



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. I, NO. 11

MAY 1, 1954

SOLILOQUY OF A LOW FREQUENCY RANGE

by

L. F. Range

(Editor's Note: Recently one of our Regional Office personnel was on a field trip and overheard one of our ranges talking to himself. The article below is the substance of this one-way conversation. Any resemblance to a low frequency range now "operating or discontinued" is purely intentional).

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I hear they are trying to get rid of me. After many years of faithful service, too. I wonder why. They say it's because there is a new upstart that can do a better job than I can. Oddly enough, our names are similar. I understand he is known as Mr. V. H. F. Omni Range. He hasn't been at this business as long as I have, but I'm sure that he will never try any harder than I have to do a good job for the fellows who use the air space around me. I've really enjoyed my job. I'm proud to say that I've saved some lives. I've really tried to keep things on the "beam". I've had my headaches, however; particularly when there's been alot of thunder and lighting. Never did like thunder and lighting; and I must confess that when it's close by, I do have a tendency to go off the beam. I understand that this young fellow, Omni Range, doesn't have this trouble. I wish I could say the same for myself. But, that's modern science for you.

There's one thing I can do, though, that young Mr. Omni Range can't do as well. I can throw my signal alot farther and the valleys and mountains don't bother me. Young Mr. Omni Range just can't seem to hug the ground like I can. He can throw his signal only where he can see. Yes, I know, I know, he can throw his in any direction in a complete circle and I can only throw mine four ways. So, for that reason, he can do a better job. It's not easy to say it, but it's true.

I wonder how long I'll get to stay here before they finally get rid of me. I just hope they'll be fair about it and really take into consideration the views of all the people I have helped and worked with over the years, so they'll be
(Continued on next page)

sure they're not making a mistake in getting rid of me. If they treat me the same as they did my brother down the airway, I'll have no squawks. That was really fair. Let me see if I can remember. First of all, he was the main topic of conversation at a committee meeting in the Regional Office. Facilities Clearance Committee, I believe it's called. It's made up, I understand, of some of the wheels in the Regional Office and technical experts. After considerable discussion, they finally agreed that my brother could be retired and proceeded to make such a recommendation to the Regional Administrator. But this was just a recommendation up to this point. My brother was then circularized to industry. This really gave him the swell-head to think that he was that important. Imagine, over 1,000 notices were sent from the Regional Office requesting comment on whether my brother should be retired or not. It's not easy to say this because of sentimental reasons - I really like my brother - but that swell head sure came down to normal size when very few comments were received that he was still needed for active service.

He was then brought up for discussion before the Regional Airspace Sub-Committee. This is really an important committee, made up of some big wheels. The Regional Administrator is Chairman and represents not just my outfit, the CAA, but all of the Department of Commerce. Other members of the Committee include representatives of the Army, the Navy, the Air Force, Federal Communications Commission, and the Civil Aeronautics Board. These are the regular members. They have voting privileges. Any action they take must be unanimous. There are also associate members. These associate members represent the various aviation organizations which use the airways. For example: Air Transport Association, Airline Pilots Association, National Association of State Aviation Officials, and Aircraft Owners and Pilots Association. Although these fellows don't have voting rights, they certainly have the chance to speak their mind and I understand they really do on occasions!

Well, to get back to my story. My brother came up for discussion before this Committee. After it was all over though, they agreed that he should be retired and so recommended to the Washington Airspace Sub-Committee. Now I don't know too much about this Washington Committee, but the grapevine tells me that they are organized on the same basis as the Regional sub-committee with the same type of representation. My brother came up before them, and, after discussing the case on its merits, they, too, agreed that he should be retired. Now I should think that this is pretty fair treatment. However, I was really surprised that this was not the final action. Our number one man in the whole CAA wanted to take a look at my brother. Only after considerable deliberation of all the preceding recommendations, did the Administrator finally give the green light to retire my brother. I think that's fair. I believe they'll be as square with me. They started to take a look at my brother last August and it was not until the other day, after going through all of these steps, that he heard he was to be retired sometime in June. It certainly isn't any hurry up, rush deal.

Actually, there aren't too many of us involved. I understand only about one out of ten of us in Region Four are affected this year; and not many more next year. I guess I don't have any complaints. I've tried to do a good job and I've done my best. I know I'll get a fair look-see and if this young Mr. Omni Range can do a better job than I can, well then, it's time for me to step aside and make room for young blood.

* * * * *



REGIONAL ADMINISTRATOR'S COLUMN

Have you written your Congressman lately? Have you ever written him? Believe me, I think people ought to express themselves to their elected representatives, telling them their convictions on current issues. How else can the Senator or Congressman know what his constituents think about questions of national importance? Probably none of us discharge our full civic responsibility in this regard. However, apparently there are times when some of us write our Congressman about a personal matter rather than a public issue. Have you ever analyzed what happens when we do this?

Suppose one of us is unhappy about something that happened within our own agency and writes to his Congressman about it, without having first made full inquiry through normal channels within the agency. What happens? You write the Congressman, the Congressman writes the Administrator, the Administrator acknowledges the letter and writes to the Regional Administrator. The Regional Administrator requests an investigation and report from the operating Division and the Personnel Office. The investigation is made and the report submitted. After checking it carefully, the Regional Administrator sends the report with a letter of transmittal to the Administrator. The Administrator writes to the Congressman and the Congressman then writes to his constituent who initiated the original request. At least 8 letters -

In all likelihood, the same answer or perhaps a better one could have been obtained by writing direct to the Division Chief or the Regional Administrator. Insofar as this Region is concerned, I know that both Mr. Read and I are sincerely interested in the personal hardship problems of our Regional personnel. Of course, if you don't get the desired answer on this try, you can still take the route through the Congressman, but I think in most cases, you will receive sympathetic consideration and if you receive a satisfactory answer you certainly will have saved a lot of correspondence and conserved the time of our busy national officials.

You probably are saying to yourself that personal letters of this type to Congressman are infrequent or occur only rarely. As a matter of fact, it has happened more than once in this Region within the last month. Maybe two or three among 2800 employees isn't many. The point I want to make is that if there is a single instance of unsatisfactory conditions, we, in this office, want to know about it and have a try at correcting or at least improving the situation. Please give us a chance.

Now don't expect us to change the RIF regulations tomorrow, or to pay double pay for overtime! You can write your Congressman about these questions. We will continue to attempt to administer all the rules and regulations as they now exist with complete fairness, and will attempt to change those which we all agree should be changed. (Continued on page 30)

THE \$4 MINUTE

(Editor's Note) The following article was written by Allen D. Carter, Airways Operations Specialist (Air Route), at Salt Lake City. While the article was not prepared specifically for the Region 4 News, we liked it so much that we would like to pass it along to you. While it is written from the Air Traffic Control viewpoint, it is not intended to imply that only ATC people contribute to economizing the time of aircraft in the air. We believe it is applicable to all other personnel as well.

We think the article of such interest that it has been forwarded to the Washington Office with the thought that it might be referred to the other Regions for dissemination to their personnel.

* * * * *

Every man likes to feel that he is useful. An air traffic controller is no exception to this desire.

Currently some of us are suffering from a disease known as OCCUPATIONAL UNIMPORTANCE. This disease is especially prevalent among government workers, since such employees are given to believe that they are performing functions which no self-respecting profit-making industry could afford to maintain. Therefore, the reasoning continues, they are parasites.

One of the fastest cures for the disease is an examination of the economic concepts of air traffic control.

A major air-carrier company has been kind enough to supply, at our request, a breakdown of the flying costs of the various types of aircraft which it operates. These figures cover the six-month period ending June 30, 1953. They are devoid of padding, include only actual flying costs, and contain none of the fixed-cost operations such as ticket and baggage handling, radio communications, flight kitchens, etc.

	<u>DC-3</u>	<u>DC-4</u>	<u>DC-6</u>	<u>Convair</u>
Crew Salary and Expenses	\$34	\$39	\$63	\$38
Fuel and Oil	19	50	83	59
Flight Equipment Maintenance	15	27	41	35
Flight Equipment Depreciation	<u>2</u>	<u>5</u>	<u>52</u>	<u>64</u>
COST PER HOUR	\$70	\$121	\$239	\$196
COST PER MINUTE	\$1.17	\$2.02	\$3.98	\$3.27

Until a similar breakdown has been obtained for military aircraft, it can only be surmised that the costs of operating large aircraft such as the B-47 and C-124 will bring the cost of flying the average instrument-type aircraft to at least \$4 per minute. (Continued on next page)

There is considerable meaning behind the \$4 minute. Every time an air traffic controller saves the average instrument aircraft one minute of delay, he simultaneously saves the industry or the taxpayer four genuine American dollars.

Delay can be defined as any man-imposed obstacle which prevents a pilot, between takeoff and landing, from making the most expeditious flight possible. Instrument flight delays usually take one of four forms: (1) holding while awaiting clearance to approach and land; (2) executing extended departure procedures to avoid other traffic; (3) flying at unfavorable wind levels; and (4) flying circuitous routes.

Some delay is necessary during instrument weather conditions in order to insure against aircraft colliding with terrain or with one another. The \$4 minute, expensive as it sounds, is as nothing when compared with the potential life and property loss which might result from such collision.

The art of the air traffic controller lies in maintaining safety while simultaneously reducing the attendant delay to an absolute minimum consistent with that safety. The man who can do this must certainly be considered useful and economically valuable, regardless of the fact that he is employed by a tax-supported agency of government. Using the \$4 minute and a theoretical stack of ten landing aircraft, this can easily be illustrated.

If ceiling conditions are such that a 3-minute approach interval is possible, perfect control will dissipate the stack in thirty minutes. For purposes of example, our illustrated control will be safe and without major error, but will contain a few departures from perfection:

1. The center controller, feeding the stack into the holding marker and having to determine which of several aircraft should be assigned bottom altitude and number one to approach, guesses wrong. The aircraft assigned number one actually crosses the marker 2 minutes later than the aircraft immediately above. Since the approach sequence might have begun 2 minutes sooner, each of the ten aircraft suffers a 2 minute delay.

CUMMULATIVE DELAY: 20' - \$80

2. The approach controller, basing control on a 4-minute interval, starts the number two aircraft inbound from the marker exactly 1 minute later than necessary. The other eight aircraft automatically inherit 1 additional minute of delay.

CUMMULATIVE DELAY: 29' - \$116

(Continued on next page)

3. The approach controller fails to revise center-issued expected approach time to the number three aircraft until that aircraft is well out in the holding pattern. Number three crosses the marker inbound 2 minutes later than necessary. As usual, the delay is passed along up the stack.

CUMMULATIVE DELAY: 45' - \$180

4. At this point, the stack is perhaps 2,000 feet higher than would otherwise be necessary. Number one aircraft, shuttling out in opposite direction to depart over the stack, must climb out an additional 4 minutes and level back an additional 3 minutes because of this extra altitude.

CUMMULATIVE DELAY: 52' - \$208

5. The center controller, having retained jurisdiction over the upper five aircraft pending passage of an enroute aircraft through the altitude gap, becomes busy on another interphone line and assigns tower jurisdiction 3 minutes later than necessary. Total stack delay is 15 minutes.

CUMMULATIVE DELAY: 67' - \$268

6. The center controller had retained the upper five aircraft in normal communication channels pending tower jurisdiction. The approach controller is occupied for 2 minutes in establishing contact and resuming the approach sequence.

CUMMULATIVE DELAY: 77' - \$308

7. Two more extended departure procedures are now necessary, since stack dissipation is 10 minutes slower and 3,000 feet higher than it should be. Each shuttle procedure adds 10 minutes of unnecessary flying time to each flight.

CUMMULATIVE DELAY: 97' - \$388

Balance of the operation is routine, and the top aircraft lands just 10 minutes later than perfection. Safety has been maintained throughout, and the flow of approaches has been virtually constant. The whole operation has taken only 40 minutes. Yet a minute here and a minute there have cost the industry \$388 in unnecessary flying costs.

When anyone holds a position where four minor departures from peak efficiency result in a loss of almost \$400 in 40 minutes, his job is important.

The air traffic controller is directly on the firing line, but more than he are involved in the \$4 minute. The engineers and technicians who design and maintain the ground navigational aids, the aviation safety people who set the minimums and test the
(Continued on next page)

procedures, the policy makers and supervisors who set the separation standards and many more are concerned with the \$4 minute.

Ten years ago, the approach interval in this same exampled stack would have been closer to 8 or 10 minutes than 3 or 4 minutes. Advances in aids, procedures and techniques sufficient to lower the landing interval by 5 minutes save \$900 in this one stack example.

The \$4 minute can be used statistically to determine the economic difference between two controllers in thousands of dollars, or it can be parlayed into billions on overall yearly compilations and comparisons. If we respect the \$4 minute, and assess the industry and the taxpayer as few of them as possible, then certainly we can respect the responsibility and value of our own positions.

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VOLUNTARY PLEDGE PLAN NOTES

The beneficiary of Mr. Leon Fowler, Salt Lake City, who passed away March 27, received a total of \$7,465. Mr. Fowler died at approximately 10:30 a.m. and a check was in the mail at 2:30 p.m.

During our last repayment we lost thirty members. Twenty-five of these were due to either resignation, reduction in force, retirement or transfers out of the Region. Five dropped voluntarily.

We occasionally get compliments on the working of the Plan (which we appreciate). An interesting note accompanied one pledge and was written by the group chairman at Pescadero, as follows:

"I certainly hope that the unfortunate fact that repledges have run more or less in cycles will not lead the fainthearted to believe their pledge is a poor investment. If anyone cannot see the philanthropy of donating \$5.00 to the widow of their fellow worker; a little arithmetic will show him that for the past year and a half, he has had \$7,500 worth of life insurance for a cost of \$1.95 a month. One of the best bargains I've ever seen."

For record keeping, it is important, very important, to include names of members. If anyone is new to the group, state where his last group was. If any members transfer out of your group, indicate where they went. Some are still not sending members' names or pass books. Others come in fine shape and we appreciate those.

A further help will be to list members alphabetically, one under the other. It's a big help in checking the 1500 cards.



QUESTION BOX ?



Q. I was recalled into the Navy for approximately one year. Prior to that time I had served with the Navy during WWII and was employed by the CAA in April of 1946. Does my military service during the Korean Police Action, count toward the necessary time of fifteen years to obtain 26 days' annual leave per year?

A. Yes, it does.

Q. My SF 50, "Notification of Personnel Action" indicates that my legal residence is the State of Washington. I have not resided in that State for 25 years, and vote in California. Does my legal residence have any particular significance insofar as Department of Commerce records are concerned, and should I take steps to have this changed to California? What procedure do you suggest?

A. Your legal residence has no particular significance insofar as the Department of Commerce records are concerned. It is of significance only to persons appointed to or transferred to certain positions in the Washington Office of Departmental Service. It does not apply to veterans. Any employee who has changed his legal residence may, if he desires, advise LA-90 by memorandum and the record in his personnel file will be changed.

Q. Can anyone now accumulate and carry through the end of the leave year, thirty days' annual leave? For example, can a man who now has 15 days' annual leave accumulated (pre 1953) build up his leave total to thirty days and carry it through the end of the leave year the same as pre 1953 leave? If not, when is the deadline for use of current annual leave?

A. An employee who had less than 240 hours on January 2, 1954, may now accumulate up to 240 hours of annual leave and keep it, but any part of this year's accrual which would make his carry over more than 240 hours at the end of this leave year must be used or forfeited. For Example:

Carry over:	100 hours
1954 accrual:	<u>160</u>
	260
To use or lose:	<u>20</u>
Max. carry over	240

The employee who carried over more than 240 hours on January 2, 1954, must reduce his excess over 240 hours by 6 days a year, in addition to this year's accrual, or lose it. For example:

Carry over:	430
1954 accrual:	<u>160</u>
	590
To use or lose	
1954 accrual:	160
6 days' excess:	<u>48</u>
Max. carry over:	208
	<u>382</u>

This is further explained in A. O. 169, paragraph III-F and G. (Con't next page)

- Q. (a) What was learned by the investigation conducted in May 1953 to evaluate the relationship between Communications, ARTC and APTC?
- (b) Does it take a full year to evaluate information of this type and, if so, why?
- (c) Why haven't findings of this investigation been released?
- A. These questions undoubtedly refer to the studies of Position Allocation Standards for Airways Operations Specialist positions undertaken by the Washington and Regional Offices in March, 1953. The intent was to obtain data required to revise the position allocation standards rather than evaluate the relationship between the three types of Airways Operations Specialist positions.

As the project was nationwide, there was a tremendous volume of material submitted. Also, it was necessary to gather factual information by auditing of positions. A team composed of a representative from the Department of Commerce, the CAA Personnel Office and the Airways Operations Division made field investigations of positions at selected locations; the Central Office of the Civil Service Commission sent out a team for the same purpose.

We learned on March 16 that a draft of the first part of the Classification Standards is now being reviewed by the Washington Airways Operations Division and that the target date of April 1 has been set for submitting the completed draft to the Civil Service Commission.

- Q. It is understood the State of Colorado recently passed a State withholding tax with the tax to be withheld by employer. Does the Federal Government withhold the amount of State tax from employees' salary and premium pay?
- A. After the State passes enabling legislation, approval must be obtained by the State from the Treasury Department, Washington, D. C. prior to action being taken by the Federal Agency to withhold the tax. This usually requires from six months to a year. Affected employees will be advised.

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NOTICE TO CAA VII FEDERAL CREDIT UNION MEMBERS

The members listed below have not received final distribution checks because of incorrect addresses. It would be appreciated if anyone knowing the present address of any of these members will contact the CAA Region 4 Federal Credit Union so that arrangements may be made to send these members funds that are due and payable to them.

Anderson, Carl E.	Dyke, Harold D.	Hill, Waneta L.
Bailey, Randall	Frazier, Albert C.	Howard, Wanda W.
Barton, Jack L.	Freeman, Mary B.	Kucharski, Ethel
Danielson, Larry A.	Gillis, Wilson	McCone, Margaret
D'Arcy, Patricia E.	Greene, Ervin N.	McDermott, Donald L.
Darham, Robert S.	Griffin, Cecil L.	Moe, Rose Marie
Daugaard, William	Grover, Marilyn	Ryczek, Adam V.
Dean, Dorothy J.	Hawley, Donald C.	Thorsteinson, Paul S.
Dill, Wm. Bradford.	Hawley, Donna M.	Wilson, Patricia A.
		Wiseman, Raymond E.

MEET THE BOSSES

Ed Yuravich

The Chief of the Region's Air Carrier Branch is 54 year old, never-been-married, 200-pounder, Ed Yuravich. Despite the fact that he was orphaned at age 13, he has risen to the rank of full Colonel in the Air Forces and to one of the most responsible Civil Service jobs in the Country's Aviation Safety Program.

Ed started his employment the hard way. He made use of his aptitude for gadgets and machines and spent six years as an apprentice machinist at the Navy Yard, Mare Island, California. The yen to fly an airplane prompted him to join the Army Air Service in October 1920 as an Aviation Cadet. He got his wings in 1922 at Ellington Field, Texas.

Yuravich admits that he is probably living on borrowed time, as testified by two incidents. He is the lone survivor of 37 in his 1920 class with the Air Force. Secondly, as a CAA Agent in 1937, he was a member of the original survey flight of the Pan American Clipper throughout the Pacific area. He and two other members of the survey team stepped off the Clipper at Honolulu. The other four members of this team were aboard the Clipper on its next flight up from Honolulu when there was an explosion killing all four.

After release from the Air Service in 1922, he spent three years as a pilot with an aircraft company performing flight testing and cross-country charter flying.

The CAA beckoned at him in June, 1928. For two years, he was an Airplane and Engine Inspector and transferred to the Engineering Inspection Division as a Flight Test pilot in 1930. In his 5,000~~4~~ flying hours, his worst accidents have been a couple of times where a few tree branches got in his way. So far, he's batting 100 percent, but he had a couple of flight tests when the percentage figure was hanging in the balance.

He was recalled to military duty in November 1942 and assigned to the South Atlantic Wing of the Air Transport Command. One of his first major assignments was to study and participate in planning the Air Route from Trinidad to North Africa. This assignment included the operation and movement of transport and tactical aircraft in large numbers over the selected route.

He was next assigned as a member of a special mission to develop air bases in the Azores. From November, 1943, to May, 1944, he recalls having lived under a tent wearing three different uniforms, British, civilian, and United States, and being exposed to some of the treachery involved in coordinating this operation. His final assignment as a Colonel was as Assistant Chief of Staff in charge of operation for the headquarters, Caribbean Division, Air Transport Command. In this assignment, he developed the tactical and transport operation of the Atlantic and South Atlantic routes in moving tactical and transport aircraft from Europe to the United States.
(Continued on next page)

After his return to CAA in 1946, he was assigned as Chief, Flight Operations Branch in former Region Seven. In 1949, he was reassigned as Chief, Planning and Evaluation Division. At the time of regional consolidations, he was named as the Chief, Air Carrier Safety Branch for this Region.

As for hobbies, Ed is an avid boatsman, fisherman, and hunter. He still has in mind making a world cruise via boat. He has been quite active among the California Masons and currently is in the AAAMES Shrine Temple in Oakland.

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SUGGESTION PROGRAM

Three suggestion cash awards were presented to regional employees during the month.

The biggest "catch" was landed by Mrs. Sylvia Abbett, Audit Clerk in the Accounting Branch of Business Administration. In a special ceremony, Mr. Marriott presented a \$100 cash award to Mrs. Abbett for a time-saving idea which she submitted concerning a Table of Charges and Federal Excise Taxes.

Mr. C. W. Larsen, Deputy Chief, Airways Operations Division, represented Mr. Marriott in making two \$25 awards to Supervisory Electronic Specialists.

Nicholas R. Schell, SES at Point Reyes, suggested a VOR Auxiliary Rack Ventilating Unit. The idea was adopted on a national basis and Mr. Schell was \$25 richer.

Roy V. Nielson, SES at Tonopah, Nevada, received his award check for an idea which he submitted concerning a change in the instructions on the Administrative Manual Transmittal Sheet issued by the Washington Office. Neilson states that it looked a whole lot easier for a Clerk in the Washington Office to make the changes without requiring all holders of the Administrative Manual to make them in the field. Why not have one person do a job completely, rather than have 500 do it in splashes? The Washington Office adopted the idea and Nielson made \$25.

If you have an idea on how to improve the CAA's operations, take five minutes and write it down. The proper form now being used is ACA-2333. Write it up and submit it to your supervisor for his evaluation, and on to the Board for consideration.

* * * * *

THE RIGHT TO FAIL

"Give your people the right to fail. We cannot expect our people to take aggressive action based on their best judgment if they do not fully understand and believe that they do have the right to fail. We expect our people to maintain a good batting average, but we must realize that if we are going to encourage them to take the healthy cuts at the ball that produce game winning hits, we must give them the right to strike out." -Anonymous

DIVISION HI-LITES

General Safety Division:

Pilot designee activity showed a definite seasonal increase in spite of poor weather for flying. An upward trend is apparent in flight training, only a small portion of which is veteran business. A substantial increase is reported, both in the number and in the activity of flying clubs. Both used and new aircraft sales are reported as good. Glider activity in general has been slow, probably largely due to weather conditions. Aerial applicator work appears well underway. Routine work appears current.

The Montana Pilots' Association conducted an air tour from Billings, Montana, to Tama, Mexico and return. There were seventeen aircraft in the tour. Pilot experience varied from fifty to several thousand hours. On the first day, the flight encountered one of the year's worst dust storms south of Denver, with the result that airplanes were scattered all over Texas. Agent John Doster, who accompanied the flight, highly commends the Communication personnel at Pueblo, Colorado, and Dalhart, Texas for assistance in regrouping the flight. Agent Doster tells us they experienced every kind of weather imaginable - dust storms, snow storms, very low ceilings, poor visibility, extreme winds and even skirted tornados, but they all got back safely.

Agent Al Witter briefly reports that the Idaho Air Tour to Mexico of eighteen planes, carrying fifty persons was uneventful, and that the pilots gained confidence and valuable experience.

The Grand Junction District Office has instigated a program for the installation of windsocks at all major uranium mining strips. The Atomic Energy Commission has allotted \$100 toward the program and mining companies are contributing. It is hoped to equip ten fields by the end of June.

Station KFXJ-TV is scheduled to start the first televising in the Grand Junction area on May 1, 1954. One and one-half hours of a four-hour dedicatory program will be devoted to aviation. All segments of aviation at the local airport are cooperating in providing the station with a weekly live TV program on the various phases of aviation.

Agent Harold L. Grandy talked to the Wyoming Flying Farmers at a luncheon during their convention at Cheyenne on March 20. As the CAA aircraft with stall demonstration equipment was at Cheyenne during the convention, Agent Grandy had the opportunity of flying with a number of the flying farmers in the aircraft.

The Oakland District Office has a plan to encourage owners of large executive type aircraft to have their pilots take six-month instrument competency checks. This program not only improves safety in flight but also qualifies these pilots for lower instrument minimums.

The Portland District Office has initiated action through the Oregon State Board of Aeronautics to keep air markers current, adjacent to abandoned airports. These air markers have directed several inexperienced pilots to abandoned airports with an accident as the result. (Continued on next page)

In Denver, Colorado, on March 16, the curtain came down on the television program of the Denver District Office. These TV shows were conducted weekly for a period of nine months. Station KB-TV donated the time. The personnel of the district office furnished material, talent and guests, through the wholehearted cooperation of all aviation interests in the City and State. During the course of these programs, they had among the guests, Governor Dan Thornton, Mayor Quigg Newton of Denver, General Sprague of the Air Force, General Moffett of the Air National Guard, Captain Stahl of the Navy, Dick Petty of United Air Lines, Ted Haueter of Continental Air Lines, Ray Wilson of Frontier Airlines, as well as outstanding fixed base operators, aerial applicators, and flying farmers.

It is estimated Station KB-TV gave \$30,000 worth of television time. Agents Goddard and Reynolds should be very proud of the fine contribution they have made to aviation in their area through these many television shows. Much has been accomplished educationally towards safety in flight. Relations with the industry have been greatly improved.

Agent Jacobson of the Yakima District Office reports that he and Agent Allen participated in a recorded interview with an announcer from Radio Station KOMW, Omak, Washington. This program is heard each Sunday and is sponsored by a local fixed base operator to inform that area regarding interesting aviation developments and local aviation news. An outline of the Aviation Safety Agents' work was presented.

Agent Princen of the Seattle District Office reports that Agent Phelps has initiated a flight instructor standardization program for the purpose of standardizing flight instruction and the promotion of safety in instruction methods. The meetings are limited to a small attendance, preferably not more than ten, in order to cover the individual's problems and questions in the time allotted. They are usually held at night. The desire is to contact the holiday and Sunday instructors rather than those who are currently active. Agent Phelps has prepared a private pilot flight test guide for the instructors and pilot applicants, which should assist toward better prepared and standardized applicants.

Agent LeFevre of the Ontario District Office tells us that their local CAA station-tower has instigated a "Pilot of the Month" program. The word appears to be getting around the district and pilots are making an effort toward becoming the pilot selected. This program should be very beneficial toward accident prevention.

Agent Jacobson of Yakima District Office reports that Central Aircraft of Yakima will again send aircraft to New Brunswick, Canada this season for forest spray work.

Agent Doak of Phoenix District Office reports there is a greater insect infestation in Arizona this year than last season, that the cotton acreage is being reduced, that the farmers are picking smaller, more fertile fields, and that they will probably take better care of their crops than usual. He feels that pilots may become eager and handle more small fields from which the fatigue and hazard elements will be greater. Agent Doak also advises they are already receiving many complaints from irate citizens against aerial applicator pilots, which indicates need for emphasis on a good neighbor policy. (Continued on next page)

Agent Allen of Portland District Office advises that Kreitzberg Aviation and Farm Air, both of Salem, Oregon, were awarded a joint contract for the Oregon State Spruce Budworm Project.

Agent Witter reports that the Johnson Flying Service of Missoula, Montana, was the successful bidder to spray 90,000 to 110,000 acres of Idaho forests for Pine Butterfly Control. A similar contract was awarded Ball-Ralston of Hillsboro, Oregon, for 60,000 to 80,000 acres.

Agent Waage reports that the Sacramento City Police held a rabbit hunt on the Municipal Airport in an attempt to diminish the rabbit population. The rabbits had become a serious hazard to aircraft. Two hundred and fifty rabbits bit the dust, but not a policeman was lost. This is reminiscent of the special season on deer at the Billings, Montana Airport last year.

Twenty-three more or less formal safety meetings were held during March, with four hundred and twenty-six in attendance. It is considered that the many individual contacts made by the agents during which good practice is discussed, make a very large contribution to our accident prevention program. Agent Witter advises they have a program of personal discussion of safe operations with every one of their aerial applicator pilots. In addition, they prepared and mailed a letter of good practice to all of their aerial applicator operators and pilots.

The Phoenix Office reports a duster operator is modifying a Piper PA-12 by installing lower wings and a Warner 165 hp engine. The trend toward making biplanes of various models of Pipers and increasing horsepower for dusters and sprayers is increasing.

Agent Outcen of our Ontario Office has been very active in presenting talks on maintenance practices and procedures to mechanic groups in his district. On one occasion, he conducted a full inspection of an aircraft following major repairs with a class of 15 mechanics at a junior college, explaining all phases of the inspection. These activities do a lot to improve safety and raise maintenance standards.

Home-built aircraft activities are picking up. Our Seattle office reports one on new design Continental 40 hp biplane completed and flying, with a second of similar configuration using a Continental 65 hp engine being built by a brother of the designer of the first. This has brought a friendly competition between the two brothers to see who could produce the best home-built aircraft. The Seattle office reports several projects in the development stage.

Our Denver office reports a home-built aircraft of a rather radical design called the "flying saddlehorse" with the pilot sitting astride a central seat arrangement, and with handle bars such as used on bicycles and motorcycles. The controls are all contained in the handle bar system, including throttle control, the same as for motorcycles. It is a low wing, tricycle geared, fabric-covered, sprayer aircraft, with spray tanks in the wings.

The Bonneville Power Administration made extensive modifications to the Franklin engine in their Bell Model 47 helicopter to reduce compression, reduce spark advance, and permit use of 80/87 octane fuel, readily available, instead of 91/96 which is hard to get in some places, and also to reduce spark plug troubles. These modifications were in accordance with air-cooled engine company instructions. (Continued on next page)

Agent Smith of the Boise office conducted a mechanic's safety meeting which was attended by 18 mechanics. Mechanics' responsibilities in flying safety were stressed at this meeting, which appeared to be very successful.

Agent Darling of our Albuquerque office is conducting monthly preventive maintenance and good pre-flight inspection courses, mainly for Civil Air Patrol.

One industrial operator in the Cheyenne district has covered his aircraft with fiberglass cloth, using aircraft dope instead of resin cement for attachment, and it is reported that this makes a much tougher and durable covering. The results will be watched with interest.

Agent Moran of Helena and Agent Vandewark of Billings participated in a 4-day aircraft welding and safety conference at the University of Montana Agricultural College, Bozeman. This was an expansion of the 2-day conference held last year. Attendance this year was hampered by extreme winter weather which partially curtailed the last year meeting, and future plans are being made to hold the next one in the early fall to avoid this interference.

The Johnson Flying Service, one of the oldest and best operations in the Helena District, recently suffered a serious loss by fire which destroyed nine aircraft and a large portion of their shops. This operator has long been engaged in Forest Service smoke-jumping and fire-fighting operations, using Ford tri-motors and other older models of aircraft.

Aircraft Engineering Division

Propeller shaft vibration tests on Aerocar Model 1 still have not been conducted. Progress on this aircraft is extremely slow because of lack of funds. Tentative plans are to conduct the shaft tests within the next month. It is expected that a Type Inspection Authorization can be issued shortly after completion of the vibration tests.

The Aircraft Engineering Foundation modification project on the Curtiss C-46 aircraft is continuing. Some technical data covering powerplant installation changes have been reviewed; however, a considerable amount have not yet been submitted. A three-month extension was granted by the CAB in the compliance date for this model aircraft. Indications are that an additional extension will be required.

The Call Aircraft Company is considering the development of an agricultural version of their Model A-4 aircraft. Preliminary indications are that this new model will be submitted for certification under CAR Part 8.

Technical data pertaining to the Central-Lamson Model L-101 aircraft are being evaluated. The original plans of this Company to begin flight tests for type certification this Spring apparently were overly optimistic.

Consolidated Vultee are engaged in a "clean-up" program on their Model 340 airplane. Mr. B. O. Howard is in charge of this program and the actual changes to the aircraft have been made by Lear. Several revisions to powerplant detail and the aerodynamics of the airplane have been accomplished. The effects of these changes are presently being evaluated at San Diego. After the effects of each change have been measured, it is understood Convair will decide which modifications will be made available for 340 aircraft. Once this decision has been reached, technical data will be submitted for evaluation and approval by CAA. Preliminary evaluations already have been made by engineering personnel from this Division. (Continued on next page)

Investigation of the wreckage of the Model 240 airplane which crashed on February 26 near Wright, Wyoming, has failed to reveal any definite cause for this accident. A CAB hearing is scheduled to be held in Denver during the next month. Engineering representation has been requested at this hearing.

A CAB hearing on the Model 340 accident near Midland, Texas, on March 16 is scheduled during the next month and engineering representation at this hearing also has been requested.

The engine endurance run on the Covair modified Pratt and Whitney 1830 engine has been completed. The tear-down inspection revealed that the test parts were in excellent condition at the conclusion of the test. The test report now is being prepared.

Numerous revisions to Douglas Model DC-7 aircraft are being evaluated. A new VHF-NAV flush antenna installation in the vertical fin was flight tested in the UAL version of this model. Preliminary evaluation flight tests of the "saddle tanks" are being conducted. Flight tests on a modified flap configuration have been temporarily interrupted by an engine failure on the test airplane.

Several revised configurations of DC-6, DC-6A, and DC-6B aircraft also are under way. These revisions include an APS-42 radar installation in Braniff aircraft, a combined passenger-cargo configuration for Pan American, and a convertible passenger-cargo configuration for Flying Tigers-Slick.

Static tests on the fuselage of the Fletcher Model FU-24 have been conducted; however, questionable features regarding the test loads and test procedures have not yet been resolved. The manufacturer estimates that the prototype FU-24 airplane will fly in approximately 2 months. Mr. Carpenter representing the New Zealand Civil Aviation Branch, Air Department, has returned to New Zealand. Arrangements have been made to keep his government advised of progress on this project. The present plan is for Fletcher to conduct preliminary flight test evaluations of the prototype airplane before shipping it to New Zealand. CAA flight tests for type certification are scheduled to be conducted on a subsequent production airplane.

The Herrmann Engine Company has resumed development tests on its model X-375 engine. Recently they have completed 20 hours at take-off power and 30 hours at cruising power with 3 variations of piston configurations. The engine has been torn down and inspected after each 10 hours of operation. To date, the new configurations appear to be satisfactory. Additional tests are scheduled to be conducted before this engine again is presented for CAA type certification.

Flight tests have been completed on the installation of a Lear L-5 autopilot in a Navy R7V-1 airplane. These flight tests substantiated the L-5 installation for Lockheed Models 1049, 1049B, 1049C, and 1049D.

Frequent contacts have occurred with Lear personnel regarding the development of their prototype "Learstar" airplane which is a modified Lockheed Model 18. The company expects to begin their flight tests in approximately two weeks. Very few technical data have been submitted for evaluation to date. Lear's proposed modifications include the installation of Wright C9HE series engines at 1475 hp each and an increase in gross weight to 22,500 lbs. These two revisions are beyond the coverage of Special Regulation 398. Draft Release 54-3 presently is being circulated within the industry for
(Continued on next page)

comment regarding changes such as these. This Draft Release would require complete compliance with CAR 4b for the "Learstar". Structural compliance with Part 4b would be quite difficult, therefore Lear is hopeful that Draft Release 54-3 will not become law. This office presently is preparing a proposal which would permit structural compliance with CAR 4a and powerplant and flight test compliance with CAR 4b for the "Learstar". Final authority for a decision in this matter rests with CAB.

Numerous minor revisions to Lockheed Model 1049 series (Constellation) aircraft are being evaluated. Several of these are applicable to the Model 1049B airplane now being constructed for use by President Eisenhower.

Review of the Lockheed Model 1249 basic loads report is continuing. Several controversial items are under discussion with Lockheed personnel. Present indications are that the prototype turbo-prop airplane may be ready to begin Company flight tests about the middle of June.

Conformity inspections are continuing on the Weejet Model 880 aircraft. The present tentative plan calls for release of the prototype aircraft to flight test in approximately 8 months. Engineering data are being prepared for transmittal to the CAA.

Carrier Safety Division:

Agent Robert S. Beckley of the Miami Air Carrier District Office, Acting Agent-in-Charge of National Airlines, visited LA-287 to familiarize himself with Los Angeles Airways' helicopter operation. National Airlines has one S-55 helicopter in passenger operation at the present time.

The merger between Continental Air Lines and Pioneer Air Lines is reported to have been approved by both company stockholders. Continental Air Lines and United Air Lines have requested that the Seattle-Tulsa interchange be discontinued at least until this fall.

The effect of the dust storms in the South is now becoming noticeable on Continental Air Lines engines by increased oil consumption, as was expected. On several occasions, oil changes have been made at intervals of less than ten hours in an attempt to reduce the wear.

The North American Combine have had their Operations Specifications and Manuals revised to include Japan and Puerto Rico, contemplating trips to these areas in the near future. Other necessary arrangements are being made as to emergency equipment and radio for over water flights. The Puerto Rico flights are to be direct from La Guardia to San Juan. The flights to Japan are to be with four pilots and two navigators via Central Pacific to Tokyo.

This carrier has received the Flight Manuals on the Douglas DC6B and are now working on their ground school syllabus. They expect to receive this first DC6B the last part of this year. Renewal of all Operating certificates held by North American are being processed and necessary inspections are now under way. A system-wide inspection, maintenance-wise, was completed during the past thirty days, which included visits to Chicago, New York, and Miami. (Continued on next page)

During the period March 16 to March 26, Slick Airways, Inc., conducted a DC6 training program for pilots, co-pilots, flight engineers, and supervisory personnel of the Flying Tiger Line, Inc. The school was attended by Agents Fydell, Barber and Rider and the training program was monitored in both the flight and ground school phases. Several suggestions have been made to the company with respect to improving the ground school, particularly in regard to presentation of subjects to the class and the scope of the subjects presented. It was suggested that pilot and flight engineer training be conducted in separate classes. The quality of the flight training is considered more than adequate.

On March 9, 1954, the Flying Tiger Line, Inc., received their first DC6A from the Douglas Aircraft Company for use in their operations. The aircraft will be used to carry freight domestically and can be readily converted to carry 101 passengers for international or domestic charter.

The Flying Tiger Line-Slick merger integration is progressing. Consolidation of maintenance station facilities has been accomplished at San Francisco, Chicago, and Idlewild as follows: The Flying Tiger Lines has moved most of their equipment and personnel from Midway Field, Chicago to O'Hare Field. Slick equipment and personnel have moved from Idlewild Airport to Newark. In both cases, operations are officially conducted separately under the same roof.

Great Lakes has applied for off-airways, direct night VFR, flights from Otto, New Mexico, to Kansas City, Missouri, utilizing the VOR radio to establish their position. An Agent will make the proving flight this week, weather permitting. This carrier is also negotiating for another DC4.

The Supervising Agent, Seattle, attended a meeting at Portland, Oregon called by the Superintendent of Airports for the Port of Portland. Representatives of the Air Transport Association, Air Line Pilots Association, and CAA were in attendance. The purpose of the meeting was to discuss and coordinate traffic patterns at Portland International Airport in order to ease complaints arising out of low flying aircraft over congested areas. It was also agreed that all carriers would cooperate in not using Runway 20 except when winds were of such a velocity that its use was necessary. All those in attendance expressed complete understanding of the problem, and a willingness to cooperate.

Flight checking of the Airport Surveillance Radar procedures for the Seattle-Tacoma Airport has been completed and the procedures have been submitted to the industry for comment. When all procedures have been approved, it will permit instrument approaches to all runways. This has been impracticable with any facilities other than radar because of the high terrain in the vicinity of the airport.

The major communications activities for the month centered around Alaska Airlines. Since the inauguration of the ARINC service at Seattle, far greater HF coverage by the Seattle Station has been established. Thirty-day tests were conducted by Alaska Airlines flights and it was established that reliable enroute communications over Comox and Port Hardy could be maintained using Seattle ARINC and CAA Annette. (Continued on next page)

Resort Airlines experienced an engine failure and fire on their C46 aircraft N1663M, on March 26. The airplane had arrived at the McChord Air Force Base, Tacoma, Washington with a load of OAM passengers. The passengers were discharged and at 1420 the plane took off on a ferry flight to Boeing Field, Seattle. Shortly after take-off the crew noticed a roughness on the right engine, followed by a fire warning signal. Flames were visible from the cockpit. Emergency engine shutdown procedure was executed and one CO₂ bank was discharged which put out the fire. The second bank of CO₂ was discharged into the right engine as a precautionary measure and the flight returned to Tacoma.

Westair Transport had an engine failure on their Curtiss C-46 N1246N on March 3 at El Paso, Texas when the engine froze on takeoff. During takeoff at about 100 to 150 feet altitude the captain felt a sudden jar and loss of power. When the captain tried to feather the right propeller, he discovered it was missing. The aircraft accelerated to 130 IAS and climbed to 600 feet; an emergency was declared and a safe single engine landing was made. Investigation disclosed the propeller had sheared off the propeller shaft just forward of the rear cone through spline. It apparently went under the nacelle and wing since five slices similar to louvers, about 18 inches long and 4 or 5 inches apart were made in the right engine cowling bottom segment assembly. The failed engine was shipped to West Coast Aircraft Sales and Service, Boeing Field, Seattle forardown inspection which was witnessed by Air Carrier Maintenance Agents of this office, among others. It is believed the engine failure was the result of master rod bearing failure.

Northwest Airlines lost a tailpipe from one of their DC4 aircraft in flight. The exhaust tailpipe struck the residence of a former governor of the State of Washington, damaging the front door. The local Northwest Airlines people advise the loss of the tailpipe was caused by a bolt failure as the brackets were in tact and no difficulty was experienced with the installation of the tailpipe.

Northwest Airlines plan to use DC6's on their Seattle-Anchorage-Tokyo runs commencing April 1st.

California Eastern Airways acquired two Douglas C-54 aircraft on lease from Air Carrier Services who in turn purchased them from Air Italia. These two aircraft bring CEA's fleet to a total of six which are presently operating on the Korean Air Lift.

Facilities Division:

Tucson, Arizona: Dismantling and relocation - SRA. Field surveys are underway for this project and it is planned to establish two Fan Markers associated with the Tucson VOR. Survey under direction of Norman Byg, Civil Engineer.

VOR'S

Oceanside, Calif. We have been verbally advised that the Marine Corps will approve site selected for the range on their property which has already been flight tested. A formal letter of approval is expected daily.

Los Angeles, Calif. Plans have been prepared for grading of the site, preparatory for flight testing.

(Continued on next page)

- Los Gatos, Calif. (Relocation of San Jose) Plans for grading this site in preparation for flight checking have been made.
- Moorcroft, Wyoming Proposal for dismantling of this site has been prepared, opening date of bids is set for May 4.
- Williams, Calif. A proposal has been prepared and issued. Opening date of bids is May 6.
- Malad City, Idaho A proposal has been prepared and issued, covering construction of an access road to the site. Opening date of bids May 10.
- Los Alamitos, Cal. (Long Beach) Commissioning of this facility is still being delayed because of operating procedures and until a crew can be made available to make the final flight check.
- Fillmore, Calif. Notice to Proceed with the contract work was issued April 5. Engineer in charge is James E. Crenshaw.
- Klamath Falls, Ore. This facility has a new four-loop antenna array installation, the first in the region. Flight check for this facility was satisfactory and was commissioned on April 23. The installation crew consisted of Emmett M. Whitney, Electronic Communications Installation Supervisor and assisted by Robert D. Crookshank, Electronic Technician.
- Malad City, Idaho The VORW facility was converted to VOR and commissioned on April 21.

DME

- Klamath Falls, Ore. Installation and commissioning were concurrent with the VOR. Installation crew consisted of E. M. Whitney and Robert D. Crookshank.
- Bozeman, Montana Installation completed 4/20 by "Mike" Domitrovich, Electronic Engineer and Glenn D. Shoop, Electronic Technician.
- Casper, Wyoming Installation was started on April 22 by Mike Domitrovich and Glenn Shoop.
- Thermal, Calif. Installation completed April 13 by Charles S. Daggy and assisted by J. M. Shukal.
- Akron, Colorado Wiring corrections and tune up started March 31 by Electronic Engineer W. A. Martyn.

IIS:

- Los Angeles, Calif. A standard design for localizer screen has been started and it is expected that construction work will be carried on by force account and tests started sometime during the month of May.
- Albuquerque, N.M. Considerable difficulty has been experienced in obtaining a satisfactory flight check for the Glide Slope at this location. Extensive grading has been accomplished in front of the equipment building and additional flight checks are underway. This testing has been under the supervision of George Kieffer, EE, and David N. Hegland, General Mechanic.

(Continued on next page)

Medford, Ore. This installation is estimated for completion early in May by installation crew Paul E. Watkins and James A. Cole, Electronics Engineers and D. H. Hafner, Electronic Technician.

Yakima, Wash. It is estimated that this installation will be completed about the middle of May. Installation crew consist of EE Donald L. Olson, S. R. Gilbertson, R. E. Jobe and ET C. O. Olson.

Seattle, Wash. New monitor system on this facility was completed on April 19 by EE S. R. Gilbertson and ET C. O. Olson.

Salt Lake City Survey for the "MM" was completed and the construction drawings finished.

Grand Junction, Col. The proposal for the relocation of the Glide Path was completed.

Cheyenne, Wyoming Coordination was effected with National Guard, our Washington Office, and the City of Cheyenne relative to the relocation of the IIS and dismantling of the Neon Light Lane due to Military runway extension at Cheyenne. An estimate was prepared for site testing and relocating the Glide Path Facility.

TOWERS

Casper, Wyoming Plans for installation of the equipment have been completed.

TOWACS:

Colorado Springs Plans for the installation of the equipment have been completed and arrangements have been made to start installation about May 10.

Pueblo, Colorado Installation plans have been completed and installation crew arrived on April 9 and started work. Crew is comprised of Paul G. Allee, Electronic Communications Installation Supervisor and Darol A. Preator and Richard L. Preator, Electronic Technicians.

Pendleton, Oregon Installation work is expected to be completed by May 20. Installation crew consists of Robert T. Payne and Boyd E. Preece, Electronics Engineers.

INSACS:

Albany, Utah Modernization and additional cooling system installed by Frank E. Dettmer, Construction Supervisor.

Thermal, Calif. Improvements in the air conditioning are in progress. Work being accomplished by local personnel.

Blythe, Calif. Plans for a dual console installation have been started.

Columbus, New Mex. Dual console installation was completed April 6, by Paul G. Allee, Darol A. Preator and Richard L. Preator.

Daggett, Calif. Minor modernization was completed April 17 by Fred M. McCauley and S. Rosenfeld, Electronic Technicians.

Gila Bend, Ariz. Minor modernization was started on April 20 by McCauley and Rosenfeld.

Spokane, Wash. Minor modernization was started on March 31 by H. S. Pyle, EE.

(Continued on next page)

VHF/DF

Los Angeles Second series of evaluation readings are being taken at an increased antenna height on top of the Control Tower.

OFACS:

San Francisco/
Seattle OFACS consolidation-communications established between San Francisco and Anchorage on April 20. Installation was in charge of M. E. Zeigner, Electronic Engineer, Ben F. Lobnow, Electronic Engineer, E. L. Pardee, Electronic Communication Installation Supervisor, and Electronic Technicians U. Larsen and R. Lopez.

Intermediate Landing Fields:

Battle Mountain,
Lovelock and
Winnemucca, Nevada Contract work for the repairs of paving has been started under the supervision of Resident Engineer N. C. Seewald.

Miscellaneous:

Zuni, New Mexico Relocation of living quarters building was accomplished by Resident Engineer D. A. Domaskin.

Colorado Springs Construction of a new antenna for the "H" facility was accomplished under the supervision of James E. Crenshaw, Civil Engineer and the installation work was done by EE W. A. Martyn.

Belmont, Calif. Fan Marker. Installation of electronic modulator and power supply will be completed early in May by EE Ben F. Lobnow and Electronic Technician R. Lopez. This work was delayed due to the necessity of having the crew work on the San Francisco OFACS consolidation.

Evans Creek, Ore. Fan Marker. Installation work was started April 5, and it is expected to be flight checked before the end of the month. Installation crew consists of EE James A. Cole and General Mechanic William L. Pedri.

Malad City, Idaho
VHF Link Installation was completed on April 23 after working out several engineering problems involving equipment operation and resplicing of control cables. Engineering problems were worked out by Tom S. Hall, cable splicing by Construction Superintendent Erb, and installation crew consisted of James A. Carr, and Boyd E. Preece, EE and Glenn D. Shoop, Electronic Technician.

Conelrad Installations All conelrad installations have been postponed pending engineering investigation of inadequate performance of the equipment.

UHF

PHASE IV A

Oakland, California Completed installation at Oakland INSAC by Electronic Engineers John C. Rathjen and B. V. Miller and Electronic Technician O. F. Betz.

Albuquerque, N.M. Completed installation work at Albuquerque INSAC and Center by Electronic Technician James A. Collier and James L. Pace.

Klamath Falls, Ore. Installation work completed at Klamath Falls by EE John C. Rathjen and B. V. Miller and Electronics Technician O. F. Betz.

(Continued on next page)

Salt Lake City Installation work was started at Salt Lake City Tower and Insac by Electronic Technicians James A. Collier and James L. Pace.

Seattle/Boeing Field - Seattle Installation work on Seattle/Boeing Field Tower is being conducted by O. M. Heikkola and Paul L. Newport, Electronic Technicians and E. R. Marsden General Mechanic.

PHASE V

Cheyenne, Wyoming TOWAC installation continued as a joint project under supervision of O. O. McIntosh, Electronic Technician.

Colorado Springs Electronics engineering completed and to be installed as a joint project with Wayne A. Brown, Electronic Technician representing UHF. This work to be concurrent with EANF with the relocation of the TOWAC.

Burbank, Calif. Installation was continued as a joint project for relocation.

Airports Division:

The Deputy Regional Administrator, the Acting Chief, Airports Division, and the Chief, Air Carrier Operations Branch attended a conference at Billings, Montana, at which development of the master plan for the Billings Municipal Airport was discussed with the Aviation Committee of the Chamber of Commerce, the City Airport Commission, other City officials, and representatives of industry. Among the proposed improvements is construction of a new instrument runway.

District Airport Engineers assembled in the Regional Office for the purpose of compiling a list of Class 4 and larger airports at which improvements will be considered if the Congress approves a continuation of the Federal-aid Airport Program.

In the interest of providing the public with better service and in order to avoid extensive travel, the San Francisco Airport District Office will be relocated in the Regional Office on May 1. Approximately 75% of the present and estimated future workload of this District Office is generated in the central and southern sections of the State. The move was accelerated by the necessity of giving up the space now occupied at San Francisco.

Airways Operations Division:

Mr. Whitney, LA-381, acted as Chairman, "E" Planning sub-committee, which worked up initial suggested plan and discussed with Regional Facilities Clearance Committee. The proposals will be discussed with industry groups.

Seattle and San Francisco OFACS combined San Francisco April 20. Changeover was accomplished with approximately two hours delay; otherwise, without incident. Many details and problems remain to be solved. Butler, LA-381, devoting full time and attention to matter. Seattle Times clipping April 22 regarding change is especially interesting in view newspaper's former attitude. Clipping makes favorable report.

Reports of 3023.5 kc radio interference from Mexican ground stations furnished W-380 for review. Condition has improved since U. S.-Mexico City conference, but interference continues along border and at some inland points.

(Continued on next page)

Tentative VOR frequency assignments for proposed new facilities were checked for geographical and frequency separation and report furnished Washington, together with commissioning date and geographical coordinates where data available.

Frequency selections for two 4002 experimental radio beacons for Ft. Huachuca, Army installations were prepared and recommended Washington. These are in addition to four other radio beacons in the 200-415 kc band to be operated by Army there.

CAA guard international distress frequency 8364 kc discontinued Seattle April 15. Coast Guard arranging assume guard May 1.

Mr. Kusrow, LA-381, conducted first seven day traffic survey San Jose. Traffic as observed meets minimum criteria for control tower.

Review of reversal Geiger Field ILS, as previously recommended indicates reversal to runway 20 justified.

Schedule of priority for Ceilometer equipment installations prepared and submitted Weather Bureau Regional Office.

Survey of altimeter and direct reading wind equipment requirements at stations being conducted. List in order of priority will be submitted to LA-330 upon completion.

Completed study of station air/ground console requirements and submitted recommendations to LA-330.

Survey is being made of teletype Service "A" and "O" Weather Bureau drops connected to CAA circuits and will be reported as required by W-380.

Forty-three land line orders processed April.

Conversion of all Service "B" teletype circuits to 75 wpm completed April.

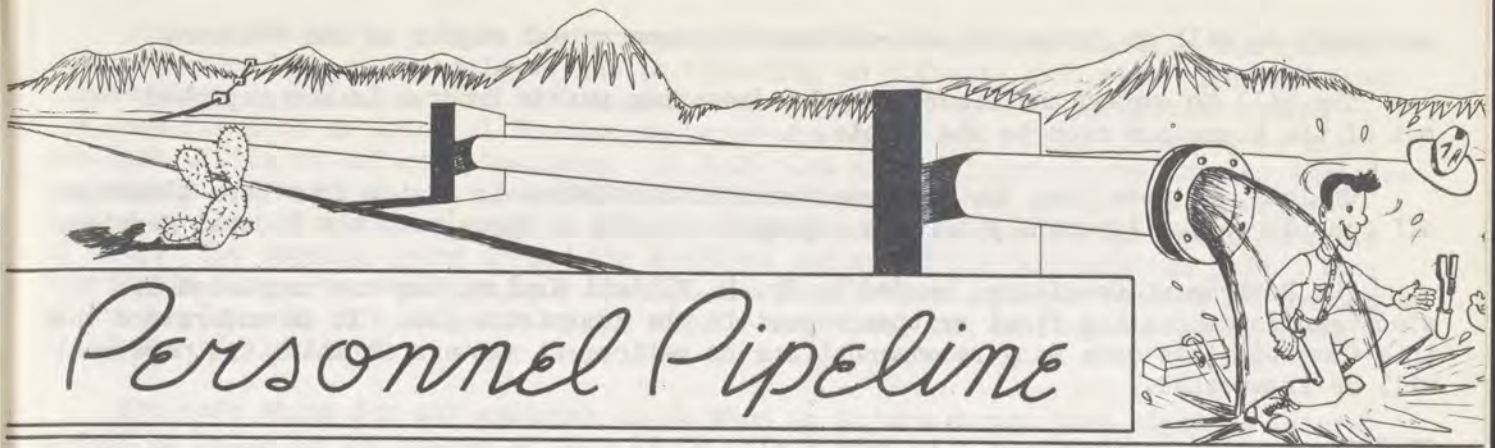
Completed arrangements with Weather Bureau Regional Offices concerned for CAA to assume eight hours weather observations daily at Red Bluff, Prescott, Roswell, and Sheridan during May. Agreement was made between CAA and Weather Bureau at Washington level. None of these stations now make observations.

Account AOD facilities position freeze designed to accommodate prospective RIF, several stations have staffing below that sufficient to permit taking of leave. Therefore, necessary delay schedules until adequate staffing available.

Deputy Division Chief and Deputy Chief, Personnel Branch, visited facilities in Northern California and all in Nevada, except Las Vegas, April 12 to 21, inclusive.

Most frequent suggestion was that Regional Office should keep facilities better informed regarding planning, particularly as it affects discontinuance of any facility, however indefinite. All facilities were pleased to confer with LA-90 representative on a variety of personnel problems. The representative, Mr. Riley, is also Regional Security Officer, and firsthand observations prove valuable in connection with discussions of security now under way.

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Longevity Pay Increases:

Since there have been so many inquiries on longevity pay increases, partially prompted by the question and answer on page 8 of last month's issue of the News, we thought it proper to give more detail on the "why".

As you know, there are two conditions for them:

1. A person must have been in his present position (or in the present grade or higher grades) for at least 10 years. If an employee has been promoted in his same job where the duties and responsibilities have not changed, he is regarded to still be in the same position and such service in the lower grade may be counted toward meeting the ten-year service requirement. (GS-11's and above are not eligible for longevity increases).

2. A person must have been at the top step of his present grade for at least three years. For GS-10's and below, there are seven pay steps, the basic step plus six.

As brought out in last month's issue, the up-grading of Communicators in the early 1940's and the Air Traffic Controller jobs in 1949 were "re-grades" and service before the re-grade could not be counted toward the 10-year requirement. Many people have wondered why. The principal question is whether the duties had changed materially from the duties previously graded. It was determined by CAA and the Department that there had been a gradual and material change in the duties. The demands of the Military and Aeronautical Services during the war brought about a changed concept of the service which the Aircraft Communicator was to render the flying public. By the same token, the growth of Commercial Aviation, the advancement of aircraft, particularly the speed factor, made the problem of controlling traffic much more difficult. Add all of it up and you have a different and more complex job.

AROUND THE CORNER:

On appeals, veterans and non-veterans have, for the most part, the same right of appeal (on such matters as reduction-in-force, performance ratings, retirement, and grievances). On adverse actions, however, such as separations, removals, suspensions over 30 days, reductions in rank or pay, the veteran status employee must receive written advance notice at least thirty days prior to the proposed effective date as well as the right of direct appeal to the Commission. The Commission can, at that point, reverse the agency's decision either on procedural or moral grounds. The non-veteran does not share the same right in that a thirty-day advance notice need not necessarily be given and can only appeal to the Commission on procedural grounds, i.e., has the agency followed the right procedure in taking the adverse action? There is now legislation afoot to speed up and streamline the appeals (continued on next page)

machinery as well as giving the non-veteran the same appeal rights as the veteran.

The bill to expand and liberalize the Incentive Awards Program is now reported out of the House and over to the Senate.

Of late, we note that the employee turnover statistics in Region Four have slackened off considerably. Apparently this is a general condition throughout the Federal Service.

The Retirement Committee, headed by Mr. H. Elliott Kaplan, has now completed its study and is making its final written report to the Administration. It is understood that this Committee has made many recommendations on retirement matters in which CAA personnel will be interested.

CD-88's:

Some persons have been wondering about the use which we are now making of Form CD-88 (Position Review and Certification). In 1953, it was CAA's policy to have each person check over his job sheet and certify that it was accurate or to make any pertinent changes where it was not complete and accurate. In light of the current Classification Survey, the agency has changed its requirement to have a CD-88 on each person. Instead, the form now is only to be used as it was legally intended - for those new jobs or jobs which have been up-graded since the Korean emergency started in September, 1950.

Injury Compensation Act:

We have been requested to clarify the meaning of Paragraph III-C of Administrative Order No. 172 relating to coverage of the Injury Compensation Act under unusual conditions.

Specifically, an EDS wants to know whether or not a Technician who provides his own transportation to the storage point of sector vehicles and then picks up his Government truck and proceeds from the storage point to the point of duty is covered by the Act if personal injury occurs enroute.

The Technician in this case would be covered by the Act from the time he picks up his official Government truck, if during a normal tour of duty. If, on the other hand, he were called out at night outside of his normal hours of duty to repair a facility or an outage, he would be considered in the performance of duty from the time that he left his home insofar as coverage under the Compensation Act is concerned. The facts in the case however, must clearly show that the employee was proceeding by the usual and most direct normal route of travel. Deviations from normal routes of travel must be explained.

There are many other unusual circumstances where the Injury Compensation Act might apply. For example, an employee leaves his home in his own car to proceed to his post of duty, but performs official duty enroute such as picking up the mail, or necessary supplies from a vendor. If the facts in this instance clearly indicated that this was an assigned duty of the employee or required of him by reason of his employment, an injury occurring after pickup should be handled under the compensation Act and permit the Bureau of Employees Compensation to rule on it.

Another instance might be where an employee leaves his office or station, but had not left the premises where the office or station was located assuming that they were operated or controlled by the Government. For example, if an employee were leaving the Regional Office, but were struck by a car while still on the premises, the Act would apply if the facts clearly indicated no fault on the part of the employee. (Continued on next page)

Another interesting fact about coverage under the Compensation Act is its application in the case of an employee who is traveling on official business. The Employees Compensation Appeals Board in 1950 handed down a decision on this particular point. The case involved an Internal Revenue employee who was ordered from Pittsburg to his New York Office on official business. At 7:15 p.m. after dinner one evening, the employee was struck and injured by an automobile while returning to his hotel. He was first denied compensation on the grounds that his injury wasn't sustained in the performance of duty. The Appeals Board upheld the employee and ordered the compensation paid. The Board held that, "an employee on a special mission for his employer remains in the course of his employment, not only during his actual work time, but in respect to all normal incidents of his trip".

The safe thing for any employee to do when an injury occurs that might be interpreted as being in the course of duty is to file a Form CA-1 immediately or have one filed on his behalf by some other person, and let the Compensation Bureau decide the merits of the case.

Retirement:

A revision of the pamphlet "Your Retirement System" is available at the Government Printing Office. Employees desiring individual copies may order from Superintendent of Documents, Government Printing Office, Washington 25, D. C. Price is 15¢.

SUGGESTION CONTEST

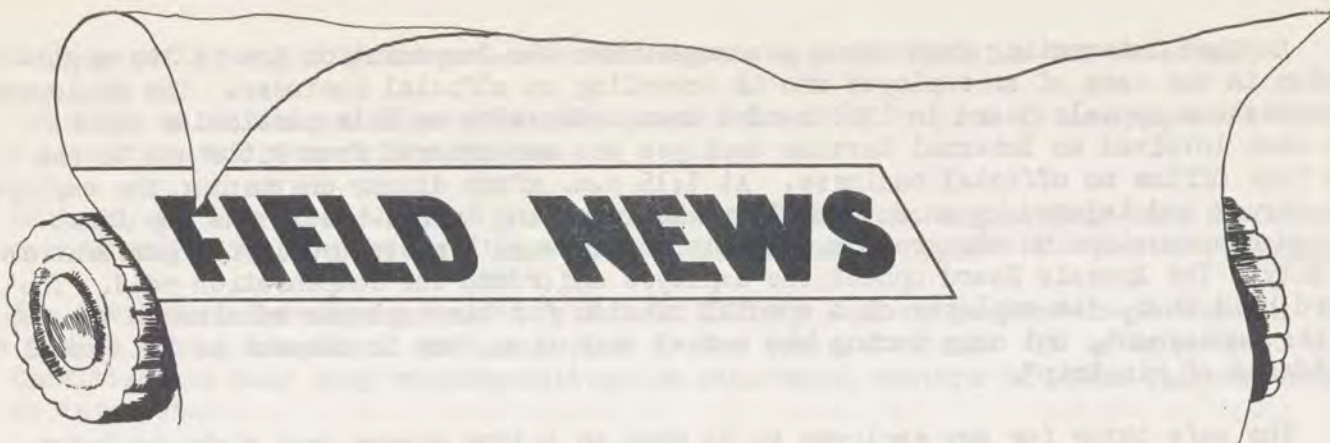
The Washington Office has announced a Suggestion Contest in which cash prizes, in addition to suggestion awards, will be given for the three best suggestions adopted during April, May and June, 1954.

This is an all-department contest and all Department of Commerce employees are eligible. First prize will warrant a \$75 award, second prize \$50, and third prize \$25.

This is your opportunity to really capitalize on any ideas. Remember, there is no such thing as a small saving. Put that thinking cap on!

We have received word that D. J. Wilson, who retired recently from the position of Executive Assistant in Honolulu, is now living in Palo Alto, California.

We know Dan would enjoy hearing from his many friends in the Region. His address is 739 Sutter Street, Palo Alto.



Hobbs, New Mexico:

INSAC: The Hobbs INSACS is located on the Lea County Airport in southeastern New Mexico in the high plains area called "Llano Estacado". From Lea County comes about 90% of the oil produced in New Mexico. Located within the fabulous Permian basin are some nine refineries and gasoline plants, four carbon black plants, and miles of pipe lines from innumerable active fields in the county. The airport was started as a county project in 1947 and is now as complete a one as can be found between El Paso and Ft. Worth.

The INSACS was opened in 1948 and three of the original seven people assigned the facility remain here. In fact, only one person here has been here less than three years and all own their homes - so it mustn't be too bad a place.

Some six miles from Lea County airport is the former Hobbs AAF which is operated by the City of Hobbs. The Air Force uses this field constantly for training operations with B-25's from Reese AFB at Lubbock, but the field is in no way restricted from civilian use. There are two active aircraft operators at this airport, now officially known as "Air Base City airport".

Aviation activity is at a high level in our area due to oil, cotton and cattle industries. Many major oil companies operate in the Hobbs area and executive flights bring airplanes from all over the country. Charter and student training is another type of flight activity. Industrial flying is rather intense during the summer months when cotton and other crops require dusting and spraying.

Recently, there were two oil well fires, one entirely of gas, the other burning gas and throwing oil also, that attracted much attention and news items. Pilots of such enroute aircraft as American Airlines DC-6's several times called our facility while passing through to obtain definite information about these gas fires which could be seen for many miles. The pilots wanted to explain them to their passengers on the airplane's PA system.

For many years, the station has cooperated with the Hobbs Municipal school system to arrange for visits at the airport for the school children. Classes are conducted through the facility and operations and equipment explained to the children in a general way.

Because Lea County and Hobbs take much pride in their airport, its runways, medium and high intensity runway lights, parking area, and steak house (which, incidentally is as good as any restaurant in the southwest), we have exceptionally good public relations at our facility. (Continued on next page)

Our facility has recorded numerous instances where, through knowledge of anticipated weather conditions and knowledge of the "lay of the land", we have been of service to airmen in emergencies or in distress. The following quotation is from a report of non-routine services to airmen submitted recently which is a good example of this type of service. "The pilot called to advise that he was not certain of his position while on a flight from Midland, Texas, to Roswell, N. M. The blowing dust and sand east of Hobbs restricted visibility while surface winds, with velocities near 50 mph, were an added hazard. The pilot advised the Hobbs specialist that he was flying a bearing on the Hobbs VOR, but that the air was too rough to permit much tuning to obtain other stations to get cross bearings. Position was tentatively established by visual check points relative to the radial. Continuous communication was maintained with the pilot over a period of some twenty minutes and the pilot was guided to the airport by confirming land marks sighted through the dust and sand. A safe landing was made at Lea county airport".

SES: Greetings! from E63. The best (in our opinion) Electronic Sector in New Mexico. Standard facilities, conveniently located on good roads.

If the "fringe" benefits one reads of in the news, materialize, Hobbs should have a prosperous FY 1955 -- we're in a fringe area of the State, Region, television, hunt-; and fishing areas, social and political development. Boom growth activity continues due to oil and irrigated farming. However, ranchers have been hard hit by a prolonged drought.

The Regional Administrator and most Branch and Division Chiefs, have found and visited us. They report a good impression. They should know their visits and administrative actions have made this Sector happy to be included in the LA Region.

Wind storms bring lowered temperatures which cut off building ventilator motors. Dust and sand roll in through exhaust openings. The dust carries high static charges-- shocks are received from gates and car door handles--a wire coat hangar will give off a spark audible and visible in daylight. Unfilterable fine dust collects on all positive leads, terminals, insulators, meters. It'll be interesting to see what effect it has on DME distributed constants and high voltage elements. Also, the answer to how to get it out without further disturbance of distributed values. Planning on trying air gun following soft bristle brush.

Our winds do considerable damage, but there are compensations - with motor trouble one opens the truck doors and sails into town; cyclones are dumped well down into Texas before they can get organized and go to work; our farms have wonderful top soil -- master mixed from the best out of Colorado, Arizona, Kansas, Oklahoma and only slightly less fertile due to Texas dirt.

Belmont, California:

SES: The OFACS Transmitter Unit is 1/3 of the KSF overseas OFACS, the other 2/3's are the control station located at the San Francisco International Airport in South San Francisco, and the OFACS Receiving Facility, located about ten miles south of Pescadero overlooking the Pacific Ocean. Each unit is an integral part of the entire KSF facility and one unit would be helpless without the other two. Each unit has a specific (Continued on next page)

function to perform. The transmitter facilities' specific functions and operations will be briefly described as follows:

The main transmitter building is situated almost in the center of a 225 acre antenna plot. Branching from this building, in all directions, are numerous transmission lines, feeding 31 antenna arrays. Some of the arrays are simple verticals, both Marconi and Hertz, and other arrays are of multi-frequency type, wherein two or more frequencies can be fed into a single antenna from different transmitters simultaneously. This increases the number of antenna which are available. These antennae are directed on some very unusual locations. Here are a few directions which our antenna are oriented on - Honolulu, New Zealand, Manila, Guam, Alaska, New Orleans, plus many omni-directional antennae.

During our tenure of duty, we have covered many airplanes, we have directed signals to, besides the names listed in the above paragraph, China, Russia, South America and New York and to other locales. We change orientation by utilizing back-wave from a Rhombic. We have guarded aircraft in flight from Australia, over San Francisco to the plane's destination in New York, without losing contact.

We have power. Our transmitters vary in power from 250 watts to 25,000 watts. Some of the transmitters are fed into certain antennae which have high gain and have directional features. We can place a signal to almost any location in the world. As a matter of fact, one of our headaches is called Multipath, this phenomenon is creating our own signal interference. It takes a signal 1/7 second to go around the earth and this causes pips to show up on local monitoring scopes.

A routine project is in progress at the present time. The District EDS requested on the Seattle-San Francisco consolidation, that Belmont be ready to transmit on a new circuit between San Francisco and Anchorage by April 15, 1954. That simple request entails many problems to be solved; however, the station specialists worked out the entire modification, listed the sequence that the work was to be done, and by target date, Belmont was ready. Some of the things that had to be taken into consideration and accomplished were: calculate and obtain 15 specially cut crystals, rearrange control racks to accommodate additional frequency shift exciters and power supplies; have antenna system reoriented on Alaska (this was worked out by Engineering Branch, and work done by their installation force); rewiring in new circuitry for this additional multiplex circuit (multiplex, as we use it, is a 4-channel radio-teletype circuit); resilver all PA (hi-power transmitter) tank coils, shorting bars, and switches so that highest efficiency can be maintained when the facilities consolidate.

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REGIONAL ADMINISTRATOR'S COLUMN (Continued from page 3):

FLASH!!! We have just learned that we have been authorized some 17 additional controller positions in the Centers effective July 1. We will also be asked to provide controllers for the Seattle-McChord Air Force RAPCON. We do not know the exact number yet, but together, these two developments will provide more than enough positions to absorb all controllers and communicators who might otherwise have been separated. We will shortly be selecting communicators for controller training.

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