A portion of the letter is quoted:

"Based on the information submitted, it is the opinion of this office that death benefits paid to the beneficiaries of deceased Civil Aeronautics Administration Sixth Region employees under provisions of the voluntary pledge plan are not subject to Federal Income Tax. Such payments should be excluded from the recipient's gross income for Federal income tax purposes."

This is an interesting and important statement. We hope all members will notify their beneficiaries. Our thanks to Bob for obtaining this first hand information for us.

From time to time, new employees are hired or transferred into our Region. Local Chairmen are requested to acquaint these people of the Voluntary Pledge Plan and offer them an opportunity to become a member. Remember they only have 45 days in which to do this. After 45 days, they cannot join at all. (Their physical must have been within 30 days of application. Therefore, if they want to use the official CAA physical for entrance, they have only 30 days to join)

Each group has an account with the Credit Union and each account has a number. The number is always "1212- " followed by another number. It will be most helpful if you will refer to the account number when making payments, listing members or in any other correspondence.

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HELENA CAA EMPLOYEE AWARDED SCROLL FROM GENERAL JAMES H. DOOLITTLE

Glen T. Childs, Airways Operations Specialist, Helena, Montana INSAC was presented an attractive parchment scroll issued by the 50th Anniversary of Powered Flight Committee and signed by James H. Doolittle.

The scroll, which was issued through Frank W. Wiley, Montana Chairman for the 50th Anniversary of Powered Flight, commends Childs for Distinguished Service to Aviation during the golden jubilee celebration of Orville and Wilbur Wright's first heavier-than-air controlled powered flight on December 17, 1903.

Child's flight anniversary activities were mainly in the field of public information in his capacity of Wing Public Information Officer for Montana Civil Air Patrol. With the assistance of the Missoula Civil Air Patrol PIO and Jaycees, he arranged a colorful reception for Max Conrad on his recent 48 state flight.

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QUESTION BOX ?



- Q. I have been buying RPM 10-30 special oil at 60 cents a quart, which seems excessive. Should I continue buying this grade of oil for motor vehicles?
- A. No. This oil is not under contract and employees should confine their purchases to the oils under contract.
- Q. Can a Government employee's pay check be attached (garnished) by a private collection agency?
- A. A Federal employee's pay check cannot be attached. The Federal Government handles this matter through its administrative processes. Employees are required to pay just debts which they have contracted or face possible removal.
- Q. If my position is downgraded as a result of a classification survey, will I have bumping or reassignment rights?
- A. No. "Bumping" rights occur under reduction in force procedures and not as a result of reclassification actions. Changes as a result of a reclassification of duties must be made without reference to length of service, veterans' preference or type of appointment.
- Q. If it is the supervisor's duty to see that the incumbent of each subordinate position is performing the duties for which he was hired and these duties are listed on the position description, why is it necessary for Position Classifiers to make desk audits to determine "what is being done"?
- A. Positions seldom remain the same in duties and responsibilities. Gradual changes in functions of a unit, changes in work emphasis or supervisory changes are reflected in the duties of positions within that unit. Each individual change may not be sufficient to warrant the revision of a position description; however, a number of changes over a period of time might change the entire concept of the position. Although each supervisor should revise job sheets when significant changes occur, this is sometimes overlooked. Desk audits will 1) confirm the currency of the job sheet; 2) indicate the necessity for a revision; and 3) provide basis for regrading the position, if required.

INCIDENT REPORT

"Cessna 767 calling Salt Lake Tower. I am lost."

This was at 6:40 p.m., MST. The entire Salt Lake Valley was completely covered with a smoke and fog layer, having a base of 900 feet and a top of 6500 feet.

The pilot of Cessna 767 was informed that Pocatello, Elko and Rock Springs were clear, but he responded that he had insufficient fuel to proceed to any of these alternatives. He was then requested to return to his departure point, Delta, Utah, but it appeared that snow on the airport runway made landing impractical and, furthermore, it was now below VFR minimums.

In an effort to prevent an accident the controller offered to assist the pilot by means of the Salt Lake radar, although it had not yet been commissioned and he was not checked out on the equipment. The pilot acquiesced, but was unable to accomplish an instrument approach which necessitated another alternative. The pilot was then directed so that his path would bring him over the runway of the Salt Lake City Airport which had been lighted with high intensity lights at full brilliancy. Several aircraft were d during the approach of Cessna 767.

At 8:06 p.m., the pilot made a safe contact approach.

Credit for this successful landing is due to the initiative of the controller in the Salt Lake Tower and the Communications Station who advised the tower of this emergency call.

DIVISION HI-LITES

General Safety Branch:

Pilot examiner activity was less evident than usual for the season. However, reports show a noticeable increase in issuance of student pilot certificates and, in areas where good weather was experienced, there was a definite pickup in approved school training. Flying club activity showed much greater interest, both by established and ly organized clubs.

Difficulty is being experienced in contacting aerial applicators to complete the Annual Survey of Agricultural and Industrial Activities, as many operators are still on vacation from last season. However, in other areas they are just waiting on the weather to get started on fertilizing. It is interesting to note that in Arizona, reduced acreage in some crops and low insect infestation resulted in less demand last season and, as a result, some operators have migrated.

The Spokane District Office is planning an Aviation Clinic, to be held in the Spring and Fall of this year. It will be sponsored by the Spokane Chamber of Commerce which has a progressive and active Aviation Committee, of which our agents are members. The refresher courses will be for all pilots and will cover most phases of aircraft operation. (Continued on next page)

The Grand Junction District Office agents met with the Colorado Flying Farmers to assist in plans for their State Convention at Grand Junction in May. Encouragement will be extended from this office regarding distribution of circulars on high altitude mountain flying and the inclusion of a refresher course and flight clinic in the convention program.

The Long Beach District Office cooperated with Treasury agents and U. S. Customs during the month in an extensive investigation of smuggling operations by aircraft. Agent Roy Outcen of the Ontario District Office discovered an aircraft which presented the outward appearance of being a duster, but was found to have permanent seats installed in the hopper. Inquiry into the operations of this aircraft indicated it was being used for illegal transportation of persons; local Area Immigration officials were advised.

The Palo Alto District Office personnel have assisted the instrument instructor for Army Liaison Operations, Crissy Field, Presidio of San Francisco, in developing VOR and ADF orientation technique. They have been invited to participate in familiarization flights with the instructor to develop navigational procedures best suited to radio equipment installed in their liaison aircraft. Applicants for instrument ratings will be forthcoming.

Three routine thirty-minute TV shows were conducted by the Denver District Office personnel. One program was devoted to the activities of the Flying Farmers and featured Mr. Alfred Ward, Sr., and Alfred Ward, Jr., of Akron, Colorado. The second program featuring use of the aircraft by the State of Colorado and the rodeo industry had as guests, fixed base operator Normal Kramer, internationally known rodeo announcer Cy Taillon and Governor Dan Thornton of Colorado. The third program was on Civil Air Patrol and featured Deputy Wing Commander Col. Delmas H. Corey and Air Force Major John Mayhew. One week was not programmed by us to permit the station to televise portions of the National Western Stock Show.

Opportunity for informal discussion of our General Safety Branch Accident Prevention Program with members and officials of the California Agricultural Aircraft Association at their Fourth Annual Convention, Bakersfield, California, on January 21-23, by Chief of Branch, R. E. Dake, and Supervising Flight Operations Specialist, Charles L. Walker, resulted in high endorsement of the Program and invitation to assist them.

A California Flying Farmers' Pilot Clinic, instigated by this office, was held at the University Airport, Davis, California, on January 30. The California Aeronautics Commission cooperated in publicizing the occasion and obtained a second link trainer from the Navy. The weather was not favorable, but over fifty aircraft arrived and over one hundred were in attendance. The arrangements were "spark-plugged" by Agent Don Houghten, General Operations Section, and he was assisted at the Clinic by Agent Richard Sliff, recently transferred to Flight Engineering, who conducted the Washington Flying Farmers' Postgraduate Course last year at Yakima. Local examiners and flight instructors contributed their time for the courtesy flights. Expert operators were provided for the link trainers. Weather Bureau and Communications personnel from Fresno and Sacramento and Mr. H. K. Phillips, Chief, General Maintenance Section, were on the program.
(Continued on next page)

The officials and members were most enthusiastic about the manner in which the refresher course was conducted and the results obtained. They plan to "repeat" in a number of places throughout the State. Our plan of procedure is to instigate these aviation safety projects with sufficient leadership to put over the first program, following which our part will be largely to encourage and advise with the particular group, club, or association carrying on with the assistance of State Aeronautics Commission, local sponsors, examiners, and flight instructors.

A trend is indicated by the sub-dividing for building lots of the Sparks (Nevada) Airport. About fifty aircraft will transfer to the Municipal and Sky Ranch Airports. This is the second airport destined for "other purposes" in the State of Nevada in as many months.

The Fresno District Office reports that considerable activity has developed at Castle Air Force Base, Merced, California. Two schedules per month are planned as they have handled from fifty to seventy-five interviews by mechanic, pilot, and control tower operator applicants each trip.

Supervising Agent Al Witter of the Boise District Office reports that Mr. Knight of U. S. Forest Service, stationed at Boise, Idaho, has advised they contemplate spraying 169,000 acres this year for pine butterfly control. The forests to be sprayed are located in Boise and Valley Counties. Mr. Knight stated he plans to seek the assistance of Mr. Jaenicke, U. S. Forest Service, Portland, Oregon, in order to benefit by his experience in forest spraying. Mr. Knight intimated that, due to his personal lack of experience, he would lean heavily upon CAA for assistance.

The Portland District Office reports that a federal forest spraying project to control the Spruce Budworm of 100,000 acres was recommended for 1954, but that due to lack of funds, there will be no federal program in Oregon or Washington. However, an Oregon State project of 60,000 acres has been approved. The State project is in the Le Grande Unit and will be flown from the Le Grande Municipal Airport.

The Yakima District Office advises that one of their local helicopter pilots has originated a simple yet practical device for removing snow and ice from telephone wires. A ten-foot section of bamboo cane is attached to a temporary support by a strap hinge with the cane spring-loaded in the down or vertical position. When the helicopter is flown over the wires, the strumming effect serves to jar the snow and ice loose. Air blast from the rotor had been used in this operation previously, but was ineffective under some conditions.

The Oregon Agricultural Chemical Applicators' Short Course at the Oregon State College, Corvallis, Oregon, January 12-14 was attended by agents for the Portland and Eugene District Offices, the former taking part in the program. There were sixty operators in attendance. It was the consensus that this was the best school conducted by the college to date.

Moab, Utah, in our Grand Junction District, has become a nationally recognized boomtown due to the local uranium mining activities. Aircraft are utilized to locate deposits. Twenty-one privately-owned aircraft are based at the airport, which is being improved.

There were twelve safety meetings held, with approximately three hundred and ninety in attendance. The general practice of the agents to discuss good practice and safety methods with individuals and small, informal groups is believed to contribute to safety in flight. (Continued on next page)

Our Ontario office reports that the crop dusters in their area are using rice instead of nut shells to remove carbon from engines, such as previously reported by our Portland District. This procedure involves blasting internal combustion chambers with rice. Rice appears to be more readily available and cheaper than nut shells for this operation. Agent Outcen conducted a session in weight and balance training at one of the fields in his district, and reports very gratifying results. One instrument repair station in this district overhauled over 900 instruments in January, 75% of which were for civilian aircraft. This indicates a trend toward better maintenance of instruments by general operators.

The Department of Agriculture, Bureau of Entomology and Plant Quarantine at Forest Grove, Oregon, has constructed a Stearman wing rib of fiber glass which, it is said, will withstand the corrosion of some of the sprays better than wood or metal. This rib is undergoing tests at the Boeing Wichita factory. One approved repair station in the Portland district is preparing for additional ratings and two others are preparing for original certification. This shows a trend which seems to be general throughout the Region.

The San Diego district held a well-attended DAMI conference. Considerable discussion was held on proposed changes in policy regarding aircraft inspection and certification by mechanics without checking DAMIs as in the past. This discussion was a result of a national aviation magazine article indicating that Washington office representatives had made definite statements at a mid-west meeting of national scope indicating that drastic changes were being made soon. This has caused considerable disturbance among our field Agents and DAMIs.

AIR CARRIER SAFETY BRANCH:

Three Agents from the Los Angeles ASDO (Air Carrier) attended a DC-3 performance lecture and demonstration given to Bonanza Air Line pilots at Las Vegas by a representative of the Regional Flight Test Section. The presentation was well received by Bonanza and has resulted in the incorporation of some performance items in Bonanza Air Lines flight checks.

North American Airlines has leased property and let the contract to build a new hangar including shops and offices, on Lockheed Air Terminal. The structure will be 250 feet long and 120 feet deep, with the rear 60 feet devoted to shop space.

California Eastern Airways were successful bidders on the Pacific Air Lift and were awarded twenty-four trips each for the months of February and March. California Eastern Airways has not been in operation for the past three months and a re-evaluation of their operation was necessary.

Between February 1 and February 15 the Chief of the Branch and Chiefs of the Air Carrier Maintenance and Operations Sections, in company with Messrs. Ashwell and Walker from the Washington Office, held meetings with all the agents with regard to the policies outlined in letters dated November 2, 1953, from Messrs. Koch and Franklin, "Principles of Administration - Air Carrier Division". Various local problems were also discussed. A better understanding of our working relationships has resulted from this trip.

A meeting between United Air Lines and personnel from the San Francisco and the Denver Air Carrier District Offices was held in San Francisco this month in regard to their coming DC-7 operation. A preliminary schedule for the DC-7 proving runs has been established.

AIRCRAFT ENGINEERING BRANCH:

Propeller shaft vibration tests on the Aerocar Model 1 are scheduled to be conducted during the next month. Progress on this project is slow due to lack of funds.

Engineering data on the Baumann Model B-290 are being received and evaluated, fabrication of parts for five of these airplanes has been started.

Approximately two hours of flight time have been conducted on the Custer Channel Wing airplane during the preceding month. Flight tests presently are being interrupted by engine trouble. Little information has been made available to date regarding the flight characteristics of this aircraft.

Technical data on the Central-Lanson Model L-101 agricultural aircraft are being received and evaluated. Wing rib tests have been conducted satisfactorily and this program appears to be approximately on schedule.

Approximately 100 hours of the endurance run on the Covair modified P&W 1830 engine have been conducted. This engine is essentially a standard 1830 engine except for the substitution of numerous component parts manufactured outside of Pratt and Whitney. The t 40 hours of test at METO power and ten hours at take-off power are scheduled to begin immediately. The last 50 hours of test time is expected to be difficult to attain because of limitations of the test rig in regard to cooling.

A final type certification Board meeting was held on the Consolidated Vultee Model C-131A airplane. This aircraft is being manufactured for the Air Force and is to be accepted on an "off-the-shelf" basis. The airplane is essentially a Model 240 aircraft except for specialized Air Force radio equipment and an "evacuation transport" interior arrangement. A letter outlining deviations under the Civil Air Regulations has been forwarded to Convair for use during the Air Force engineering inspection which presently is under way.

Numerous design changes have been submitted on Douglas DC-6, DC-6B, and DC-7 series aircraft. Included are revised emergency descent data at weights above certificated landing weights, an 8-tank 4512-gallon fuel systems for DC-6B airplanes, PB-10 autopilot flight tests on DC-7, and several new interior configurations for the series.

Static tests on the Fletcher Model FU-24 airplane are continuing. A limited amount of technical data have been submitted and evaluated. Static tests on the fin, rudder, aileron, and outer wing panel have been completed. Numerous reinforcements were found necessary during these tests due to failures experienced below the design value.

The Hermann Engine Company proposes to conduct some development test work on their Model X-375 engine before proceeding with another endurance run for CAA type certification. The present plan is to build up another engine with various configurations of heat treated pistons in an attempt to determine if unsatisfactory heat treat was the cause of the recent piston failures during test.

Examination of data pertaining to the Hiller Ramjet HJ-1 helicopter continues. Engine certification tests are expected to begin soon. A new pilot light type of re-start mechanism has been tried successfully on test stands and in flight on the experimental aircraft. It is expected that this new system may provide improved engine reliability.
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As a result of the Chestertown accident, Lockheed has developed a device for preventing and warning the crew of flap asymmetry on Constellation series aircraft. Final evaluation of this device is under way. Lockheed held a symposium covering their experience to date in the field of high heat treat 4340 steel. CAA evaluation of this material is in its final stages and it is expected that approval for its use in certificated aircraft may be granted in the immediate future.

AIRPORTS DIVISION:

At a meeting in the Regional Office, representatives of the Air National Guard and the City of Fresno discussed with the Regional Administrator and personnel of Aviation Safety and Airports Divisions the construction of new facilities for the Military at the Fresno Air Terminal.

On January 25, the Regional Facilities Clearance Committee approved the site selected for an Antelope Valley airport by the County of Los Angeles.

At a meeting of the Regional Facilities Clearance Committee, the preliminary master plan for the Oakland Municipal Airport was reviewed; during March, a meeting of the Airliner Technical Committee will be held in Oakland to discuss technical details of the plan.

The Acting Chief, Airports Division, attended the dedication of the new terminal building at Peterson Field, Colorado Springs, Colorado, on February 6.

FACILITIES DIVISION:

VOR:

Pueblo, Colorado	Made preliminary surveys for site selection. Obtained data on three tentative sites.
Oceanside, Calif.	Completed preliminary flight checks on two tentative sites. Obtained satisfactory results.
SFO Gap, Calif.	Made surveys for tentative sites. Three locations were selected.
Twin Falls, Idaho	Commissioned on February 4, Category III.
Klamath Falls, Oregon	Installation work was started.
Las Vegas, N. M.	Stabilized Power Supply was installed.

DME:

Twin Falls, Idaho	Installation completed February 4.
Klamath Falls, Oregon	Installation concurrent with VOR.
Seattle, Washington	DME at ILS installation to be completed by February 26.
Billings, Montana	Installation ready for joint inspection.
Missoula, Montana	Completed January 29.
Whitehall, Montana	Completed January 22.
Ogden, Utah	Completed January 26.
Burley, Idaho	Installation started.

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WEATHER STATION:

Sandberg, California - Plans being prepared for installation of SECO to operate in connection with automatic weather observing equipment.

FAN MARKERS:

Half Moon Bay & Belmont Plans and preparation for substitution of electronic modulators completed.
Huntley, Montana Dismantling and removal of electronic equipment was completed.

IIS:

Salem, Oregon Installation of monitoring equipment completed and commissioned on January 29.
Great Falls, Montana OM relocation. Electronic equipment installation was completed on February 19. Control lane expected to be available about March 10.
Seattle, Washington Glide Slope Equipment installation completed and commissioned February 12.
Long Beach, Calif. TUS Glide Slope electronic installation completed and inspection underway. Installation of localizer monitor duct completed and inspection underway. Replacement of IIS Cable is in progress.
Medford, Oregon Power and control lines are not available at the OM and MM.
Yakima, Washington Electronic installation was started.

SRA:

Spokane, Washington Bids for the dismantling of this facility were received on February 23 and contract work is expected to start March 1.

OFACS:

San Francisco Relocation of antennas for the combination of Seattle/San Francisco OFACS is in progress.

REMOTE TRANSMITTER SITE:

Seattle, Washington Completed construction of Remote Transmitter Building and remodeling Delta frame antenna structure.

TOWERS AND TOWACS:

Burbank, California Completed plans for electronic installation for new tower.
San Francisco Plans for the relocation of the new tower are underway.
Long Beach, Calif. Temporary tower completed Feb. 8. New tower construction in progress by City.
Cheyenne, Wyoming Plans have been completed for electronic installation
Pueblo, Colorado Plans have been started for electronic installation
Colorado Springs, Col. Plans for electronic installation are in progress.
Pendleton, Oregon Electronic installation is 40% complete.

(Continued on next page)

INSACS:

Columbus, N. M. Plans for installation of dual console were completed and the installation work started this month.

Santa Barbara, Calif. Plans for installation of console were started.

Truth or Consequences, New Mexico Installation of wind instrument was completed on February 8.

Blythe, California Minor modernization of electronic equipment completed during the month.

Needles, Calif. " " " " "

Thermal, Calif. " " " " "

Yuma, Calif. " " " " "

VHF Link:

Malad City, Idaho Installation of electronic equipment completed and usable but not acceptable due to high level and pilot tone leakage. Will require improved filter to correct.

CONELRAD:

Downey, Evergreen, Newmark, Hayward, California. Installation Started.

WEATHER BUREAU TELETYPE INSTALLATION AND RELOCATION:

Yakima, Washington Installation completed

Colorado Springs Relocation completed during the month.

RADAR:

Seattle, Washington Intercommunication is completed.

UHF PROGRAM:

Phase IV-A

Boise, Idaho Completed installation at C/ST.

Tucson, Arizona Completed installation at ATC tower.

Phoenix, Arizona Started installation at C/ST

Tucumcari, N. M. Started installation at INSAC

Sacramento, Calif. Started installation at C/ST.

Phase V:

Portland, Oregon Completed field surveys for remote and local facilities for INSAC and Tower.

Cheyenne, Wyoming Continued preparation of plans

San Diego, Los Angeles Completed field surveys and started preparation of plans for remote site for Center and INSAC and for a local site for the ATCT.

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Santa Barbara, California	Started preparation of plans
Burbank, California	Started preparation of plans
Palmdale, Calif.	Started construction of equipment, building & antenna structure
Van Nuys, Calif.	" " " " " "
Tucson, Arizona	Received bids for renovating and remodeling an equipment building and constructing antenna support.

AIRWAYS OPERATIONS DIVISION:

A municipally operated control tower was commissioned February 8, 1954, at Orange County Airport, Santa Ana, California. Hours of operation are 0700-1100 and 1730-2130. Personnel from the Airways Operations Division have assisted the local airport authorities in getting the operation started.

Mr. Wayne Hendershot, Traffic Control Procedure Section, visited the Division February 8 and 9 to discuss "Via Flight Plan Route" procedure with LA-390 and ALPA. It appears this procedure will be placed in effect again in the near future. The ALPA group received the proposal favorably.

Mr. George L. Rand, Chief, Airways Operations Division, W-380, visited the Division February 15, 1954. He spent the day discussing operations problems with Mr. Johnson and Mr. Larsen.

Atomic Energy Commission has recently requested our Idaho Falls Communications Station to provide flight-following service for their chartered aircraft which are hauling radioactive materials. Since this involves all continental regions, the matter has been referred to W-380.

At the request of the State Aeronautics Commissioner for Idaho, the aeronautical charts published by that state in 1953 were closely checked. Copies of corrected maps were furnished to the Jeppson Company in Denver, which will print the revised issue, and to the State Aeronautics Commission at Boise.

Forty-nine projects for changes in interphone, remote control, telephone exchange and teleprinter service were processed during the month.

The job of increasing the operating speed from 60 - 75 wpm has been completed on teletype circuits in this Region on Service "A" and Service "O". The speed changes on Service "B" and Service "C" are scheduled to be accomplished within the next four months.

Arrangements were made with the Facilities Division for a dual air/ground console at Blythe. This is urgently needed due to the heavy workload at the station.

Controllers L. Songstad and D. Haugen were detailed to Palm Springs to assist in directing traffic at the time of President Eisenhower's arrival and departure.



GRAND JUNCTION, COLORADO:

SET: The following article appeared recently in the Grand Junction Daily Sentinel, a local newspaper: "A small plane was guided down through 'pea soup' fog to safety at Walker Field... by Civil Aeronautics Administration radio. The pilot, Lee Schmidt of Alamosa, radioed for visibility information while he was over the river south of Grand Junction. The information was given, but no response was heard from the plane. Joe Bertrand, CAA operations specialist on duty, and other personnel could hear the plane's motor and continued to broadcast instructions, on the presumption - later proved correct - that the craft's transmitter had failed. Charles Piccone, electronic technician, drove to the end of the runway with a mobile radio, and by listening to the plane's motor, was able to relay its approximate position to the station. When an opening appeared in the low overcast, the CAA was able to guide the plane in for a landing, after it had circled a half-hour."

We of the CAA in Grand Junction wish to commend and congratulate the Spokane CAA group for their action at Christmas time in aiding a needy Spokane family. The group here has for the past four years, been following the same procedure. Each Xmas time, we adopt a needy family after a thorough investigation as to their deserving qualifications, and provide them with food, clothing, toys and fuel. We hope this practice will spread to all stations in the region. There could be no finer demonstration of good will toward men.

IDAHO FALLS, IDAHO:

INSAC: "Howdy" to all our co-workers in the big Region IV. This station is one of the "Old Timers", having been originally commissioned in 1932, and has been in service constantly since that time. The station is located in the Administration Building of the Municipal Airport. The airport has two 5200 foot paved runways with paved taxiways. There is long range planning for an eventual 9000 foot paved runway. Field elevation is 4730 feet, located 2½ miles northwest of the City center. It is served by two airlines, Western Air and West Coast, and handles approximately 1600 passengers monthly with an average of 489 landing and takeoff operations per month. Itinerant and executive aircraft average approximately 400 monthly. We are located on Amber 2 Victor 21 airway, but most instrument and over flights by-pass us by traveling Blue 51 Victor 21w. Station criteria averages approximately 24,000 points with an average workload of better than 12,000 points. (Continued on next page)

So far, we have not been blessed with such new fangled equipment as VOR, DME, fancy receivers and the like, but manage to get along with a L/MF range, and SCR522's for VHF work. We do our own weather observing, and this is one of the more difficult locations for this type of work because landmarks for estimating ceilings are non-existent. Baloons are of little or no help due to high prevailing winds, and the weather seems to have a habit of springing up over the lavas and moving in unforecasted. All in all, we have a good time trying to keep one and all happy.

H. P. "Pete" Hill, former Assistant to the Regional Administrator for Aviation Development in Region Seven, Seattle, is the Airport Manager and Base Operator, and from all indications, big things may start happening in the line of aviation activity. The wheels are turning and plans are already being made for a six state Flying Farmers Convention to be held September 17, 18, and 19, and combined with it an Aircraft Manufacturers' Exhibit, Aircraft Auction, and, on the final day, one of those nationally famous "Idaho Aviation Breakfast Flights". Some 400 aircraft are already expected to be in attendance. All you pilots who have never attended one of those breakfast flights should really try for this one.

February 12th, we had a VFR flight depart Idaho Falls for Denver but it encountered weather southeast of here and, in attempting to return was forced to make an emergency landing in the hills east of here. Search and Rescue was started and within four hours the aircraft was located, in spite of poor flying weather. Aircraft was extensively damaged, but the pilot, passenger and cargo of Chinchillas were unharmed.

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