REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. I, No. 12 JUNE 1, 1954

ELKO AIRMAIL RADIO STATION ONE OF FIRST OPERATED IN U.S.

(Editor's Note: Our thanks to the Elko Daily Press, Elko, Nevada, Whose article of April 10, 1954, prompted the following story)

The original Elko, Nevada, airmail radio station was commissioned in November, 1920, and operated under the Post Office Department as one of the first airmail radio stations in the western part of the United States. The station was first located on the banks of the Humboldt river and was operated by one man. Traffic at that time consisted of weather reports, administrative messages and aircraft arrivals and departures.

Four years later, in 1924, the station was moved to the Elko Municipal Airport where better service could be rendered the air public. During the early period of aviation, it was not possible to communicate with aircraft, as radio equipped planes did not appear in the Elko area until 1929. In 1932, the station assumed a rather important role as a major and terminal relay station for the western end of the continent, with all traffic being handled by radio code, as teletype equipment did not come into use by the Federal Airways until about 1937.

The station moved again from the airport to a building north of town during the period 1929 to 1933. This location proved impractical from a "serve the public" standpoint and thereafter the radio facilities have been operated remotely from the airport.

The job of observing the weather was handed back and forth between the CAA radio operators and Weather Bureau personnel. The CAA operators took the weather observations when the station was first opened until January, 1930. Guy M. Blair, as a private citizen, took observations from January, 1930, to December of the same year, at which time the Weather Bureau was established. By 1931, the CAA operators were again taking part of the observations, and on July 8, 1935, the Weather Bureau closed their office and the CAA took over entirely. In November of 1941, the Weather Bureau re-established their office at Elko and began taking observations during the day, with CAA personnel continuing to take them at night. On February 5, 1943, the Weather Bureau took over weather duties on a 24-hour basis.

* * * * * * * *

CLASSIFICATION -

WHAT IS IT AND HOW IS IT DONE?

This is the first of a series of articles on the Classification System. Further information on this subject of importance to all of us will appear in subsequent issues.

- - - - -

We have had a few inquiries about the April issue of the "CAA Memo" on the paragraph entitled, "July 1, Target for Survey of Airways Position Standards". This has partially prompted this article and others in later issues on the general topic of how CAA jobs are classified and paid under the wage policies of the government.

A Position Classification Standard (job standard) as described by the Civil Service Commission, is: "A description of a class of positions published by the Civil Service Commission. It distinguishes the duties, responsibilities and qualification requirements of the positions in one class from those in other classes of the Position Classification Plan."

A job standard is often referred to as a "yardstick" or "guage" used to determine the title and grade of a position. It describes a specified type of work and defines the typical duties and responsibilities of certain groups of employees (classes) who do this work. For example, there is a job standard for Airways Operations Specialist (Air Traffic Control); another for Airways Operations Specialist (Communications); another for Aviation Safety Agents, etc.

The Classification system uses the terms "standards", "classes", "series of classes", "grades", and "positions". A class of Airport Traffic Controller positions, for example, would be all of the journeyman Airport Traffic Controller positions GS-10 in approach control towers throughout the Government service. Another class would be all of the Air Route Traffic Controller positions, GS-10, in all of the centers in the Government Service. The various classes of positions in a particular type of work, which represent all levels of work, are covered by the same standard and are called series of classes. Thus, the GS-6, GS-8, and GS-10 classes of positions in the non-approach control towers constitute a series of classes of Airport Traffic Controller positions. Grades represent different levels of difficulty of work and cover all types of work. All positions in a class are, of course, in the same grade. A position is the work, consisting of the duties and responsibilities assignable to an employee.

Most of these standards are published by the Civil Service Commission. Some are prepared by independent Government agencies -- all need Civil Service approval.

Regulations call for an individual description on each position except certain ones which are considered to be exactly alike and which may be covered by a standard job description, or by the A. I. process. This permits making a position "additional identical" to another position without writing an independent job description. (Continued on page 4)

Regional Administrator's Column

No field trip this month except a short two day one to Fresno to participate in the annual meeting of the California Association of Airport Executives. Mr. Winger and Mr. Flaherty also attended and took part in the panel discussion regarding CAA programs.

A trip is planned for the first week in June to attend two meetings in the Seattle area. One of them is a two-day conference at McChord Air Force Base on aviation's place in Civil Defense. Representatives of the 25th Air Division of the Western Air Defense Force, State Civil Defense, State Aeronautics Commissions, and CAA will be in attendance. The second meeting is that of the Seattle Regional Airspace Subcommittee scheduled for June 8. Following the Airspace meeting, there will be a planning meeting to discuss our future air navigation development plans with industry representatives. This will be a similar meeting to that held in the Los Angeles area on May 3.

A majority of the time of Regional Office people during the month of May has been devoted to preparation of our 1955 Fiscal Program. These Estimates for 1955 are based on the assumption that the Congress will appropriate funds substantially in agreement with the budget as presented to the Appropriations Committee. Generally speaking, we were able to submit fiscal programs within the dollar ceilings based on our present level of operation. In connection with our submission at this time, we also projected anticipated costs for our 1956 fiscal year.

I believe we can honestly say that the required notifications in connection with all changes that will be necessary going into the new fiscal year, July 1, have been made or are in process. Notification letters to the few people that are personally affected have gone forward. These are mostly in the nature of reassignment notices and I am happy to report that no one is being separated. In fact, we are beginning to recruit in both the Facilities Maintenance Branch and the Facilities Operations Branch. You probably saw the advertisement of the openings for GS-9 Maintenance Technicians at the radar locations. We have asked for 25 additional positions for Centers in our fiscal work program and there will be additional openings not too far away when we begin staffing for the military RAPCON installations of which it now appears there will be several. It is, therefore, my pleasure to wish you a Happy New Year -- (fiscal, that is)

CLASSIFICATION - (Continued from page two)

Form 75A, Position Description Guide, gives the standard format for writing a position description. However, in certain types of jobs, such as the Air Traffic Control group, we use a questionnaire form in place of, or in conjunction with, a narrative description. We will get into the details of job descriptions in another newsletter.

These standards do affect your pay! Job descriptions are evaluated (measured) against the standards to determine the title and grade. Each grade has a salary attached to it which is subject to change only by Congressional action. Job standards are not secret -- although they are not available in sufficient quantity for general distribution.

What can you do to help provide good standards? You are permitted, and, in fact, invited, to study standards and to make a critical analysis of them with the view toward making them better. You are invited to submit your ideas particularly as to what you think should constitute a class of positions in your kind of work. Our CAA prepared standards are usually furnished to each field facility for the use of any of the employees. The present Air Traffic Control Standards, approved July 1, 1949, and the tentative Communicator Standards of the same year were furnished to the field facilities and are no doubt still on file there.

* * * * * * * *

SUGGESTION CONTEST

Have you gotten into the game yet on the Department of Commerce suggestion contest? As we told you in last month's issue, this is a contest in which cash prizes, in addition to suggestion awards, will be given for the three best suggestions of April, May and June of this year. We have now been advised by Washington that all suggestions acted upon by the Awards Committee during those three months are eligible for contest prizes.

We estimate a 10% increase in the number of suggestions that are being received, possibly as a result of the extra financial incentive.

So now's the time to put that idea of yours down on paper and send it on in!

* * * * * * * *

VOLUNTARY PLEDGE PLAN NOTES

A supply of forms has been forwarded to each group. If these forms are filled out by each and every group properly, it will simplify bookkeeping here in the Regional Office materially. It is believed that the form is self-explanatory. It is to be used when repayment is made after the death of one of our group.

Our fund as of this writing is $7405.00.

* * * * * * * *

INSURANCE

A summary of pertinent parts of the proposed legislation for Group Life, Accidental Death and Dismemberment Insurance is furnished below for your general information:

COVERAGE:

All employees except:
a. Non-citizens stationed overseas.
b. Military
c. Exclusions by CSC in Executive Branch by appropriate officials in legislative, judicial, and District of Columbia.

AMOUNT OF INSURANCE:

Schedule to be prescribed by CSC within these limitations -
a. Must approximate annual salary.
b. Maximum of $20,000.
c. Must be reduced 2% per month starting at age 65 or 1 year after first covered - whichever later.
d. Reduction in (c) subject to minimums to be fixed by CSC.

TO WHOM BENEFITS PAID:

1. Life insurance and accidental death benefit payable in this order of precedence:
   a. Designated beneficiary.
   b. Widow or widower.
   c. Children
   d. Parents
   e. Estate
   f. Next of kin.

2. Dismemberment benefit payable to employee.

PREMIUM RATE AND HOW COLLECTED:

1. Employee is automatically covered unless he elects otherwise.
2. Maximum of 25¢ per $1,000 bi-weekly, deducted from employee's pay check and credited to "U. S. Group Insurance Fund."
3. Similarly, up to 12½¢ per $1,000 transferred from agency appropriation to the "Fund" (assuming 1,750,000 employees purchase an average of $4,000 insurance, this will cost government /from agency appropriation/ $22,750,000 maximum per annum)
4. From "Fund" CSC will pay -
   a. Premiums to insurance companies.
   b. Its own costs of administration.
5. "Fund" will draw interest as fixed by Secretary of the Treasury.

(Continued on next page)

TERMINATION OF INSURANCE:

1. Discontinued on separation from service or 3 months after salary stops, whichever first occurs - except -
   a. Life insurance is continued if employee
      (1) Retires on immediate annuity and
      (2) Has 15 years of service and
      (3) Is at least 50.
      Such insurance starts reducing at 2% per month when retiree reaches 65, subject to minimums to be fixed by CSC.
   b. Any separated employee whose insurance is not continued under (a) above has right to convert to a life insurance policy of his own choosing at standard rates without medical examination.

EMPLOYEES ALREADY HAVING GROUP INSURANCE:

Rights of retired or separated employees acquired under group plan with non-profit association of Federal employees continued in effect if association terminates its insurance contracts within year after enactment. Fund will collect premiums, assume liability, and recover from association insurance fund sufficient (if possible) to cover liability.

* * * * * * * * * * *

INCIDENT REPORT

From: Seattle-Tacoma Tower
Aircraft: Beechcraft-Bonanza (designated as FZH)
Pilot & Passenger: E. M. Coles and wife
Date: April 12, 1954

1139P FZH departed Yakima, Washington, enroute to Vancouver on a 8500 foot Defense Visual Flight Rule flight plan.
1250P FZH called Seattle Radio and advised was over Hobart at 18,000; had originally intended crossing the pass at 8500, but was on-top and had to climb to maintain on-top. Was over a solid undercast. Requested descent clearance to VFR conditions. Had Omni and Lear Homer. Information given to Seattle ARTC.
1254: Seattle ARTC cleared FZH to Everett range to maintain 10,000 and report reaching 10,000. Was unable approve a lower altitude. Told to report Seattle and Everett. Advised to descend on Seattle range and cross Seattle. Pilot acknowledged and repeated clearance.
1307P FZH advised Seattle Radio he was over Seattle range at 15,500 and had had a complete engine failure.
1312P ARTC requested FZH shift to approach control.
1314P Seattle approach cleared FZH for an unrestricted approach to any airport he saw in the Seattle area, gave weather information which was acknowledged by FZH.
1315P FZH reported, "I have no propeller - now I've got it again, my instruments are not right. Keep losing prop."
1317P Seattle Radar requested heading and altitude and was advised FZH circling Seattle Radio at 7,000.

(Continued on next page)

1319P Seattle Radar advised FZH they had a target circling Seattle range to the left, two miles north approaching Boeing Field and again requested heading and altitude.

1319P FZH reported, "At 5,000". This was the last radio message received from the aircraft.

Seattle Radar, Seattle Radio, Boeing Tower, and Renton Tower made repeated calls to FZH, but no answer was received. The radar, ASR-2, was in operating status immediately but targets were difficult to observe due to rain clutter on the scope. The target mentioned at 1319P continued in left turn at a radius of $2\frac{1}{2}$ to 3 miles from Seattle Range. Seattle Radar lost the target at a point approximately $2\frac{1}{2}$ miles west of the Seattle Range, at 1321P. About 3 minutes later, another target was observed heading approximately 200 degrees, 2 miles west of Seattle-Tacoma Airport. This target was followed on Radar in a left turn to a point $2\frac{1}{2}$ miles heading 180 degrees from airport (vicinity of Des Moines) where it was lost in rain clutter on the scope. Personnel in the Seattle-Tacoma Tower were unable to see either of these targets from the tower.

Seattle ARTC alerted all Search and Rescue agencies at 1307P. Seattle Radio and Seattle-Tacoma Tower notified appropriate agencies. Seattle ARTC and Seattle Approach Control coordinated traffic so as to have the area clear of aircraft from 1307 until 1349P.

Number of fatalities, injuries and aircraft property damage not known at this time, aircraft still lost, 2100P 4-13-54.

The following letter concerning this incident was received from Mr. H. H. Rogge, President of the Canadian Westinghouse Company, Ltd, Hamilton, Ontario, with whom the pilot of the lost aircraft was associated.

"For myself and on behalf of my company, I am writing to express deepest appreciation for the great service you rendered last week in attempting to bring in Mr. Eric Coles' aircraft and subsequently assisting in the search for it.

"I have received reports of the search operations from Mr. Reg. Spence, whom we sent out from Hamilton, and from Mr. R. G. Carter of our Vancouver Sales Office. Both express complete admiration for the efficient way in which the search was conducted and the conscientious and unselfish attitude of all those who took part, professionals and volunteers alike.

"Naturally, we feel this loss very keenly, but there is some consolation for us, as I am sure there is for Mr. and Mrs. Coles' relatives, in the knowledge that everything possible was done to assist them to land and later to rescue them if that had been possible.

"Once again, thank you most sincerely for your fine and generous action in this emergency."

The following CAA personnel worked directly on this incident: Seattle Insac - Ferguson; Seattle ARTC - Evans, Shriver; Seattle-Tacoma TWR - Feldstein, Means and Grant; Seattle Radar - Fox, Parks.

QUESTION BOX ?

Q. Questions 2 and 3 on page 7 of the April News covered deposits to obtain full money credit for retirement purposes for a period of unpaid Federal Service. Did this cover military service?

A. No. All periods of honorable service in the Armed Forces are credited for retirement purposes without payment. Only periods of civilian service where deductions were not taken have to be considered.

Q. A GS-9 with one step longevity increase receives a salary of $5935. He is promoted to grade GS-10. Paragraph V-A of Administrative Order 177 states he must receive an increase of at least one step. In this case it would be $125. This makes his salary at least $6060. Inasmuch as this is nearest to $6125 which is a regular salary step, he would be paid this amount. Now he has previously held a position in grade GS-11 for a period in excess of one year. Paragraph V-B of the same Order states he is given credit for time in the higher grade and in this case would be entitled to an additional salary step of $125, making his salary $6250. Is my interpretation correct?

A. Not quite. The employee's salary would be adjusted according to Paragraph V-A of A. O. 177 which provides for an increase of at least one step of the grade from which promoted. He would receive the sixth step of grade GS-10 ($6125). If the salary were adjusted under paragraph V-B, he would only be entitled to the second step of grade GS-10 ($5625) since we add one increase for each year of service in higher grades to the base of the grade to which being promoted and not to the salary he is receiving prior to promotion. In computing salaries for promotions, both rules are applied and the one most beneficial to the employee is used in the final determination.

Q. Attachment B to A. O. 206 shows the preferred description to be used in shipping materials on a Bill of Lading. The freight rate is also shown for each category. Please explain the meaning of the numerical ratings.

A. The ratings 1,2,3 and 4 refer to first, second, third and fourth class respectively, with first class being the higher rate, fourth class the lowest. The fractional rating $1\frac{1}{4}$, $1\frac{1}{2}$ and 1 3/4 indicate that the rate will be one and one-quarter times the first class rate and so on. D1 means double first class.

A key explaining these ratings will be included in the next revision of A. O. 206.

DIVISION HIGHLIGHTS

AIR CARRIER SAFETY DIVISION:

California Eastern Airways announced the sale of two C-54B DC aircraft to Air France Airlines. These aircraft are presently being overhauled and modified for export.

Southwest Airways Company has been using the Weidenhoff automatic ignition analyzer on their DC-3 and Martin 202 aircraft. They have developed a procedure whereby each aircraft is checked prior to each maintenance operation or if any malfunctionings have been reported. Southwest Airways has been so successful in minimizing their ignition difficulties that the Weidenhoff Company has approached them with a proposal that SWA provide kits that can be sold and installed on any DC-3 type aircraft. At the present time, SWA commitments are such that they cannot take advantage of this offer.

American Airlines has announced that the plans for their new combination hangar and office building at the San Francisco International Airport are complete. The hangar is of modern design, and provisions have been made for additions as required in the future. The target date for commencing construction of these facilities is July 1.

United Air Lines replaced their DC-3 service between San Francisco, Reno, Boise, and Spokane with Convair 340 type aircraft. To date, United Air Lines has taken delivery of 51 Convair 340's. The remaining five Convair 340 aircraft will be delivered to UAL in May and June. United Air Lines are pickling and storing their surplus DC-3 type aircraft. Several of these surplus DC-3's were sold during April.

The Flying Tiger Line has contracted to carry laborers from the British West Indies to the United States during the next year. Points involved include Nassau, Bahamas; Antigua; Saint Lucia; Barbados; Port of Spain; Trinidad; British Guiana; Jamaica, and British Honduras. Point of entry will be Miami, Florida. The first flight was scheduled May 5, 1954.

The North American Combine special inspection program has been completed. This carrier is re-activating their Dallas route starting approximately May 15, 1954. The hangar floor and all footings have been poured for this carrier's new maintenance hangar. Spare parts for C-54 aircraft and shop equipment are being purchased daily. The aircraft docks are being fabricated at Standard Airmotive at Long Beach, and will be assembled at Burbank when the hangar is completed. It is expected that the hangar will be completed and ready for occupancy on June 1, 1954.

A proving flight has been conducted by Agent Hornsby on Great Lakes Airlines for authorization for off-airways VFR night direct route from Otto, New Mexico, to Kansas City, Missouri.

Pacific Southwest Airlines has discontinued their operation into Oakland, and are now using San Francisco as their terminal point. They are retaining Oakland as a provisional airport. (Continued on next page)

Viking Air Lines is engaged in CAM operations with its DC-4 aircraft. They recently had a CAM flight to San Juan and return flight during May, which will be a contract with the Immigration Service.

The Aircraft Engineering Foundation has completed their preliminary flight testing of C-46 engine cooling and believe they have a configuration which will be satisfactory. They expect that it will take two to three weeks to install the same engine configuration on the other side of the aircraft, and another two weeks for final checking and obtaining overall aircraft performance. It will then be presented to CAA for flight tests.

The air carriers operating between the United States and Alaska have submitted their recommendations for radiotelephone procedures to be used over this route. Their recommendations include the use of the ICAO COM 546 procedures with a supplement.

Alaska Airlines has completed their tests of VHF enroute communications on their intra-Alaska DC-3 operation. The tests were satisfactory, and they have been authorized to conduct these operations using VHF for enroute communications. Alaska Airways Operations have just completed the VHF installations in Alaska. This enabled Alaska Airlines to remove one of their dual HF communications installations at a considerable savings in weight and maintenance costs.

Northwest Airlines has completed the last of a series of ground school courses for the DC-6 aircraft in Seattle. About forty pilots and flight engineers were in attendance. Agents Wertman, Braunstein, and Ross Johnson attended those portions of the course which were appropriate to their specialty.

Survey flights were conducted by Frontier Air Lines to evaluate the safety of possible air carrier operations into Moab, Utah, the present uranium capital, and fastest growing community in the world. It was the opinion of Frontier Air Lines operations officials, pilots, and the assigned operations agent that limited operations could be safely conducted after lengthening of the single landing strip. Due to high temperatures and turbulence, warm season operations would have to be conducted only during very early morning hours. The impact of this limitation upon potential passenger acceptance is not known.

Frontier Air Lines operations between El Paso and Silver City will be suspended indefinitely on May 31, 1954. There has been very little and diminishing revenue over this route.

United Air Lines, at present, is conducting acceptance checks for the second DC-6 Dehmel trainer. This trainer is to be installed at the Denver Training Center with installation expected to be completed the latter part of May.

AIRCRAFT ENGINEERING DIVISION:

Propeller shaft vibration tests on the Aerocar Model 1 have been completed and the data obtained are being evaluated. The second prototype Aerocar has been test flown and the third production vehicle is approximately 75% complete. The tentative company plans are to present this airplane for type certification flight test during July.
(Continued on next page)

The Aircraft Engineering Foundation modification project on the Curtiss C-46 aircraft is progressing slowly. A representative of the CAA Technical Development Center has consulted with this group regarding the installation of a high rate of discharge type fire extinguishing system for these airplanes. A considerable amount of technical data have not yet been submitted for evaluation and no schedule has been established to date for the start of the official CAA flight tests.

The Boeing Model 707 prototype construction program has been progressing ahead of schedule. Vibration and flutter surveys recently were conducted and a tentative first flight date of May 23d was set. On May 21st, during ground taxi tests, a failure occurred in the landing gear with resultant damage to the aircraft. Information is not yet available regarding the extent of the damage or what effect this accident will have on the program.

Technical data pertaining to the Central Lamson Model 101 aircraft are being evaluated. The wing basic data report and a partial wing structure analysis have been examined and commented on. Test specimens for the wing attach fittings are being prepared for static tests. Fabrication work on the second prototype aircraft has begun.

Failures have been found in the vinyl layer along the top and bottom edges of cabin windows in Convair Model 340 airplanes. Tests have been conducted on windows with simulated complete failures in both the top and bottom vinyl attachments. As a result of these tests, it was determined that operators could safely pressurize up to 3 psi as a temporary measure even when substantial failures have occurred in the vinyl layers. Operations will continue on this basis until a more complete study has been made of the problem. Re-designed windows will be made available for necessary replacements.

Flight tests presently are under way on a Douglas Model DC-7 aircraft with mock-up "saddle tanks" installed in each nacelle. These tanks will be an integral part of the nacelle structure above the wing and will add 890 gallons to the fuel capacity, making a total of 6400 gallons. Flight tests also are being conducted on Model DC-7 aircraft with a modified flap configuration. Numerous powerplant failures have been experienced on DC-7 aircraft in operation. These failures have fallen into several categories. Research to correct these deficiencies is under way.

A completely revised basic data report on the Fletcher Model FU-24 has been submitted and is being evaluated. Structural tests of the inboard and center section wing and the main landing gear are under way. A summary report on the status of the evaluation of this project has been forwarded to Fletcher.

Recent fatigue tests on test specimens of the Hiller Model HJ rotor blades have indicated these blades will have a very short fatigue life. Hiller personnel are making design changes in order to correct this difficulty and revised specimens are being prepared for fatigue testing. This development may delay the start of the official CAA flight test program for several months. (Continued on next page)

Company flight tests on the LearStar prototype airplane have begun. Meetings have been held recently with Lear personnel to establish a schedule for the completion of this project. At present, an appreciable amount of data remains to be submitted for evaluation regarding the design changes being accomplished by Lear. A policy ruling has been obtained from Washington permitting evaluation of this project on the basis of mixed requirements, i.e., structural compliance with CAR 4a and powerplant and flight test compliance with CAR 4b. Lear personnel now estimate that all necessary technical data will be available for evaluation by July 15th. It is expected that a Type Inspection Authorization will be issued shortly thereafter.

Numerous design changes on Lockheed Constellation series aircraft are being evaluated. Typical of these are the modified hydraulic system incorporating a new crossover valve arrangement permitting extension of the flaps and gear hydraulically when engines Nos. 3 and 4 are inoperative, an improved autopilot installation, and the installation of Goodrich and Goodyear brake installations in 1049C models which are approved for operations at a take-off weight of 135,400 lbs.

Technical data pertaining to the Lockheed Model 1249 are being submitted and evaluated. Assembly of the prototype airplane is nearly complete and Company personnel estimate the Company flight tests may begin late in June.

GENERAL SAFETY DIVISION:

Regional indications are that flight training and private flying were about normal for the season. Activity varied from very good in some few areas to none at all in a few others. The weather and cost as usual were the controlling factors. Montana had the worst snow storm since '89. Colorado has had dry weather and wind. The California coastal area has not had good weather for local flying.

Sale of new and used aircraft is reported generally as good. Aerial applicator work has been "spotty" as in some areas snow and rain have delayed operations and in others drought and winds have prevented normal operations.

The National Flying Club Safety Program is progressing slowly. Results appear to depend directly on the interest and enthusiasm of the individual district office agent. (The Regional Administrator desires that all District Offices actively encourage this program)

The routine work of the District Offices is reported as current. Many of these offices have special accident prevention projects which are progressing nicely. The Regional Branch Office is behind on some routine work and particularly on accident prevention and safety in flight programs.

A Montana Flying Farmers Flight Clinic was held at Lewistown, Montana, on April 25, 1954. Sixty-two airplanes flew in, and over 200 persons registered. Both the Billings and Helena district offices, and Mr. Frank Wiley, State Director of Aeronautics, participated in this activity. The program covered navigation, maintenance, weather, and proficiency flights. (Continued on next page)

The Colorado Flying Farmers held their annual convention at Grand Junction on April 2 and 3. Agent John Zentner was highly commended by the Farmers for the assistance rendered by the Grand Junction District Office in planning, program arrangement, and transportation. Twenty-three aircraft flew in, and 58 flying farmers and their wives registered. This was the first experience of many of the farmers with high elevation west slope conditions as the group was composed largely of eastern Colorado residents.

The final class for the Columbia Aviation Country Club instrument ground school course, prepared and conducted by Agent Miles Ruggenberg of our Portland, Oregon, District Office, was held on April 8. Class attendance averaged 17 private pilots. A local flight operator offered the use of his link trainer at a special rate of ten hours for $45 and 13½ hours of link time was given in connection with the course. Seven members of the class have passed their instrument written and one has received his instrument rating. All those attending have a better understanding of the problems involved in marginal and instrument weather flying which should result in better judgment and increased safety. Agent Ruggenberg received many compliments on the course and has been requested to repeat the course next winter. The classes also served as a pilot education program presenting an excellent opportunity to stress other safety items through discussion of strange field landings, careless and reckless operation, and accident cause and prevention.

The leading aerial applicators of Phoenix, Arizona, held a meeting and designated an area surrounding the City as restricted for aerial applicator work as hazardous and objectionable. This is practically the same area which was restricted (by the Phoenix District Office) beginning four years back, due to expansion of congested areas and local complaints. It is very gratifying that the aerial applicators are imposing this restriction upon themselves.

Following conferences with U. S. Forest Service officials concerning inspection of aircraft to be used on the Pine Butterfly Control Project, the Boise District Office agents inspected the strips at Idaho City and Warm Springs. It is anticipated that dust will be a major problem at Warm Springs and plans are being made for sprinkling.

Numerous helicopter flight tests have been accomplished by our Agent A. J. Dewey the Van Nuys District Office. Travel has extended from San Diego to Seattle. On one occasion, Agent Dewey conferred with the Bonneville Power Administration's Chief of Maintenance regarding a new helicopter flight manual they are preparing for use of their inspection teams. Their cost figures show that 6000 miles of power lines have been inspected by air at a cost of about one half the cost of ground inspection.

The Grand Junction (Colorado) District Office agents are assisting the Airborne Division, Atomic Energy Commission, in setting up a training and safety program due to the hazards involved in "rim flying" during exploration for uranium by air. Operating techniques, density altitude, and general area flight operation information will be covered. This is to be a continuing program and to be made available to all exploration pilots.

A trend is noted in the local enforcement action against a pilot arrested for flying under the Willamette River Bridge at Salem, Oregon. The pilot was immediately tried by court and fined $500 for reckless flying and $150 for failure to register as a pilot in the State of Oregon. (Continued on next page)

A trend is evident in several of our Districts toward renewed interest in glider flight. Two points are noted in this activity. The first is participation in flight activity at reduced costs. The second is a definite leaning or desire for fuller knowledge about flight and pilotage.

As a result of interest developed through the "link trainer" flights at the California Flying Farmers Flight Clinic at Davis, California, on January 30, 1954, the flight operators report they have sold 50 hours of link trainer time and that two farmers are well on their way toward instrument ratings.

Agent McClain of the Ontario District Office reports their flight operators are becoming accident conscious and are concerned chiefly with the "Sunday Pilots". The operators are working and talking with all pilots trying to impress upon them the hazards of weather flying and the importance of good flying technique. The operators have suggested that large posters should be provided to remind pilots that accidents can be avoided with proper planning and technique.

Agent Wilson Gillis of the Spokane District Office tells us that the Fish and Wildlife Service of the Department of Interior has contracted with a local flight operator to herd whistler swans from the polluted Coeru d'Alene River to fresh water lakes. A float equipped aircraft frightens the swans off the river and herds them "cowboy fashion" to unpolluted lakes to the north. The whistler swan is quite rare and many hundreds of them are saved by this operation.

Nineteen formal safety meetings were arranged or attended with approximately 515 in attendance.

An area conference was held in Portland, Oregon, on April 6, and attended by all agents from the Seattle, Yakima, Spokane, Portland and Eugene offices. This conference was held at the Portland Aero Club, and was conducted by the Chief, General Safety Division and Chiefs, General Operations and General Maintenance Branches. Reactions expressed by these districts since the conference, and the general reception at the time of the conference attest to its complete success, especially in raising the morale of all agents in attendance.

Agent Lane of the Eugene office participated in three safety meetings, discussing all phases of safety and showing films. These meetings drew over 100 attendance, and, in one case, over 60 attended one meeting from a community of only approximately 600 residents. This indicates the general interest in aviation in small communities.

Agent Darling of our Albuquerque office is conducting courses on "Preventive Maintenance" and "Good Pre-flight Inspection". The first of these courses was for the Civil Air Patrol and was very successful. The discussions cover Civil Air Regulations, good maintenance and inspection procedures, weight and operation limits, and purpose of safety factors. These discussions are followed by showing of films "Safe Aircraft" and "Aeronautical Oddities". (Continued on next page)

Agent Outcen of the Ontario office participated in two instrument repair station inspections in Long Beach and Los Angeles district as part of our program aimed at reviewing all current instrument and radio repair stations with our instrument specialists and electronics agents assisting. Agent Outcen is assigned to the instrument maintenance course at the Aeronautical Center May 17 through 28, after which we hope to accelerate our program of rechecking all instrument repair stations. These inspections may reveal conditions that will warrant reclassifying some of these agencies or requiring changes to meet existing requirements. One of the largest approved repair stations in this district is now building up a first class modern instrument repair department for certification in the near future. Amateur built aircraft activities are humming in the Ontario district, with ten active projects going at this time. Agent Outcen is taking a very active part in promoting and monitoring this program. He answered a request from a large high school in his district to participate in their vocational guidance program and gave a talk on the general outlook of maintenance activity and opportunities in the aviation field. This talk was heard by over fifty students and was enthusiastically received. This school subsequently forwarded a letter of appreciation. Agent Outcen also gave a talk to over 25 students of the Mt. San Antonio Jr. College.

Agent Buck of our Cheyenne Office handled most of the project of certificating a new Part 8 agricultural aircraft which is designated "Callair Model A5". It is a low wing airplane with no cabin enclosure, but with tubing structure to provide protection by deflecting wires and also over-turn protection. The engine cowling is designed for maximum forward vision. The tank or hopper is located beside rather than in back of the pilot, and there is a liberal amount of cushioning structure ahead of the pilot with all knobs or protruding parts around the instrument panel being eliminated. The first tests from a field at an altitude of 6238 feet with 800 pounds in the hopper were very successful.

Many areas have reported interest in covering industrial aircraft with glass cloth. Some operators have successfully used glass cloth over the original covering, which provides a very tough, durable covering that is resistant to the elements and dust and spray. Only one attempt has been made to use glass cloth as a primary covering, and this was unsuccessful due to their inability to tauten the fabric sufficiently. Considerable experimenting is continuing in this respect and we anticipate interesting results.

AIRWAYS OPERATIONS DIVISION:

Bakersfield Tower changed hours of operation to 0500-2100 daily effective 4/26/54.

Relocation of Pendleton Station to new tower cab was accomplished April 22. Tower activities not yet moved to new structure.

ASR-2 radar was commissioned May 5 at Seattle-Tacoma Airport.

The Division Chief, Mr. Johnson, attended an Airways Operations Division Chiefs' Conference during the week of May 3-7, in Washington, D. C. (Continued on next page)

Mr. Maurice J. Mitchell, former Seattle-Tacoma Tower Controller and Oklahoma City Training Center ATC Instructor, visited the Regional Office May 3 and 4. Mr. Mitchell is now working with the ICAO Technical Assistance Mission, Mexico City, Mexico, dealing with training students throughout Latin American countries in all phases of aviation. Mr. Mitchell was here in behalf of CMA airlines in connection with pilot training program in ATC procedures and the use of technical English.

Other visitors during the month included Messrs. P. E. Riney (KC-381) May 3-7; Mr. Hugh Spangler, Regional Administrator, Weather Bureau, Salt Lake City, who discussed ceilometer sites, etc.; and Mr. F. T. Unruh (AN-390) who visited the office May 13-15 to discuss OFACS operations.

Much time was spent during the month on budgetary work. Mr. Whitney handled the EANF portion and Mr. Kusrow the S & E portion, which involved joint planning with the Facilities Division.

The McChord Military Flight Service Center discontinued service May 15. Services formerly provided through this facility are now supplied by Lowry and Hamilton MFS.

The Navy expects to soon complete its "RAPCC" installation at Mira Mar and has requested the CAA to assist in operational matters. Air Carrier Branch, Airways Operations and Facilities Divisions are cooperatively participating in planning.

The Air Force has requested the CAA to operate the RAPCON which it expects to install at Kirtland Field, Albuquerque. Mr. G. Dyke, W-380, expects to visit this base May 25 to discuss equipment and other requirements with AF personnel. Mr. Whitney, LA-381, will meet with Mr. Dyke in Albuquerque.

H. B. Wright, LA-381, visited the new automatic weather reporting facility at Sandberg May 20, in company with Messrs. Thompson and Aldrich of the Weather Bureau and D. R. Fulton of the LAX station. At present, four weather sequence elements are automatically transmitted to the teletype circuit; namely wind direction and velocity, temperature and relative humidity. Pressure in millibars will be added shortly and ceiling height is also scheduled in the not too distant future. The equipment has been working remarkably well since its installation.

We considered the Sixth Region's proposal to convert circuit 350T to single side band operation in order to increase capacity of this circuit. Our conclusion after giving the matter considerable attention is that it is not justifiable in the foreseeable future. It would be quite expensive to install and since the present circuits on double side band operation are operating at less than 50% capacity, the increased capacity and availability for voice are not essential. We would be interested in a program to change circuit 325T between Honolulu and Anchorage to Multiplex operation as we feel this would provide a dependable back-up for circuit 300T should propagation or other causes make it necessary to use a back-up circuit.

A review was made of workload figures at towers in the region against the instrument approach criteria for ASR and PAR installations. It is found that there are 15 locations which justify ASR equipment and 9 that justify PAR. (Continued on next page)

A survey was made of requirements for four channel radio control equipment in ARTC Centers as requested by Washington in Circular W-380-438. A total of 28 positions has been recommended which is in accord with Washington's suggestion except we have proposed some change in location of the positions as listed by Washington.

Cost estimates for 8 and 16 hours daily operation of the Pocatello Tower were submitted to the City of Pocatello at their request. They have since advised City will finance tower service 8 hours per day after CAA discontinuance of 24 hour service. This requires several changes in planned assignments of personnel.

The use of eleven frequencies were reviewed associated with OFACS use. In some cases, tests of quite extensive nature were made with reports to Washington. Nine other frequency problems were studied during the month.

During the past 30-day period, 24 landline orders were processed.

Mr. Harold Korell of the Oakland Center will be detailed to the Washington Office beginning June 8 for a 30-60 day detail to participate in the proposed revision of the joint Air Force, Navy and CAA procedures for the control of air traffic Manual of Operation.

Agricultural Plan for 27th and 34th Air Divisions completed and forwarded to Arizona so that State may proceed with implementation of the State Plan for Civil Aviation. Expected completed State Plan will be available within the next 30 days.

FACILITIES DIVISION:

SRA Relocation:

Tucson, Arizona	New site has been selected and plans and specifications are being prepared for relocation of the range. A proposal for dismantling existing towers has been issued and opens June 1.

VOR'S:

Williams, Calif.	Bids were opened and notice to proceed issued effective 5/24/54.
Worcroft, Wyoming	Bids were opened for dismantling this facility, contract awarded, and work was completed.
Malad City, Idaho	(Road relocation) Bids were opened and recommendation for award of contract made.
Los Angeles, Calif.	Grading of the site was completed on May 1. Electronic tests are under way with portable equipment.
San Diego, Calif.	Preliminary surveys are under way for the relocation of this facility.
Long Beach, Calif.	(Los Alamitos) Final flight check and commissioning have been held up because of weather conditions.
Hassayampa, Ariz.	Installation and voice/code identification was started on 4/29.

DME at VORs:

Casper, Wyoming	Installation completed on May 8.
Blythe, Calif.	Installation completed on April 29.
Akron, Colorado	Wiring corrections and tune-up completed on April 29.
Salinas, Calif.	Installation completed on May 15.
Phoenix and Hassayampa, Arizona	Installation work started April 29.

(Continued on next page)

ILS

Arcata, Calif.	Proposal for relocation of Glide Slope is being prepared.
Salt Lake City, Utah	Proposal for relocation in progress.
Los Angeles, Calif.	Construction drawings and proposal for relocation of the Glide Slope and construction of a localizer reflecting screen are being prepared.
Grand Junction, Col.	Contract has been awarded for relocation of the Glide Slope and construction work will start the latter part of this month.
Albuquerque, N. M.	Flight testing of the Glide Slope site with portable equipment was completed during this month.
San Diego, Calif.	Flight test with portable equipment was started at Lindbergh Field to determine if it would be possible to operate an ILS at this location. It is planned to test both a localizer and glide slope.
San Francisco, Calif.	New monitor installation for the localizer was completed on 5/14.
Medford, Oregon	Installation work was completed, but due to interference between the outer marker locator and "H" facility at Roseburg, a satisfactory flight check was not secured. A new frequency has been requested for the outer marker locator and it is planned to flight check the facility again before the end of the month, weather permitting.
Yakima, Wash.	The installation work has been completed and flight check is in progress.

TOWERS AND TOWACS:

Pendleton, Oregon	Construction of handholes and ducts for control cable was completed. Final inspection was started on 5/25/54.
Colorado Springs,	Plans and specifications have been completed for remote transmitter and control lines, and electrical work in the basement. Construction work has been started and the installation work for relocation of electronics equipment was started on 5/11.
San Francisco, Calif.	Tower relocation. Drawings have been completed and crew will start installation work on May 24.
Casper, Wyoming	Installation work was started on the new tower on May 3.
Salt Lake City	Installation of radar frequency of 119.9 mcs. was started on May 8.
Sacramento, Calif.	Plans for the new control tower were checked and sketches for suggested changes and additions were drawn.

INSACS:

Blythe, Calif.	Work on the plans and specifications for dual consoles is nearing completion.
Douglas, Arizona	Plans were prepared for a low frequency voice connection channel to replace the discontinued low frequency range channel. Installation work was started on May 17.
Gila Bend, Arizona	Minor modernization was completed on May 14.
Spokane, Wash.	Minor modernization of this facility was completed 5/20.

(Continued on next page)

FAN MARKERS:

Evans Creek, Wash.	Installation work completed and commissioned May 14.
Tiller, Washington	Electronic installation was started May 17.

CONELRAD:

Installations were completed at Evergreen, Hayward, San Francisco Gap and Newark.

MILITARY UHF:

Phase IVA - High Sites:

Salt Lake City	Completed installations at ATC tower and INSAC.
Seattle-Tacoma, Wash.	Completed installations at ATC tower and INSAC
Seattle-Boeing Field	Completed installation at ATC tower.
Denver, Colorado	Completed installation for ATC center and Insac.
Baker, Oregon.	Completed installation at INSAC.
Spokane, Wash.	Started installation at INSAC.
Prescott, Ariz.	Started installation at INSAC.

Installations are to be started in June at Great Falls, Montana; Battle Mountain and Las Vegas, Nevada, which will complete the Phase IV-A program.

Phase V:

Burbank, Calif.	Completed UHF portion of tower relocation. Actual installation of equipment to be made when INSAC discontinuance resolved.
Oakland, Calif.	Completed engineering work and issued invitation for bids for construction required for remote site at Mt. Tamalpais for ATC Center and INSAC and for remote transmitter at airport for ATC tower.
San Francisco, Calif.	Completed engineering work and issued invitation for bids for construction of remote transmitter on airport.
Los Angeles, Calif.	ATC Center and INSAC remote site, Saddle Peak. Completed engineering and issued invitation for bids for construction. ATC tower - completed construction plans.
Palmdale, Calif.	Started installation at INSAC and ATC tower.
Portland, Oregon	Completed engineering and issued invitation for bids for construction of remote site and for local building on the airport for ATC Tower and INSAC.
San Diego, Calif.	Completed engineering and issued invitation to bids for construction of remote site for INSAC on Mt. Soledad and for local airport site for ATC Tower.
Tucson, Arizona	Completed construction of building and antenna supports and cable installation for remote transmitter site on the airport for the INSAC and ATC Tower.

(Continued on next page)

Cheyenne, Wyoming	Continued installation at TOWAC
Pueblo, Colorado	Continued installation at TOWAC as joint EANF/WFC project.
Colorado Springs	Started installation at TOWAC as joint EANF/WFC project.
Ontario, Calif.	Completed partial installation of equipment at TOWAC.

The following Maintenance Branch personnel are attending classes indicated at the Aeronautical Center, Oklahoma City:

ILS/VOR

Julius Tomisser

DME

Norval J. Larsen
Carl E. Duncan
Meltair G. Workman

RADAR

Elton W. Lillie
Hubert E. Minchow

AIRPORTS DIVISION:

Messrs. Marriott, Plotkin, Winger, and District Airport Engineer Flaherty attended the annual meeting of the California Association of Airport Executives in Fresno and participated in a panel discussion of current aviation problems.

Chief, Engineering Branch, Johnson and Chief, Operations Branch, Aldrich attended conferences in Portland with the Port Commission, Port of Portland, and military officials relative to the proposed continued use of the Portland International Airport by the Air Force Organized Reserve and the Air National Guard in conjunction with civil use and revision of the lease for such use.

Study was also made of pavement on the Portland International Airport which had been subjected to intensive use by the long-range interceptor-fighter Northrop F-89D Scorpion where the heat and blast generated by the afterburner was critical, particularly for bituminous pavements.

* * * * * * * * * * *

LARSON ILL

We regret to report that genial Bill Larsen, Deputy Chief, Airways Operations Division, is confined to the Veterans' Hospital, West Los Angeles, California, for examination and treatment of a kidney ailment. We all wish him a speedy and complete recovery.

MEET THE BOSSES - GLEN D. WOODMANSEE

When our Regional Attorney, 57-year old Glen D. Woodmansee, elects to throw in the sponge, he will be able to look back at a quarter of a century of legal service connected with civil aviation that he will be justly proud of.

The "Judge" began his Government service during the heart of the depression in August, 1933. His first job was that of Attorney in the Solicitors Office in the Commerce Department.

Right from the beginning, he has been closely associated with the legal aspects of the Civil Air Regulations. While in the Washington, D. C. Office, he advanced from a legal consultant to such jobs as Chief of the Enforcement Section, Assistant General Counsel, and General Counsel. In 1946, at his personal request, Glen took the job of Regional Attorney for former Region Six. At the time of the regional consolidation in 1953, he was named Regional Attorney for Region IV.

Before he decided on a law career, the "Judge" had plans to be a preacher, and in 1916, served as missionary for the Mormon Church. In this work, a lot of time was spent travelling through rural areas "without purse or script". Two years later, he attempted to convert a tract of grazing land in Montana to a productive farm. After two unsuccessful years, he enrolled at the University of Utah as a law student. In 1924, he received his law degree.

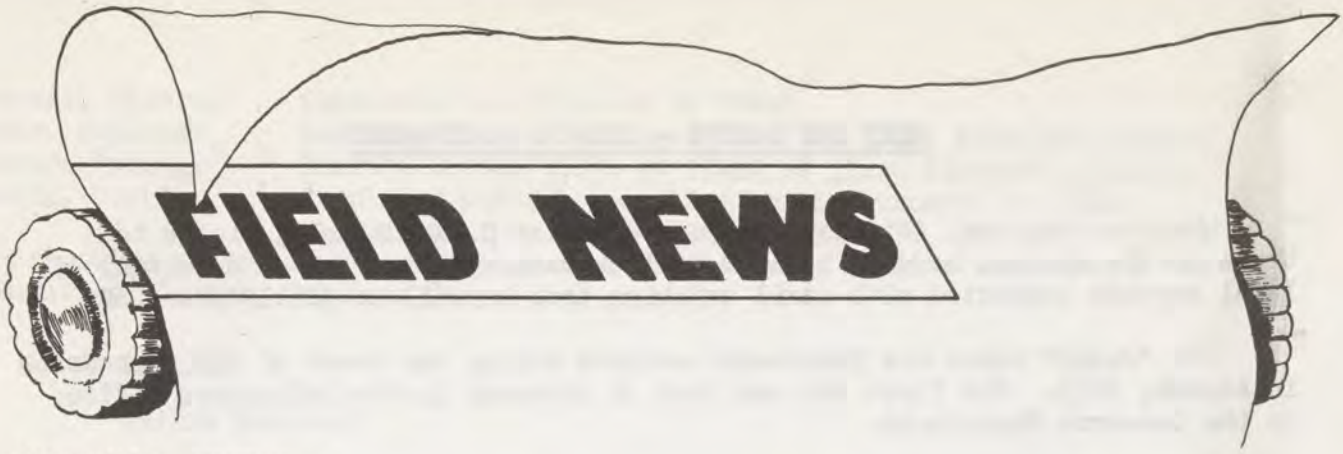
As for personal items, the "Judge" married Ruby Johnson, one of his childhood classmates. They now have three sons and two grandchildren. His eldest son, Charles, is a lawyer in the Los Angeles District Attorney's office.

The next in line, Keith, has completed his law course, and while awaiting results of his bar examination, is working as a flight navigator.

The family probably thinks 26-year old Glen D. Jr., is a black sheep. He's a musician and currently is studying music and education at the University of Southern California.

As for avocations, the "Judge" is a prolific reader of biographies. He manages to take time out, however, to engage in many friendly games of stud poker.

* * * * * * * * * * *



WHITEHALL, MONTANA:

SES: Hello! Among things out of the ordinary here are the two fan markers that in some winters, require walking due to drifted snow. Homestake LFM is astride the continental divide, accessible by Jeep in the summer and by snow shoes or by hitchhiking a ride on a railroad "speeder" during a hard winter. To approach the animal, 21 miles of divide must be crossed via U.S. No. 10 and back up to the top again by means of some 5 miles of steep road that has been carved out of the mountain. Lest this scare you, note that during the summer months, this trip is anticipated with relish by both Communications and Electronics personnel.

Facilities include a Hi-Powered Range, INSAC, VOR and DME. Bachelor living quarters are furnished and help create the "homey" atmosphere with its coffee pot and "ready-room" for all those who care to visit. We even keep a spare can of gas handy for puddle-jumpers, both airborne and grounded, who understandably run out of gas in the vicinity.

INSAC: The Whitehall station and intermediate field is located about 6 miles southwest from the Town of Whitehall at the northern end of the Jefferson Valley. Because of the mountainous character of the surrounding country, the field serves as an excellent emergency landing area in cases of sudden changes in weather so characteristic of mountain country. Flight assistance to enroute aircraft is or prime importance especially in the reporting of hazardous weather conditions across the mountains and mountain passes.

There are no aircraft operators based at Whitehall, so most of our personal contacts are with pilots and aircraft owners who land here due to storming conditions or for a visit. Stakes and tie downs are available.

DRUMMOND, MONTANA:

INSAC: A pilot dropped in here today to wait for the weather to moderate a little and in a discussion about discontinuance of some CAA services, ventured that he disliked seeing any CAA stations discontinued because the employees were civil, courteous and went "all out" to accommodate their customers.

(Continued on next page)

AKRON, COLORADO:

INSAC: The first of May was ushered in with a 8-10 inch fall of wet snow. It lasted for 3 days, which is unusual for this time of year. As we are 6½ miles southeast of town, on a road that has as many dips as a roller coaster, it's a brave driver that gets out to work at midnight during a snowstorm.

In addition to the omni at Akron, we have an unmonitored omni located at Thurman south of here. It does not have a control line and is maintained by the maintenance men at this station. It's a 90 mile round trip for them at least once each week on a fair country road. The road is either dusty or muddy and usually both.

Here's a gadget we use with excellent results. We have a piece of tin 2 ft. by 2½ on which we have pasted the sectional maps for this area depicting the omni-ranges. By using two pieces of string (about 1½ ft. long) at each end of which there is a small magnet, we are able to plot the readings given us on two omni-ranges and tell the pilot usually in less than a minute where he is. We use it quite a bit.

We have an active Civil Air Patrol unit at Akron and most of us in CAA belong to ". It gives us the opportunity, at a price we can afford, to see what our area looks like from the air, the surrounding airports etc. We did ourselves proud on a search mission for a lost private plane a couple of months ago.

KREMMLING, COLORADO:

SES: Greetings from Sector E-61. I claim to occupy the highest office in the Fourth Region - elevation 9332 feet MSL. Situated on a mountain top near the junction of the Colorado and Blue Rivers, the Kremmling VOR offers a marvelous view of the surrounding area. There is no INSACS here, the nearest CAA personnel being located at Eagle, Colorado. Eagle controls the VOR via VHF FM Link. The station is reached by driving two miles south on Colorado State Highway 9, then 8 miles on Colorado 11 (a graveled road) west, and the last 3 miles are traveled up a Jeep trail to the top of the mountain. Needless to say, other than the AMT and prospectors, there are few visitors.

The DME is still in the crates with installation date unknown. A new sawmill started operations using large induction type motors which resulted in phase modulation of the AC line voltage and necessitated installing Frequency Regulated Power Supply Units.

A recent uranium strike near here has created considerable excitement and increased local flying. There are few roads and prospecting can be easily accomplished using planes equipped with scintillometers. The best strike so far was made a little over a mile from the VOR, on the same mountain.

CRESCENT CITY, CALIFORNIA:

SES: This station is located 18 miles south of the Oregon border, on the coast. The station buildings were constructed in 1948-49, with service activated October 15, 1949. This is the year of the centennial, the community having been founded in 1854. Several celebrations are planned for the rest of the year and presently a general cleanup campaign is underway to beautify the City. Repainting of the Administration Building is nearly completed. The NW-SE runway has been renumbered and diamond center

(Continued on next page)

markings have been placed the length of the runway. Our regular seasons are wind, rain, and fog, instead of spring, summer and winter. The annual rainfall is about 80 inches. During the winter months, all roads leading to and from Crescent City are occasionally closed and the only means of transportation is by air. Six airline flights serve this field daily. The percentage of passengers carried to and from Crescent City per amount of population is extremely high. The airlines also carry several tons of flowers from this area each spring. Some of the disadvantages of this community are poor road systems, high cost of living, overcrowded schools; however, the area is blessed with beautiful scenery, mild climate, and many recreational facilities.

INSAC: The rugged "Last Frontier" atmosphere of this locale seems to breed "characters" and the station personnel are no exception. "Farmer" Timmerhoff, who is a recent fugitive from Wendover, Utah, has become a beachcomber and chicken farmer combined. His collection of beach agates has reached tremendous proportions. Tim recently started a chickenhouse without preliminary plans and just kept building until he used up all the lumber he could buy, borrow, beg or steal .. now there aren't enough chickens in all of California to fill it. Bill Hodges, self-styled president of the Hodge Podge Uranium Company has organized a group of fellow scientists to search for uranium indications with a "super sniffer" geiger counter. Bill's only difficulty is he can't find anyone who will carry him and the counter too. Phil "Sideslip" Swalberg has been flitting hither and yon in his Taylorcraft trying to increase the station's workload by filing flight plans by the gross. The balance of Phil's spare time is spent golfing and trying to figure ways and means of keeping from cashing last year's paychecks. Stan "the man" Williams, our SES, senior resident at the station, having been here since its inaugural, is beginning to show the wear and tear of trying to keep the equipment shipshape in a war against the elements. Jack "homefolks" Lassen has apparently decided to retire at CEC as he is increasing his little tax exemptions by leaps and bounds in order to combat the high cost of living. Ken "Aches and Pains" Harkema is the only non-character of the group. That covers the entire station personnel - so now it's left to figure out who wrote this.

Due to the predominant IFR weather conditions in this area, private flyers find their activity rather limited, but take it in stride and interest seems to be increasing. The local high school has had a flying program underway for the past year and has soloed approximately 15 students in the school Super Cub, and several of these students are now standing by for private licenses pending reaching legal age requirements. This is the first program of this type in the State of California and has been highly commended by many sources.