



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. II, NO. 1

JULY 1, 1954

THE ROLE OF THE FLIGHT INSPECTION BRANCH  
IN THE FEDERAL AIRWAYS SYSTEM

by

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Flying has entered the realm of science. Gone are the old days when airlines told their prospective customers that flights would be on schedule "WP-PW" (Weather Permitting-Pilot Willing). The Federal Airways System provides precisely engineered aerial highways which permit aircraft to move about the country with speed and dependability irrespective, to a great extent, of weather conditions.

The airways system consists essentially of ground and air radio communications to provide pilots in flight with weather and traffic control information; the old four-course low frequency and the new omni-directional very high frequency radio ranges to provide accurate directional guidance along the routes; and the instrument landing systems, radar and approach lights to allow the pilot to descend when he reaches his destination.

The primary duty of Flight Inspection is to determine by flight check and space measurements that the above aids operate within their prescribed tolerances. To do this job within the Fourth Region requires the full time use of seven aircraft and crews. The large area encompassed by this Region has made it necessary, in the interest of economy and efficiency, to base some of these aircraft in the field. Headquarters for these districts are Seattle, Salt Lake City, and Denver, with two aircraft based at Los Angeles. Workloads have been distributed on an equitable basis, taking into consideration the type of aircraft (Douglas DC-3 or Beechcraft), terrain, weather, and number of facilities. Due to the fact that several types of navigational aids are required to implement the airways system, space does not permit an adequate description of the operational details or flight check procedures of all facilities. Rather, an attempt will be made to concentrate on two of our latest additions to the airways; namely, the omni-directional range and distance measuring equipment. (Continued on next page)

### The VOR (VHF Omni-Directional Range):

The VOR represents a considerable departure from the standard four-course range and provides facilities never before available in a radio range. Experience thus far indicates it is a great step forward and it is a cure for many of the ills of the present Low Frequency Range System. Of foremost importance is the fact that this facility operates in the VHF (Very High Frequency) band (108-118 Megacycles) which goes a long way toward solving the static problem. Approximately 400 VOR ranges now commissioned in the United States have been supplementing the older Low Frequency Range System, and will ultimately supplant the LF ranges. The VOR provides a theoretically infinite number of courses emanating from the facility like spokes from the hub of a wheel. Airborne instruments visually indicate to the pilot the particular radial on which he is located at any given time and, in addition, tell him whether he is going to or from the station. The flexibility of the VOR also helps Air Traffic Control in solving many of their traffic problems. Even though the VOR is primarily an airways aid, it is also used as an approach aid and provides excellent guidance to the airport.

### Flight Checking the VOR Range:

Following satisfactory site selection and construction, the facility is now ready for a commissioning flight check. First the Flight Inspector determines that the course rotation is in the proper direction. This course rotation provides sensing information to the pilot and indicates to him the correct way to turn to remain on a selected radial. During this check an observation is also made as to the operation of the "to" and "from" indicator. This instrument tells the pilot that he is flying to or from the station.

The next step consists of checking alignment under theodolite (a ground to air measuring instrument) control of eight radials spaced 45 degrees apart; a check for vertical polarization is also made at this time. Vertical polarization is objectionable because it causes the course indicator to swing either to the left or right when the airplane is in a banked attitude and also may give a false impression of course alignment. At this point, when adjustments, if any, have been completed and the inspector thus far is satisfied with the facility, he then determines the overall operation by flying complete orbit checks at 10, 20, 30, 40, and 50 miles. The 10 mile orbit is flown under theodolite control as is the 20 mile orbit, if visibility permits. If not under theodolite control, the inspector uses selected ground check points while flying the circles and these check points are compared with the recorded course line data obtained by the aircraft. Maximum permissible course error at any point should not exceed the present tolerance of 3.5 degrees. It is believed that in the foreseeable future, this tolerance will be reduced to 2 degrees. These orbit checks, besides furnishing alignment data, also indicate the course coverage that may be expected. VOR coverage is line-of-sight due to the high frequency band in which this facility operates and varies according to type of terrain surrounding the site.

In addition to the above, checks are made of the identification signals, VOR voice feature, holding and let-down procedures, and minimum reception altitudes. If the flight check is satisfactory, a commissioning Notice to Airmen is issued. This notam advises all users that the facility is usable, and states the limitations, if any, of this particular facility. Approximately 15 hours of flight time are required to check a VOR provided the facility does not require an excessive amount of adjustment. (Continued on page 4)



## REGIONAL ADMINISTRATOR'S COLUMN

Sunday, June 27th

Aboard American Airlines DC-7 Flight 40 to Chicago

Departed Los Angeles this morning enroute to Washington, D.C. with Charlie Winger from our office, General Ralph P. Cousins, President of the Los Angeles Board of Airport Commissioners, Mr. L. E. Timberlake, Los Angeles City Councilman for the Airport area, Bob McMillan, Director of Airports for the City of Los Angeles, and several other City officials. Mayor Norris Poulson and his Deputy, Colonel Herbert have preceded us and we will join them in Washington to discuss with government officials, both military and civil, the possibility of preventing a military installation being located on the Los Angeles International Airport which is considered to be incompatible with aviation activities.

While we are in Washington, Winger and I will of course touch base with CAA offices and try to learn as much as we can about the latest developments in our programs. We already know that the Senate has passed our Appropriation Bill with some increases over the House version and that the Bill now goes to a joint House-Senate Committee for resolution of the differences. It appears that we will know our financial situation for fiscal year '55 soon and that we will have sufficient funds to continue our present level of operations. Won't it be wonderful, no RIF's in '55!

June has been an interestingly busy month for me. On June second, Armer Alcorn and I flew to Seattle. Our wives accompanied us as did also Miss Scally. On the night of the second and the day of the third I participated in the conference at McChord Air Force Base on Air Defense and Civil Defense which was arranged by Walter Swanson our ADLO; Colonel Turner, 25th Air Division; and Charles Chester, Washington State Director of Aeronautics. It was a good conference and all concerned, the Area Chiefs and others, obtained a better understanding of the key role they must play in implementing the SCATER plan in the event of a military emergency and the importance of civil aviation in disaster relief immediately following an emergency.

Friday and Saturday Alcorn and I gave ourselves a two day vacation pass and took the boat trip to Victoria, British Columbia. A delightful and restful trip it was too. We took all the sightseeing tours, saw the gardens, the observatory, the parks and residential areas, and the flag lowering ceremony on the capitol grounds at sunset.

Sunday we attended church in Seattle. It was raining, but the church was filled to capacity, including many visitors in Seattle to attend the Rotary International Convention. The Minister said everybody and everything loved the Pacific Northwest very much; that even the water that evaporated from the ocean and rivers was reluctant to leave and therefore returned as rain. What a salesman!

Tuesday the eighth was an Airspace Subcommittee meeting in Seattle and an EANF planning meeting in the afternoon. We were able to work out solutions to most of the Airspace questions presented, but on the ILS procedures at Spokane involving Geiger Field and Fairchild Air Force Base we had to appoint an Air Force, CAA Committee to determine the best answer to an undesirable situation.

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Distance Measuring Equipment (DME)

This is the latest addition to our family of radio aids. At this writing, we have approximately 50 of these installed in the 4th Region. This facility operates in the Ultra High Frequency band (900-1200 mc). The DME presents to the pilot visually in nautical miles the distance the aircraft is from the ground station. The accuracy of this presentation is excellent and must be within two percent of the indicated mileage. Coverage of this facility as checked by the inspector involves practically the same procedure as the VOR.

As you can see, the combination of VOR & DME makes navigation a simple problem. The VOR provides you with a course that you have selected; it gives you the bearing and tells you whether you are going to or from the station, and the DME tells you how far you are away from the station. Just like shooting fish in a rainbarrel with a water pistol.

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CORRECTION

In the last issue of the Region Four News, there was a digested reprint from a newspaper article concerning the history of the Elko, Nevada, station. While the substance and meaning of the story were correct, there were a few historical statistics which were off to a degree. These corrections are of interest and are as follows:

The article stated that the station was moved to the Elko Municipal Airport in 1924 where better service could be rendered to the "air public". The station was not open to the public until 1927. Prior to that time, it served only the United States airmail service.

It was stated in the article that the station assumed an important role in 1932 as a relay station. The proper date was 1921. It also indicates that teletype did not come into use in Federal Airways until 1937. Teletype came into general use on the Federal Airways in 1929. It was used experimentally before then.

The article indicates that the station was moved again from the airport to a site north of town between 1929 and 1933. Actually this move took place in 1929. The station north of town was placed under remote control from quarters re-established at the airport in 1934.

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## FACILITIES MAINTENANCE BRANCH MEETINGS HELD

A very successful Electronic District Supervisory Conference was held in the Regional Office, on June 8 through June 11. All EDS personnel, all SAS, and Regional Office Specialists, together with representatives of the Regional Administrator's Office, the Personnel Office, and the Business Administration group, met with Facilities Division people for discussion of their mutual problems. The Washington Office was represented at this conference by Mr. Vic Clark and Mr. Robinson, both of the Facilities Division. A great deal of information relative to the Aeronautical Training Center, at Oklahoma City, was given conferees by Mr. Mueller, Director of the Center.

The pending integration of airways and electronic sectors was the most talked of subject, and we believe most of the questions posed were satisfactorily answered. Other problems relative to operation of our vast organization, which were brought to the conference by field supervisors, were very interesting and led to a great deal of constructive debate and discussion. These conferences are held on a quarterly basis and are, we believe, very valuable in assuring a satisfactory relationship between field and office personnel.

During the month of May, a field Maintenance Conference was conducted at Seattle, Washington, by Mr. Clayton of the Maintenance Branch. The meeting was attended by technicians and supervisors of the Maintenance Branch, from Bellingham, Neah Bay, Toledo, and the Seattle District Office, as well as all available technicians from the Seattle Sector. Grounds and Structures personnel and Supervising Airways Specialists from the Seattle area were also in attendance and participated in the general discussions of mutual problems. We believe that the meeting was entirely successful and that a great number of field personnel problems were answered.

These field meetings will be continued in the future, although we have been prevented from having such meetings during June, because of our budget preparation and submission.

During this month, we have been visited by two Washington Inspectors -- Mr. T. J. Edwards, of the Electronics Inspection Branch, and Mr. Frank Opeka, of the Lighting and Structures group. Mr. Opeka has completed his itinerary and returned to Washington after bringing some very interesting matters to our attention. Mr. Edwards will conclude his scheduled inspections the end of June, and we anticipate some interesting observations during his Regional Office discussions.

Another brief visit to our region was made by Mr. Sorenson of the Washington Radar group, who visited the Salt Lake City and Oakland radar facilities. Our Regional Office and Field Specialists obtained some valuable technical information during these visits.

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## Personnel Pipeline

Of primary interest to Facilities personnel is the question about adjusting salaries when the Airways Maintenance Technician jobs are replaced by the new Electro-Mechanical jobs. Even though demoted from a CPC-10 to a CPC-9, would it be possible to keep the same salary as received in CPC-10? The answer is "No". The E-M job is considered to be new with an entirely different job sheet. The sheet, in effect, points up different functions, different reporting responsibilities. The salaries cannot, therefore, be retained and the adjustment in most cases will result in establishing the rate of pay at the final step of the CPC-9 grade.

Full particulars about the filling of the new Electronic District Supervisors will be released within the next 10 days. These jobs likewise are considered new and carry the civil service title of Electronic Engineer, GS-855-12. The jobs will be advertised but restricted to regional competition.

On Security. Everyone has had their hands full lately on filling out and processing security investigation forms. Many of CAA's ole timers couldn't understand just how they could be required to fill out the Form SF-86 and be fingerprinted, when a lot of the newer personnel dodged by with only a single copy of CD-79A. The plain fact is that most people hired from 1948 to the present were given a National Agency check (see A.O. 40). Those on the rolls at that time had never, as a general rule, had such a check and we had to shoot the works. The whole program was generated by a rather rapid deadline. The cooperation of the field personnel permitted us to process over 1800 cases.

One of the Department's ole timers submitted her retirement to be effective June 30 - Miss Minnie Fremgen of the Personnel Branch. Now 63, Miss Fremgen's service began back in 1924. She came to CAA's Region VI in 1938 from Washington, D.C and has had a big hand in promoting the Region's personnel program since then. Plaudits to a lady for a job well done!

The long awaited written report of the Kaplan Committee on Retirement has now been submitted to Congress. This committee has pointed up that the civil service retirement system should not be linked with the social security system. Those federal employees not now under the civil service system would be transferred to the civil service system. Also, the committee has suggested that the employees' contribution be reduced a bit - it's 6% now and the proposal is that it should be  $3\frac{1}{2}\%$  of the first \$4200 and 6% of the remainder. Also, the committee thought that the present survivorship benefits for a widow, when one dies in service, should be amended. Now the widow's annuity (50% of the earned retirement annuity) is not paid unless she is age 50. Mr. Kaplan thinks that the widow should receive it immediately regardless of age.

As for pay raises and the repeal of the Whitten Amendment -- just keep up with the newspapers. There's a lot of congressional discussion on both issues.

## DIVISION HIGHLIGHTS

### AIR CARRIER SAFETY DIVISION:

The Los Angeles ACDO certificated Los Angeles Air Service, Inc. under CAR Part 42. This operator has acquired a Braniff DC-4 aircraft and plans on using the DC-4 on CAM contracts.

Air Carrier personnel of the San Francisco ACDO and other Air Carrier personnel assigned to United Air Lines conducted proving runs over United Air Lines routes from San Francisco to New York via Chicago, New York to San Francisco via Los Angeles, and San Francisco to Honolulu and return, utilizing DC-7 type equipment. These proving runs were very successful, and United Air Lines commenced San Francisco to New York non-stop operation on June 1, 1954.

United Air Lines sold six more DC-3 aircraft during the month of May. Four of these aircraft were sold to private corporations, while two were sold to irregular air carriers (American Flyers, Inc., Ft. Worth, Texas, and Transocean Airlines, Oakland, California). This leaves United Air Lines with twenty-four DC-3 type aircraft, and information received by the San Francisco ACDO indicates that these remaining aircraft will also be sold. United Air Lines have received delivery of five DC-7 aircraft as of May 31, 1954.

United Air Lines have started Convair service between San Francisco and Seattle with intermediate stops at Medford, Eugene, Salem, and Portland, Oregon. This route was previously flown with DC-3 type equipment.

The Currey Air Transport management is attempting to sell its C-46 and is considering the purchase of another DC-4.

Agent Robert Johnson was recently designated Coordinator of CAM movements for the Seattle ACDO. The office program presently calls for records of the checks made on each carrier and aircraft and the activities of each agent.

CAM activity continues to be heavy in the Seattle area. In one evening, 39 aircraft - DC-4's, DC-3's, and C-46's - departed between the hours of 7:00 p.m. and 2:00 a.m.

A meeting was held in Seattle on May 20 by representatives of the CAA and airlines communications organizations. This meeting was also attended by Aviation Safety Agents and Advisors from the Seattle and Anchorage Air Carrier District Offices, the San Francisco IDO and the International Region, Washington. This meeting covered the recommendations of the carriers for the adoption of the ICAO document COM 546 Radio Telephony Procedures for the States-Alaska routes. Mr. Frank Unruh represented AN-380 at this meeting. Several problems were discussed with the view of converting the routes to the "network" type of operation similar to the present Seattle-Annette plan which is working very well.

Agents Vickers and Johnson made an extended tour of Washington, Idaho, and Montana, developing and checking approved procedures at Spokane, Helena, Lewistown, Billings, Bozeman, Butte, Dillon, Dubois, Pocatello and Boise. (Continued on next page)

The limited facilities at Boeing Field do not allow for a special area in which to run up the jet engines of the B52's and B47's. Consequently, the Boeing Airplane Company have in the past erected a series of wooden blast fences to deflect the jet blast from the buildings and runways. The blast of a B52, for example, can extend out some 500 feet with a force sufficient to upset a light plane in that distance. These wooden blast fences were not considered adequate because they not only caught fire readily, but despite precautions, could be blown down. The Boeing people, therefore, developed a blast fence consisting of sheets of boiler plate which will deflect the blast directly up. Agent Ross Johnson was requested to attend a demonstration of the blast fence on May 10, at which time it was shown that this fence would deflect the complete jet blast of a B52 directly up, and would, therefore, allow jets to be run up with the tails toward the runways or buildings. It is understood that the Boeing Company plans to erect some 1,500 feet of this blast fence, consisting of about 18 layers of curved sections of boiler plate which will stand about 12 feet high.

Municipal Airport No. 2 at Pueblo, Colorado, was opened for scheduled air carrier operations June 1, 1954. Municipal No. 1 was simultaneously closed. At the present time, a temporary tower arrangement is being used pending the completion of the permanent structure.

All aircraft air speed indicators on Continental Air Lines aircraft will be changed to "knot" calibration on July 1, 1954. Appropriate information to the pilots will be issued June 15. Prior to July 1, pilot examinations will be conducted. Operations Manual material will also be changed to nautical terminology.

Continental Air Lines have instituted a program of systematic periodic checks with records of checking the calibration of signal generators used in testing VOR and ILS equipment using RTCA recommended check procedures as outlined in paper 208-53/DO-52. This same system is now being extended to include all sensitive equipment used by the radio shop for calibration of navigational equipment.

On May 31, 1954, Frontier Airlines service to El Paso, Texas, was terminated. The flight originating at Phoenix will turn around at Silver City, New Mexico. Another Denver-Farmington, New Mexico, flight will be added June 1, 1954. Frontier Airlines will "man and operate" their own station at Pueblo Municipal Airport No. 2. Prior to the change in airports at this location, Frontier Airlines contracted for this service from Continental Air Lines.

United Air Lines Douglas DC-7 proving flights were conducted during the period May 14-19; approval was granted on May 20, 1954.

The DC-6 Dehmel trainer has been delivered to United Air Lines' Chicago Base, and it is anticipated that the Denver Training Center will receive theirs early in June.

A United Air Lines Flight Engineer's Training Course (DC-6) for 13 students is being conducted at the Denver Training Center.

The United Air Lines Douglas DC-7 pilot training program was moved to the Denver Training Center on May 17; weekly pilot and engineer transition course are being conducted in the DC-7. United Air Lines completed the necessary DC-7 maintenance training at Denver in preparation for its scheduled operation through there effective June 1, 1954.

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GENERAL SAFETY DIVISION:

Flight training is reported as slow to normal for the season. One Agent suggests that flight training has become an "accommodation", rather than a method of earning a living. Aircraft sales, both used and new, appear good in the areas which reported.

The Seattle, Yakima, Ontario, Denver, and Oakland District Offices indicate renewed glider activities.

Reduced acreage in many areas, winds, a dry winter, lateness of rains, less use by farmers, and reduced pest infestation is resulting in a generally slow season for aerial applicator work. However, some of these things have only postponed the season, and peak demands may be expected in some areas with the entailed hazards.

The Gardena Valley Airport, one of the oldest private airports in the Los Angeles vicinity, closed operations on May 30, 1954. This airport originated in 1921 as the Dycer Airport and has been in continuous operation except for the war period. Aircraft were dispersed to other nearby private fields which definitely tends to increase traffic and airport congestion. Another airport has given way to the housing developments.

Agent Zentner of the Grand Junction District Office reports participation on the program of the smallest isolated TV area in the United States.

Agent Waage of the Sacramento District Office reports that the California Department of Fish and Game has carried over 200 pheasants from Santa Rosa to Kernville in their Twin Beechcraft. These birds are successfully released in the air at speeds up to 150 mph. This department's pilots have also improvised a method of spraying for eradication of "rough" fish from lakes. The equipment is different than conventional agricultural spray equipment, but is designed to apply rotonone to the surface of the lakes.

Agent Eddy of the Albuquerque District Office advises that they are working with the U. S. Forest Service to check pilot qualification, airstrip and aircraft condition for annual forest spraying in New Mexico. The TAOS Area project of 3550 acres in the Carron National Forest began on May 21, 1954. Contracts are also awarded for 3100 acres in the Lincoln and in the Cibola National Forests.

The Portland, Oregon District Office reports one of their aerial applicators has been awarded a contract to spray more than 1,000,000 acres in Colorado for grasshopper control. One PBV and three B-18s will be used.

Agent Grandy of the Cheyenne District Office reports that contracts have been awarded to two operators based within the state to spray 300,000 acres of range land for grasshoppers in Wyoming this year. Piper aircraft will be used for the smaller area, a B-18 and a DC-3 will be used for the larger area. Operations were expected to start about June 10.

The Palo Alto District Office Agents assisted with the 6th Inter-Collegiate Air Meet held at San Jose, California. About thirty pilots participated.

The Phoenix and Oakland District Office Agents were busy on May 29 with the 58 entrants in a handicap race from Hayward, California, to Tucson, Arizona. The first prize of \$1000 was won by Bertram Butterfield, Hayward, California, who flew a 75hp Ercoupe.

Agent Al Witter of the Boise District Office reports that the aircraft belonging to successful bidders on the Pine-Butterfly Forest Spraying Projects have been inspected by aircraft agents from Portland and Helena in company with a representative from the Forest Service. The equipment is reported to be in good condition. Spraying was expected to start June 7. (Continued on next page)

Agent Gull, Palo Alto District Office, tells us that aircraft are now used to kill rats. The residents ceased their objections when informed that rodents were suspected of carrying bubonic plague.

Agent Barnhill of the Reno District Office reports a successful flight safety meeting with pilots of the 3904th Air Rescue Squadron. Mr. Sinclair of the Office of Air Defense Liaison, Hamilton Field, and Mr. Thomas from the Oakland Control Center were the chief speakers. There were about sixty pilots in attendance. It is believed that considerable confusion which existed in the minds of these pilots regarding air traffic and the ADIZ was clarified.

Agent Doster reports he was Master of Ceremonies at the banquet of the Annual Convention of the Montana Pilots' Association held in Billings, and that District Office personnel assisted in planning the two day convention.

The Eugene District Office reports a very successful flight clinic at Medford, Oregon. Mr. Grant Bourquin of the Medford Control Tower, Mr. Stan Lacey of the Medford Weather Bureau, Agents Robert L. Kagy and Harold G. Lane were the principal speakers. Over 200 persons and 75 aircraft showed up. These meetings should be doing a lot of good toward safety in flight.

There were approximately 21 formal safety meetings attended during the month with in excess of 750 persons in attendance.

Two area conferences of General Safety Agents were held in May. The first, at the Newhouse Hotel, Salt Lake City, May 5, covering 8 districts and attended by 23 field agents, was conducted by the Chief, General Safety Division, with the Chief, General Maintenance Branch, Agents Walker and Houghten of General Operations Branch, and the Regional Attorney participating. The second, at the El Cortez Hotel, Reno, covering 6 districts and attended by 15 agents, was also conducted by Chief, General Safety Division, with the Chiefs of General Maintenance and Operations Branches, Agent Houghten and the Regional Attorney from this region and George South of the Washington Office General Operations Branch participating. Both of these conferences were highly successful according to reports from various district offices, and everyone appreciated the interest and participation of the Washington Office representative.

The Van Nuys District reports an increase in repair station activities, with two large operators from other areas moving into Burbank and establishing facilities for certification there, and other smaller facilities being organized. One of the largest approved facilities successfully negotiated a new labor contract with its employees and diverted a scheduled strike that could have presented serious problems to the agents supervising this operation.

The Salt Lake City district reports 25 mechanics graduated by the Utah State College at Logan were given mechanic examinations. This school was visited by the Branch Chief early this year and he was very much impressed by the exceptional plant and instructional equipment and the high quality of instructors in this approved school.

Seattle reports that many of the surplus wood and fabric aircraft in their district have been found in a state of deterioration that makes it uneconomical to restore them to airworthy condition. This is another of several indications that many of the war surplus aircraft are ready for scrapping, and a concerted rigid inspection program on this type of aircraft is urgent in the interest of safety. This was graphically demonstrated by the condition of a stabilizer spar on an operating T-50 Cessna aircraft discovered in such critical condition that it was almost unbelievable it could still be operating. This aircraft was operating in lower California, but had recently been in the Seattle area for a long period of time.

The Long Beach District Office reports that the demand on the Maintenance Agents' services has been on the increase due to unwillingness of owners and operators to pay designees for inspection services. During the month in this district, several Navion aircraft were found to have an excessive amount of looseness in the wing to fuselage joining, and since that discovery, this condition has been found prevalent in other districts also. It is being studied by our Engineering Office, and the Ryan factory, in an attempt to devise a satisfactory fix for the condition.

A recent accident report from the Palo Alto District indicated that the accident caused by a loose battery in a 140 Cessna coming in contact with control cables and burning through one elevator and both rudder cables, causing loss of control of the aircraft and resulted in serious injuries to the pilot and passenger. This appears to be a case of lack of proper preventive maintenance in permitting the battery to become dislodged from its carrier, which in this case was aggravated by the fact that the pilot was performing aerobatics.

The Cheyenne district reports an interesting experience of one operator in successful application of fiberglass fabric .002" thick to the original fabric on the aircraft in such a manner that it appears to become one solid mass. The fiberglass fabric is cemented to the original covering after preparing the original covering with rejuvenator and aircraft dope in a manner that it is almost impossible to see this outer covering, although it produces a very tough covering almost impervious to the elements. The glass fabric itself has the strength of approximately only 50-70 pounds. However, it will test well into the Grade A fabric test band on the Seyboth fabric tester, whereas the original fabric over which it was applied was in the marginal area. The aircraft in this case had only the upper surfaces of the wings covered in this manner, and a deliberate attempt to peel the fiberglass from the under fabric indicated adhesion as good as or better than pinked tape, which is normally used in fabric covering. It is reported that the complete job in this case costs only one-third of the cost of a Grade A fabric recover job, and the additional weight is only slightly more than 9 pounds for both upper surfaces of a Piper J3C. This experiment is being watched with interest as we have had inquiries from various areas regarding such means of getting away from the expensive and frequent recovering of small aircraft, especially those used in industrial operations.

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## AIRCRAFT ENGINEERING DIVISION:

Results of the propeller shaft vibration tests on the Aerocar Model 1 have been evaluated by Washington personnel and it has been determined that additional information will be necessary to substantiate the propeller drive system. In addition, fuel flow tests indicate revision of the fuel system may be necessary. Several other design items remain to be resolved before this airplane may be presented for CAA flight tests.

Additional technical data for the Baumann Model B-290 airplane have been received and are being examined. It is understood that this Company expects to receive financial assistance in the near future which may make possible the completion of its type certification program.

The landing gear failure which occurred during taxi tests of the Boeing Model 707 prototype airplane on May 21 is being investigated. It has been determined that the failure occurred in the left main landing gear rear spar attachment fitting. Several possible causes for the accident are being investigated. One possible explanation is that brake chatter occurred at a frequency which coupled with the natural frequency of the landing gear structure and the brake application rate with resultant dynamic loads in excess of the design condition. Another possibility which is being carefully evaluated is that the fitting itself was made of faulty material containing inclusions. One other known factor which might have contributed to the failure is the possibility of damage which could have resulted from twisting loads imposed on the gear during sharp radius turns. The airplane did not sustain serious damage as a result of this failure, and Boeing personnel expect the taxi tests may be continued in July.

The Aircraft Engineering Foundation modification project on the Curtiss C-46 aircraft has progressed to the point where preliminary flight tests are to be conducted to determine performance in the third segment climb configuration. Foundation personnel believe that the modifications to the airplane have progressed to the point where subsequent changes will not significantly affect the performance of the airplane. They consider the preliminary performance information to be necessary during the discussions which are scheduled to occur with CAB and CAA personnel in Washington in the near future in an effort to arrive at an acceptable performance standard for these airplanes. Arrangements have been made for CAA participation in the preliminary flight test program.

Evaluation of the Central-Lamson Model 101 agricultural aircraft is progressing satisfactorily. Tests have been conducted on the wing spar attachment fittings and examination of the various items of technical data is continuing.

Design and construction work on the Weejet 880 is progressing slowly. The primary structures of the forward and aft fuselage sections for the flight article have been assembled. The forward fuselage of the static test article and a portion of the aft fuselage are approximately 80% complete. Assembly of the prototype wing structure has begun and is scheduled for completion in approximately 6 weeks. Very few technical data have been received regarding this airplane. The present indications are that the prototype airplane may be completed in the latter part of this year. (Continued on next page).

An engineer from this Division participated in the CAB Hearings on May 26th and 27th on the Western Air Lines' Convair 240 accident near Wright, Wyoming. The cause of this accident has not been determined; however, it was established that all of the major components, including wing tips, control surfaces, tabs, propeller blades, etc, were accounted for at the impact location.

Flight tests on the Custer Channel-Wing airplane are continuing. On June 23d, a flight demonstration was made for CAA engineering personnel. Owing to very low ceiling and visibility and malfunction in the propeller governors the pilot did not attempt to demonstrate slow flight or short landings. Take-offs against a 5 mph wind were accomplished in less than 300 ft.

An Application for Type Certificate has been received from Douglas for their Model DC-7B aircraft. This model will incorporate saddle tanks (200 gal. capacity, enclosed in a faired-in extension of each engine nacelle above the wings), an improved flap configuration, increased power, and structural revisions necessary to substantiate a maximum take-off weight of 126,000 lbs., a landing weight of 102,000 lbs., and a zero fuel weight of 96,000 lbs. A number of flight tests already have been completed on prototype aerodynamic configurations related to this model configuration. Douglas has indicated their intention to apply for type certification of another version of the DC-7 series. This airplane may be designated the DC-7C. Preliminary indications are that this new version will incorporate an increase in the wing span of approximately 10 feet, a maximum take-off weight of 140,000 lbs., a landing weight of 107,000 lbs., and a zero fuel weight of 98,000 lbs. This model may require an appreciable amount of structural evaluation and a complete flight test evaluation. The fuel capacity is expected to be approximately 7800 gals. The basic intent of this model is increased range for more efficient inter-continental use, including trans-polar routes between the United States and Europe.

Structural tests on the inboard wing and main landing gear of the Fletcher Model FU-24 airplane have been completed. The prototype airplane is nearly completely assembled and preliminary indications are that it may fly in July. The tentative plan is for Fletcher personnel to conduct a brief evaluation of the airplane, after which it will be dismantled and shipped to New Zealand for evaluation by the New Zealand CAA. Flight tests for CAA type certification in this country are scheduled to be conducted at a later date on a production article.

Design changes are under way on the Hiller Model HJ-1 rotor system to improve the fatigue characteristics. The 100 hour endurance test of the helicopter drive and control system now is under way and is approximately 30% complete. Two new type engines with "snorkel" type igniters have been fabricated and are ready for installation on the prototype helicopter for an operation check in the near future. Because of the fatigue difficulties experienced to date, start of the official CAA flight program has been delayed indefinitely.

Company flights tests on the LearStar prototype airplane are continuing. Approximately 30% of the structural drawings and 80% of the structural reports have been received. Only a small amount of powerplant data has been submitted. Lear personnel still hope that all necessary technical data will be available for CAA evaluation by July 15, 1954. It is expected that a Type Inspection Authorization will be issued shortly thereafter, barring unforeseen developments. CAA personnel are participating in some preliminary flight tests prior to the issuance of the TIA. (Continued on next page)

Lockheed has requested approval of a high rate of discharge fire extinguishing system for Lockheed Constellation series aircraft utilizing methyl-bromide, dibromodifluoromethane or bromotrifluoromethane as extinguishing agents. Tests have been conducted in flight and on ground test rigs to determine the efficiency of these systems. CAA personnel from Region 4 and the Technical Development and Evaluation Center at Indianapolis are collaborating in the evaluation of this design since TDEC has done the pioneering development work on high rate of discharge systems. The systems being developed provide protection for all powerplants and heater areas outside of the fuselage, including zone one protection for the four nacelles. Because of the extreme toxicity of methyl-bromide and the possibility that this material could enter the fuselage as a result of a heater fire, Lockheed has agreed not to use this substance at present. Operation of the systems with the other two extinguishing fluids probably will be approved in the immediate future. Lockheed is engaged in an additional intensive program to improve the cruising speed of their 1049 series. They also are conducting flight tests on a new configuration with Curtiss electric propellers with dural blades. In addition, technical data substantiating a maximum take-off weight of 137,500 lbs. is being evaluated. Airframe and Equipment Branch personnel recently participated in an investigation of a failure which occurred in the flap drive chain in a Navy R7V-1 airplane in flight over Burbank. As a result of this failure, one segment of the flap could not be controlled during a series of go-arounds prior to a landing. A safe landing finally was made without additional damage to the airplane. Preliminary indications are that a piece of metal may have become lodged between the chain and sprocket in the drive system during flap retraction, thus failing the chain and causing the flap system failure.

Construction of the prototype Lockheed Model 1249 (turbo-prop Constellation) airplane is nearly complete. Lockheed personnel now estimate that Company flight tests on this airplane probably will begin in July.

FACILITIES DIVISION:

VOR

Los Angeles, Calif.	Grading completed and the results of flight tests were unsatisfactory. Negotiations are being carried on for testing of other sites on airport.
San Diego, Calif.	Site selected and approval obtained from City of San Diego for flight testing.
Oceanside, Calif.	Drawings completed.
Boeing Field TVOR	Field inspected and it has been determined unsuitable for a TVOR facility.
Whidbey Island, Washington (Navy)	Conferred with Navy and preliminary sites selected. CAA represented by Wes Pearson.
El Toro, Calif. (Navy)	Conferred with Navy and survey withheld pending A.S.S.C. approval of Navy recommendations. Facilities Division represented by Wes Pearson.
Kremmling, Colorado	Proposal issued for grading and graveling access road.
Ontario, Palmdale, and Thermal, Calif.	These sites were selected for experimental ground checking and are presently being prepared for these tests. W. R. Frehse conducting these tests.
Fillmore, Calif.	James E. Crenshaw, Civil Engineer, completed construction at this location and R. Crookshank started installation phase June 22, 1954.
Los Alamitos, Calif.	Facility commissioned June 16. Installed by C. S. Daggy and J. M. Shukal.

(continued next page)

Hassayampa, Calif. Voice/Code Identification installation completed. Waiting for identification film before commissioning. Installation by C. S. Daggy and J. M. Shukal.

Sodhouse and Battle Mtn., Nevada; Boise, Idaho; Newport and Portland, Oregon Completed construction of wood fences.

#### ILS

Los Angeles, Calif. Proposal and drawings prepared for Glide Slope relocation and establishing a Localizer screen.

Salt Lake City, Utah Rough draft of proposal forwarded to Procurement Branch, drawings completed.

Boise, Idaho Force account instructions were prepared for the completion of Structural Replacement Program. Thomas Tarpo, Construction Foreman, started structure modifications.

San Diego, Calif. Electronic engineering tests have been discontinued.  
Medford, Oregon Facility commissioned June 14 except that Outer Compass Locator has not had a satisfactory flight check. Reports are that ADF heading using this facility varies widely, indicating considerable distortion of the field pattern. This may require relocation of the facility. Installation crew P. E. Watkins and D. Hafner.

Yakima, Washington Facility flight checked and commissioned June 10. Installation crew S. R. Gilbertson, D. L. Olson, C. O. Olson and R. E. Jobe.

Grand Junction, Colo. Construction Supervisor, M. Duncan, will complete structural work on the Glide Slope Relocation.

#### DME

Los Alamitos, Calif. Commissioned June 16. Installation by C. S. Daggy and J. M. Shukal.

Hassayampa, Arizona Installation completed except for keyer cams which are to be supplied by Washington. Installation by C. S. Daggy and J. M. Shukal.

Phoenix, Arizona Installation completed June 4 by C.S. Daggy and J.M. Shukal.

Scottsdale, Arizona Installation started June 11 by C.S. Daggy and J.M. Shukal.

Paso Robles, Calif. Installation completed June 3 by E.M. Whitney and R. Crookshank.

Santa Barbara, Calif. Installation started May 25 by E.M. Whitney and R. Crookshank.

Boise, Idaho Installation started May 26 and running concurrent with UHF/DF installation. Installation crew W.A. Martyn and W. L. Pedri.

Ephrata, Washington Installation started June 3 by S.R. Gilbertson and C.O. Olson.

Helena, Montana Installation started June 9 by M.W. Domitrovich and G. Shoop.

Las Vegas, Nevada Acceptance inspection finally completed by LA-360 June 14.

#### TOWERS AND TOWACS

Pendleton, Oregon Inspection completed May 28. Installation crew R.T. Payne and B. E. Preece.

Burbank, Calif. Acceptance inspection started June 23. Progress has been up to schedule throughout this project. Installation crew R. Harris, A.C. Hatch, and E.E. Waldrip.

(continued next page)

Casper, Wyoming Installation completed June 5. This facility was completely installed and placed in operation within 30 days by M.W. Domitrovich and G. Shoop.

Salt Lake City, Utah Establishment of radar communication frequency on 119.9 mc completed May 24 by W.A. Martyn and W.L. Pedri.

San Francisco, Calif. Installation crew has been on duty since May 17 without showing any noticeable progress. Lack of progress entirely due to city's action in preventing access to the building and use of elevators. Installation crew consisting of E.L. Pardee, U.M. Larsen, B.F. Lobnow, and R.M. Lopez have been assigned to other projects.

Oakland, California Installation of magnetic tape recorders started June 14 by E.L. Pardee and U.M. Larsen.

Bakersfield, Calif. The 121.5 mc interlock between Tower and INSAC, removal of TUQ transmitter and installation of Tower lights started June 7 by J.R. Eagen.

Colorado Springs, Colorado Completed all Civil Engineering plans for Combined Station/Tower.

Billings, Montana Submitted a revised Form ACA-24 and letter to Washington Office.

Long Beach, Calif. Electronics Engineering plans have been completed.

#### INSACS

Toledo, Washington Minor modernization started June 15 by R.E. Jobe.

Douglas, Arizona Modernization and "J" facility started June 7 by F.M. McCauley and S. Rosenfeld. Installation interrupted to establish Tucson "H" facility.

Santa Barbara, Calif. Modernization started June 1 by H.S. Pyle and T. Bracken.

Spokane, Washington Modernization completed May 21 by H.S. Pyle.

Winslow, Arizona Electronic Engineering plans were started for dual console installation.

#### SRA

Tucson, Arizona Harry Mellen completed dismantling of tower. SRA relocation survey completed. Work completed on the plans and proposal. Relocation survey conducted by Norman Byg.

#### OFACS

Type RHT diversity receivers and frequency standard removed from Marysville, Washington receiver station by R.T. Payne. This equipment shipped to San Francisco for installation at OFARS. OFARS installation will be made by B.F. Lobnow and R.M. Lopez.

#### ASR

Drawings are being prepared for new Overlay Maps for Seattle, Portland, San Francisco, and Oakland. These new maps will be in nautical miles to conform to procedures to be effective October 1. The survey for replacing the ASR-1 at Los Angeles with ASR-3 equipment was completed and recommendations forwarded to Washington. Bids are being issued for the replacement of the 51-pair control cable at ASR Oakland Airport. Preliminary plans and specifications were submitted to Washington for the replacement of the ASR-1 Tower at Los Angeles Airport. (continued next page)

FAN MARKERS

Tiller, Oregon

Installation completed and waiting flight check. Installation by J.A. Cole and D. Hafner.

"H" FACILITY

Tucson, Arizona

Installation of a temporary "H" facility was started June 17 by S. Rosenfeld.

"MH" FACILITY

Tucson, Arizona

Civil Engineering plans and force account instructions were prepared for this facility. Construction Section started structural work at this location. Work performed by Harry Mellen.

L/MF RANGE

Superior, Montana

Removal of TML transmitter started June 22 by G. Shoop.

HIALL

Denver, Colorado

Proposal and drawings are being prepared.

ILF

Battle Mountain and  
Fallon, Nevada;  
Wendover, Utah.

Norman Seewald, Civil Engineer, Engineer-in-charge of repairing runways, completed this work during the month.

UHF/DF

Boise, Idaho

Installation started by W.A. Martyn and W.L. Pedri. Installation is more extensive than first estimated due to massive antenna system. A rather elaborate supporting structure must be fabricated - one that will provide satisfactory operation and at the same time readily permit maintenance.

UHF Delta Frames

Battle Mountain and  
Fallon, Nevada;  
Wendover, Utah

Construction of Delta Frames are underway.

MISCELLANEOUS

The 55 DME installations at VORs scheduled for commissioning in Fiscal Year 1954 will all be flight checked and commissioned by July 1.

Completed budget estimates for five year plan and supplemental estimates for Fiscal Year 1956.

Reviewed preliminary plans for Sacramento, California Terminal Building and recommended changes and additions.

Bids were opened June 22, 1954 for the consolidation of existing buildings for the central power plant at Rome, Oregon. Award of contract will be made within the next few days.

(continued next page)

UHF STATUS REPORT - Military UHF

Phase IV-A

Spokane, Washington Completed installations at INSAC by B.V. Miller and E. Marsden.  
Prescott, Airzona Completed installations at INSAC by Wayne Brown and Jim Pace.  
Battle Mtn, Nev. Completed installations at INSAC by John Rathjen and E. Alfonso.  
Great Falls, Mont. Started installation at Center by B.V. Miller and E. Marsden.  
Las Vegas, Nevada Started construction at Combined Station/Tower.

Phase V

Oakland, Calif. Awarded a contract for construction and started work on Mt. Tamalpais remote site for Center and INSAC and airport remote site for Tower. Resident Engineer Dave Evans in charge of construction.  
San Francisco, Calif. Awarded a contract and started construction work on airport remote site for ATC Tower. Resident Engineer Hand in charge. Completed installation plans. Started installation as joint EANF and WFC project.  
Los Angeles, Calif. Awarded a contract and started construction on Saddle Peak Remote Site for Center and INSAC. Resident Engineer LaFornara in charge. Received bids for airport remote site for ATC Tower. Award of contract awaiting Washington Office approval.  
Palmdale, Calif. Complete installation at INSAC except for mounting standby receiver/transmitter in racks. Started installation at ATC Tower by O. McIntosh, Orion Betz, and Paul Newport.  
San Diego, Calif. Awarded a contract and started construction of Mt. Soledad remote site for INSAC and Tower and airport remote site for Tower. Resident Engineer Robert Dahms in charge.  
Tucson, Arizona Completed installation plans. Started installation at airport remote site for INSAC and Tower. Installation work accomplished by Wayne Brown and Jim Pace.  
Santa Barbara, Calif. Completed installation plans. Started INSAC installation as joint EANF/WFC project. Work accomplished by Carl Weidert.  
Portland, Oregon Awarded a contract and started construction of Burlington Remote Site for INSAC and Tower and airport site for Tower. Resident Engineer Robert Nichols in charge.  
Sacramento, Calif. Made preliminary surveys for construction and installation. This also applies to Seattle-Tacoma, Washington, Needles, California, Albuquerque, New Mexico and Tucumcari, New Mexico.

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

ILS/VOR = June 21, 1954 = Joseph F. Mosser, ES, Medford, Oregon.

DME - June 21, 1954 = Julius J. Tomisser, ES, Boise, Idaho; E. H. Becker, EDS, Phoenix, Arizona; George R. McKinnis, SES, Lovelock, Nevada; Rudolph S. Fogelsanger, SES, Cedar City Utah.

ASR/PAR = June 14, 1954 = James S. Nichols, ES, Ellensburg, Washington; Malcolm C. Nickerson, ES, San Francisco, California; James A. Thomas, ES, Fresno, California.  
(Highlights continued page 20)



## QUESTION BOX?



- Q. In connection with ink revision 2) to A. O. 169 in A. O. Manual Transmittal No. 20, an employee asks, "By what authority does anyone have access to my money I have deposited toward retirement?"
- A. Retirement deductions are not subject to execution, levy, attachment, garnishment or other legal process. Neither may an employee borrow or assign money in his account as security for a loan or other purpose. However, money in an employee's retirement account may be used to recover any valid debt to the United States provided other means have been exhausted. The amount in the retirement account is available only on separation from the service. Nor may it be used if the employee has rendered more than twenty years of civilian service.
- Q. Under the retirement system, how is the employee's 5-year average salary determined?
- A. By adding the basic salary for each of the five consecutive years used and dividing this total by 5. The 5 consecutive years do not mean calendar years and need not be one continuous period, but must be consecutive as regards the employee; where breaks in service exist through separation and reemployment, service before and after the breaks may be joined together to compute the consecutive five-year average.
- Q. How much annuity will each child of a deceased annuitant receive?
- A. (1) If both the widow and an eligible child (or children) survive, each child will receive the least of these amounts:
1. one-fourth of the father's annuity;
  2. \$900 divided by the number of surviving children; or
  3. \$360
- (2) If no widow or widower survives each child will receive the least of these amounts:
1. One-half of the parents annuity;
  2. \$1200 divided by the number of surviving children; or
  3. \$480.

(continued from page 18)

### AIRWAYS OPERATIONS DIVISION

Studies are continuing to resolve radar interference problems to ASR or PAR at Los Angeles, Portland, Salt Lake City, San Francisco and Oakland. No interference is traceable to fleet concentration in the bay area and studies will continue with other possible sources. The interference is not extremely serious or continuous.

Several mining companies in the Hanksville area are requesting the telephone company to provide service to their mines, which may have the effect of lowering the installation charges in that area. We have asked the telephone company to furnish estimates for installation of two printer and one interphone circuit to the Hanksville Station. Hanksville is served solely by a radio telegraph circuit to Bryce Canyon. An attempt will be made to obtain these circuits in our 1956 budget. A telecommunications budget for 1956 is now in the process of preparation.

It appears that a restudy of automatic Service "B" relay assignments will be necessary if the discontinuance of certain stations, as previously planned, does not materialize.

A total of six frequency assignments and interference problems during the month were analyzed. Several of these involve OFACS frequencies at San Francisco.

The extension of Service "A" and "O" teleprinter drops in Weather Bureau offices was discussed with the Wire Communications Section, LA-367. Forms 1399 for approximately 33 locations in this region will be submitted to the Washington office.

By replacing the 102A key system with the 109A boxes at Helena, Montana, approximately \$140.00 monthly charges can be saved. The change will require acceptance of certain local circuits by Airport Management before it can be effected.

During the thirty day period, 59 land line orders were processed.

In company with representatives from Facilities and Air Carrier Safety Divisions, Mr. Shaw arranged for selection of a new site for the L/MF at Tucson during the week beginning June 7. The group then proceeded to El Paso to discuss proposed airway plans with personnel of the El Paso Center.

A study to determine the most suitable site for the Roswell VOR has been started. It may be necessary to relocate this facility because of interference from power lines.

Mr. Whitney attended meetings at Albuquerque on May 25 regarding the RAPCON at Kirtland Field. Also in attendance were military representatives, Facilities Division engineers, and Mr. Goldwin Dyke of Airways Operations, Washington.

Space in the proposed new Administration Building at Portland has been re-analyzed with the Facilities Division, as the result of our decision to establish an IFR room operation at Portland.

The field has been surveyed for comments regarding revised Control Tower cab layout and equipment arrangement. As requested in the recent Division Chiefs' meeting, this will be forwarded to Washington for possible national adoption.

(continued next page)

As the result of information obtained from the Division Chiefs' meeting, all ASR locations in this region were contacted for possible use of a 10-30 miles overlay instead of the 6-20 we now have. Several locations have indicated a desire for such change and replacement overlay requirements are being coordinated with the Facilities Division.

During a recent visit to Casper, it was learned that the City is considering CAA operation of their control tower on a reimbursable basis when the Air National Guard completes its encampment in September. The City will advise CAA of its intentions by August 1.

Arrangements were completed to move airport traffic control service from the old to the new airport at Pueblo, Colorado on June 16, 1954. It will operate in temporary fashion until about mid July when the permanent combined station/tower installation will be completed.

Arrangements have been completed with the Facilities Division to move the Oakland Approach Control position to the Radar tent approximately the same time that the San Francisco Tower move is completed. We have just learned that the San Francisco Tower move has been delayed because of difficulties between the contractor and the City, making it impossible for installation personnel to gain access to the tower.

During the month the equipment installation of the combined facility at Pendleton, Oregon was completed.

Installation of combined station/tower equipment is in progress at Cheyenne, Colorado Springs, and Pueblo. Cheyenne is nearing completion, Pueblo is approximately 50% complete, and Colorado Springs' progress is slow due to shortage of equipment.

Washington has advised that it will be at least two years before ceilometer indicators will be installed at tower locations. This Region was considering the installation of such an instrument at the Los Angeles Tower; however, tests indicate that the two units now developed are not entirely satisfactory. One of these units is an oscilloscope presentation, and the other is a recordergraph. The presentations offered by both of these indicators require the observer to concentrate his attention on the instrument for substantial periods of time in order to obtain reasonably accurate estimate of ceilings. Even under conditions wherein the cloud base is fairly uniform, it appears that twenty seconds or more of close observation of the indicator would be required to obtain a dependable reading.

Burbank Tower was relocated to the new cab June 10, 1954.

Beginning July 1, CAA will operate Pocatello Tower for eight hours per day on a reimbursable basis from the City. For the rest of the 24-hour period the facility will operate as a communications station. Our agreement with the City is for a 1-year period.

This Region will shortly receive approximately 50 AACS personnel for training in centers and approach control towers. This training period will cover nine months and will probably be a continuing program.

(Continued on next page)

AIRPORTS DIVISION:

A budget request for \$22 million to cover the 1955 Federal-aid Airport Program has been submitted to the Congress and hearings have been held before the House Appropriations Subcommittee. Hearings on three proposed amendments to the Federal Airport Act have been held before the Senate Interstate and Foreign Commerce Committee.

The Acting Chief, Charles J. Winger, and District Airport Engineer C. B. Donaldson met with the City Engineer and Airport Manager concerning development of a revised master plan for the Salt Lake City Municipal Airport.

Mr. Leonard S. Mills, Assistant Secretary, Ministry of Civil Aviation of the United Kingdom, visited the Region and Mr. Winger and District Airport Engineer T. E. Flaherty scheduled an itinerary for him in Region 4 in connection with a study of the economics of the airport industry and airport facilities. Mr. Mills has completed a course at Harvard University and spent several days with the CAA in Washington and Region 2.

\* \* \* \* \*

ORCHIDS

We have received two letters commending our personnel for services performed. The Region would like to take this opportunity to add its commendation to the employees involved. The first letter is from Joseph Smith, Lieutenant General, USAF, Commander, Military Air Transport Service, Washington, D. C., and is addressed to the Administrator, Fred B. Lee. It reads as follows:

"I have just reviewed a report concerning the emergency landing of a VC-54, the 'Sacred Cow', on the night of 12 May 1954 at Columbus, New Mexico. The report reveals that Mr. Horace M. Disotell, CAA Airways Operations Specialist, assisted our aircrew in saving an aircraft and lives during an extreme emergency.

"Our aircraft was only 600 feet above the terrain and losing altitude steadily because of the failure of two engines when Mr. Disotell was contacted. Mr. Disotell immediately advised our crew of surrounding obstructions and landing area conditions. This very timely aid contributed materially to a safe forced landing after dark on an unfamiliar emergency strip.

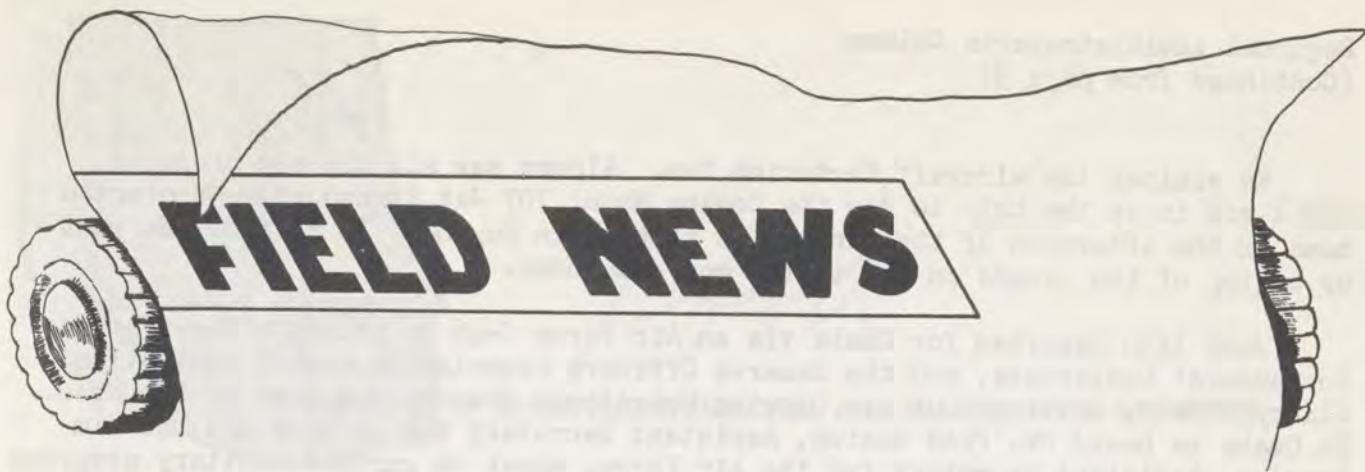
"Please pass on to Mr. Disotell my most sincere appreciation for a job well done."

The second letter was written to the Regional Administrator by Mr. Joseph H. Tippetts, Director, Office of Federal Airways, Washington, D. C. and concerns the consolidation of Seattle and San Francisco OFACS activities at San Francisco. Mr. Tippetts wrote:

"You will be interested to know that operational planning and execution of the Seattle-San Francisco OFACS consolidation project is listed in the 'point with pride' column of our book on Federal Airways projects. It seems to me that here is an excellent example of communication know-how and teamwork on the part of our Engineering and Operations personnel in the field.

"I have noted the difficulties encountered in diplexing circuit 325T which were quickly overcome, thus assuring continued satisfactory maintenance of the important link between Anchorage and San Francisco.

"I shall very much appreciate your conveying to all Federal Airways personnel who participated in the effort my thanks for a job well done."



## TUCSON, ARIZONA

**TOWER:** The Low Frequency Range Station is being decommissioned and moved to a new location. The new location is proposed on or near Ryan Field, with Fan Markers located west and northwest of Municipal Airport near San Xavier Mission and Gilpin Airport. This will aid in expediting arriving and departing aircraft during our occasional IFR weather.

Since Davis-Monthan Tower has discontinued their 396 Kc and 3023.5 Kc Tucson Tower personnel quite often act as a relay station between Davis-Monthan Tower and jet aircraft when the jets have UHF radio failure. We also serve as an alternate for Davis-Monthan when their runway is closed.

**SES:** Norm Byg has completed his third survey of a new SRA site. Harry Mellen is hanging skywire and readying a building for a BMH at the old SRA site. Sammy Rosenfeld is installing the equipment. The remote transmitter building installation is completed, and Wayne Brown and Jimmy Pace are here to install Phase V UHF equipment. INSAC modernization and installation of two more FM's are expected to follow in the near future.

**INSAC:** July usually finds the desert rats in Southern Arizona dozing beneath a shady cactus until the temperature returns below 100 degrees; however, our activity is the highest in ten years and is still climbing.

The Hayward-Tucson 20-30 Club Air Race terminated in Tucson on May 31, without incident other than a couple of accidental off-course landings in Mexico.

The Jaycee Trans-Continental racers included Tucson as a compulsory stop enroute from Philadelphia to Palm Springs and offered many opportunities to meet pilots from across the nation. Many of the pilots offered unsolicited compliments regarding the hospitality and excellent service received from CAA facilities enroute.

## PASO ROBLES, CALIFORNIA

**INSAC:** The Station is located  $4\frac{1}{2}$  miles from town on the county airport. Local activity consists of two flying clubs and thirteen other aircraft kept at the field. Since the closing of Camp Roberts and the discontinuance by Southwest Airlines of their service, business has decreased about 15 percent.

The word Paso Robles or the correct title El Paso de Robles means "The Pass of the Oaks"; however, the oak trees are slowly being taken out or dying. Income is derived mainly from farming.

Regional Administrator's Column  
(Continued from page 3)

We visited the aircraft factories too. Alcorn saw all the new projects, and I got in on the trip to see the Boeing Model 707 Jet Transport. We started home on the afternoon of the ninth. We stopped in Eugene. It rained. We went up on top of the clouds on the tenth, and came home.

June 15th departed for Omaha via an Air Force C-46 to attend a Reserve Wing Commanders' Conference, and the Reserve Officers Association annual convention. Clancy Schmid, Chief of our Air Carrier Operations Branch, was part of the crew. In Omaha we heard Mr. Fred Seaton, Assistant Secretary for Defense and Mr. Jim Douglas, Assistant Secretary for the Air Force, speak on current military programs and the important relationship between military expenditures and the national economy. Also the essential requirement for a strong, well trained reserve component of our military establishment. Refreshing to hear that increased efficiencies are enabling our tax dollar to buy more defense than was the case a few years ago. We were also briefed on the mission and capabilities of our Strategic Air Command. This was classified, but I can tell you it was reassuring. We left Omaha early Saturday morning, the 19th, and returned to Long Beach.

June 23rd Morrey Plotkin and I flew CAA Beechcraft N95 to Modesto to attend a meeting of the Modesto Airmens Association. There were over a hundred in attendance our Johnnie Gebelin; the Mayor; City Engineer; Councilmen; a State Assemblyman; the newly elected District Attorney, and many of the local pilots and aircraft owners, a number of whom were women, God bless them! We flew back to Los Angeles on the 24th stopping at Bakersfield. It is beginning to get hot in that San Joaquin Valley!

Spent one day in the office, the 25th; a golf game on Saturday the 26th, and here I am back to the 27th and this DC-7 flight. As the airline pilot said, "Seems like I never get to go any where" -- Regards to everyone in the 4th Region.