



Good

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. II, NO. 2

AUGUST 1, 1954

MASTER PLANNING AN AIRPORT

by

George E. Johnson, Chief
Airport Engineering Branch
Airports Division

Basically, air transportation is composed of airplanes and airports, each interdependent upon the other. However, to stop here would be oversimplification as without the marvelous and complex electrical, electronic and radar devices and equipments for air navigation and traffic control, together with the highly technical procedures required for proper and efficient functioning, the large and expanding air commerce as we know it today would not be possible. An airport developed without consideration in planning, layout and design for the use of the airplane under the safest and most efficient operation would be of little value. Therefore, in master planning an airport, the skills, technical knowledge and "know-how" of all CAA specialists, including Air Carrier Safety, General Safety, Airways Operations, Facilities, as well as Airports, are not only needed but required to assist the owner in the proper development of its airport.

What is a Master Plan and why prepare one? The applicable meaning of "plan" is a scheme or method of procedure and of "planning" to arrange beforehand. It is impossible to forecast the exact needs and requirements of a community. Therefore, a logical appraisal of the community needs must be made, the extent of ultimate development estimated, and a master plan prepared to ensure that what is done now will be consistent with future needs. Two precepts will assist in orderly planning: (1) Do not build more than is needed, and (2) Be guided by an adequate master plan that will permit expansion of the facilities as the need arises. While expansibility is of prime importance, flexibility of arrangement of the facilities should be inherent in the design and layout, because of the constant change and advancement in air transportation. (Continued next page)

Before any construction work is undertaken on a newly acquired site or before any additional improvements are made on an existing airport, a complete and comprehensive master plan which shows the site as it exists at the present time and as it is planned for ultimate development, should be prepared. The master planning of an airport actually includes the design of all phases of development. In common usage, however, the title Master Plan is usually understood to mean a single drawing which reflects certain information and overall requirements necessary for the preparation of detailed design plans in such a manner that each project will be a component part of the ultimate or whole development. The Master Plan should show the ultimate development of complete overall requirements for the landing facilities together with those facilities required for the transition and coordination of air and ground transportation, inasmuch as they will affect the preparation of working drawings for the initial and subsequent developments. Any existing facilities should of course be included. Paved areas are determined and limited to definite outline by the very nature of the airplane, the various speeds at which it travels and the angle or glide path at which it lands or takes off. Thus, there are: (a) runways, traversed at both high and low rates of speed; (b) aprons, ramps, and servicing areas where the planes are largely at rest; and, (c) taxiways between the two over which movement is slow. Correct layout of these areas will have marked effect upon efficiency of movement.

Therefore, the elements for the development of a master plan consist of the proper portrayal of existing, proposed and ultimate developments of the landing facilities, composed of landing strips and runways and intermediate and outlying areas; transitional landing facilities, composed of taxi strips, taxiways, aprons and ramps; and the coordinating facilities of the building area, composed of buildings, special purpose areas and roads. In addition, culture and topographic features should be shown including land subdivisions and property lines; adjoining roads, access road and improvements; streams; contours of site and vicinity; wind rose or wind data; and structures and other obstructions near the site which are to be removed or marked. All of this can usually be shown on one sheet except for another separate enlarged scale or "blow-up" drawing which usually is required for the building area.

Procedures, standards and policies have been formulated and established in some instances to provide mandatory requirements and in others guidance for the establishment of various facilities and methods for conducting operations which have a definite bearing on the master planning of airports. These include Technical Standard Orders pertaining to runway and taxiway lighting and marking, taxiway signs, segmented circle airport marker, runway strength and dimension standards for air carrier operations, airport traffic and taxi problems, criteria for determining obstructions to air navigation, criteria for establishment of airspace areas which will encompass standard flight holding patterns and others. Also, other established policy governs certain aspects and phases of airport operations which are of concern to master planning.

After the airport specialist has assisted in the preparation of the preliminary master plan, it must then be coordinated with the other divisions of the CAA, as mentioned in the beginning, to ensure that the proposed development will be in accord with the latest thinking of the Administration and will fulfill in all respects the requirements for the aeronautical needs of the community for the present and will provide with reasonable certainty for the future needs in an orderly and efficient manner.

Lack of careful, intelligent master planning has, in far too many instances, resulted in improvements which have had to be abandoned or revamped during later expansion or improvements which were undertaken. This has been particularly evident in the case of airport buildings and building areas that have had to be abandoned because expansion possibilities were overlooked in the original planning.

(Continued page 7)



REGIONAL ADMINISTRATOR'S COLUMN

Last month when I wrote to you I was enroute to Washington, D.C. on board an airline. I came back to Los Angeles on a special flight on the first of July. It was the inaugural non-stop flight from Washington to Los Angeles. Ceremonies and speeches before we took off. Mrs. Richard Nixon christened the plane with a bottle of champagne. First try she missed the sharp metal prong they had attached to the fuselage to insure breakage of the bottle. Second try was successful and fizzwater sprayed the close bystanders. We left Washington at 1:00 p.m. and arrived in Los Angeles at 5:50. With the three hour time change that was seven hours and fifty minutes. Not bad for a flight from coast to coast, but it will be done in less than six hours in regular scheduled service within the next three years.

In Washington everybody was "sweating out" appropriation action. Under those conditions decisions on less important matters are likely to be postponed. They tell a story about a man from the field reporting to the Pentagon building. Walking down the hall he met a friend and said, "Good Morning". An hour and a half later the chap to whom he had spoken 'phoned him and said, "I guess maybe it is a good morning."

Our appropriations have been passed; that is, most all of them. We had a scare on the Airports program. One day we were directed to prepare Reduction in Force notices to cut our regional Airports Division staff from thirty nine down to seventeen. That was when the House Appropriations Committee killed all the supplemental appropriation bills including our FAAP bill. Then the next day a telephone call from Mr. Lee telling us that the House had passed the 22 million dollar FAAP appropriation, that favorable Senate action was anticipated, and so we are back in business in that program area. There are a couple or three supplemental appropriation bills that are dragging-- Cold Bay and Balboa. They don't affect us directly, but if they don't pass we could be affected indirectly by withdrawals to make up part of the deficit. But we won't worry about that until it comes if it does and it probably won't.

July has been a hot month in many parts of our Region and in other parts of the Country. Mr. Jurden was here from Kansas City for a few days. He said the night before he left there it cooled down to ninety seven degrees -- hard to believe isn't it? July is also vacation month for many of our people. Whether you go to the mountains, or the seashore, to our National Parks, or just stay under your own vine and fig tree, I hope you have a restful and enjoyable change from the job routine and come back refreshed.

Things are progressing. Preparations for staffing the McChord RAPCON are proceeding. The Register for the Chief's position has been received and Robert Baker, Albuquerque Center Chief has been selected. The Maintenance Branch integration of Electro Mechanical positions into our maintenance pattern is in process. We were able to hold the journeyman grade at CPC-9 instead of the CPC-8 originally predicted by Civil Service and by some of our Washington officials. Problems incident to establishment of the new Maintenance District Supervisor positions are being solved. We can't call this a reallocation, but we will make every effort to make it possible for all competent incumbents to qualify. Then we will select those considered best qualified, and we hope to avoid a lot of moves. If this sounds a bit indefinite it probably is because we aren't sure of all the answers yet ourselves. We will be though before we actually start the wheels in motion. (Continued on page 14)

FACILITIES MAINTENANCE BRANCH ACTIVITIES

The integration program is proceeding according to schedule, and it appears that details of the training program involved will be forthcoming in the very near future. A great deal of work is being accomplished by Supervisory Airways Specialists in indoctrinating both the electronic and the airways technicians. These men all will assume duties new to them as required under the integration program. We know that all hands are interested in getting the program completed and that every cooperation is being given to supervisors to that end.

The field conference series is continuing according to schedule. Meetings were held this month at Denver, Colorado, and Laramie, Wyoming - both were conducted by Mr. Clayton.

The Denver meeting included Airways Technical District Supervisor Sharp and technicians from Denver, Colorado Springs, Trinidad, Kremmling, Pueblo, La Junta, and Glenwood Springs, Colorado. In addition to the field personnel involved, Mr. Bill Howard of the Airways group was on hand to assist in answering questions relative to the integration program. The meeting was conducted at our Denver District Office and we believe was very informative in all respects.

Our meeting at Laramie was the first to be conducted in a courtroom, and the atmosphere of the meeting probably was affected by the fact that most of the participants were seated in the jurors' box, and the supervisors were on the judge's rostrum. Participants in the Laramie conference were Airways Technical District Supervisor Smith, and technicians from Rawlins, Casper, Cheyenne, Fort Bridger, Rock Springs, Douglas, and Laramie, Wyoming, and Relief Airways Specialist Sutton from Salt Lake City, Utah. Mr. Howard was also at this meeting to assist in the integration questions.

The series will be continued, with our next field conference scheduled for the eastern Montana region sometime in September.

Complete cooperation of the telephone companies from which CAA leases land line facilities is being insured by an educational program conducted by Regional Office Maintenance Branch Specialists. Mr. Art Herbert, of the Regional Office, conducted a meeting at the Hilton Hotel in Albuquerque, New Mexico, which was attended by numerous A.T. & T. and Western Union Telegraph Company representatives, and another meeting in the Telephone Company auditorium at Denver. Educational films, accompanied by a question-and-answer type discussion, were shown at each of these meetings and according to comments received from Telephone Company personnel, these presentations assisted greatly in clarifying our position and policies. Additional meetings of this type will be conducted, insofar as is possible, in the near future.

Mr. Evans of the Washington Office visited the Region for the purpose of discussing possible CAA participation in the RAPCON program and will proceed to various field locations involved in the program. It appears that this activity will involve a considerable number of our people very shortly.



QUESTION BOX?



- Q. I understand there is a drive on to cut down "Annual" Travel Orders in accordance with Standard Practice. Am I protected if an emergency occurs and I must travel on official business but don't have time to get a travel order before I leave?
- A. Yes. In accordance with Standard Practice 2101.1(b); 2110; 2112.1; 2632 - all of which refer to retroactive approval of travel not authorized in advance. Normally travel authorization will be prepared in advance but any legitimate official travel can be approved on an expense voucher, without the formality of a travel order when the traveler includes a short statement as to the necessity of that travel.
- Q. Is it necessary to obtain prior clearance from the Regional Office to make shipments on Government bills of lading within the Region?
- A. No.
- Q. Is it necessary to obtain prior clearance from the Regional Office to make shipments on Government bills of lading to points outside the Region?
- A. Yes. Normally all requests should be channeled through LA-180.3, who will prepare the necessary bills of lading. Emergency shipments may be made, however, upon request to the Regional Office, who will provide the field with the proper appropriation for shipping costs.
- Q. Should any shipments on Government bills of lading be insured?
- A. No, except in instances wherein property of considerable value may have been borrowed from sources other than a Federal Agency. In these particular cases, insurance may be placed to reflect the actual value.
- Q. Can chamois skins, Catalog #86-4030, be requisitioned from the Regional Warehouse or purchased from commercial sources?
- A. No, chamois skins are not permitted except for operating allowances for Towers and CS/T's.
- Q. I have 36 quarters credit in Social Security for permanent coverage. Several persons have indicated that my Marine Corps service or the period with the CAA as an indefinite would apply towards the other four quarters for Social Security coverage. The Marine Corps service was from 1932 to 1938, with campaign medals. Advise.
- A. Only military service after 1939 may be credited. If the military service is used for credit under some other federal retirement system it may not also be used for Social Security. An indefinite employee who has had Social Security deductions made from his salary may credit the time for benefits under the plan. Once money is deducted for Social Security it is not refunded. Consequently if later he is brought under the retirement plan, a person may get credit under both plans.

The following is a letter which was sent to A. O. P. A. in Washington by one of its West Coast members who also furnished the regional office a copy for our information:

"I have read with considerable interest your recent editorials taking issue with the present policies of the C.A.A. concerning the shutting down of certain low frequency radio range stations and the associated INSACS.

"It is my personal opinion that A.O.P.A. is still living in the "dark ages" of aviation. You have definitely not kept pace with recent electronic developments as they pertain to civil aviation and particularly the private pilot. You claim favoritism is shown the military and air carriers. I wonder if you really have any realistic facts and figures on just how many private aircraft owners still have low frequency receivers and high frequency transmitters installed in their aircraft? I mean private owners that really utilize their aircraft in pursuit of business or pleasure on cross-country flights. I am not referring now to the fiasco of the fair-weather weekend traffic pattern pilot. You protest this man with LF/HF equipment is a taxpayer and has some rights. I, and numerous others like me are also taxpayers. So are the members of the National Business Aircraft Association and many other people who operate aircraft in conduct of personal business. I resent being taxed to maintain a duplicate air navigation system for a very small minority. This duplicate system is costly to operate and maintain to say nothing of the problem it is creating for Air Traffic Control during the transition period. Let's face the problem squarely, the so-called "common system" of navigation is being developed fully. Why doesn't A.O.P.A. accept it and promote it instead of delaying its full implementation? Have you available a copy of RTCA Special Report 31 which outlines the ultimate common system of navigation? It might prove enlightening to you. Is A.O.P.A. aware that C.A.A.'s maintenance budget has been drastically curtailed with the result that instead of "preventive maintenance" C.A.A. electronic maintenance personnel must let a radio aid operate until it fails and then repair it? I would suggest you send a representative to a C.A.A. facility where a typical maintenance area consists of ILS, VOR, DME, several VHF/UHF transmitters and receivers, low frequency range, 2 or more remote 75MC fan markers, several units of teletypes, two radio beacons and 75MC markers associated with the ILS system. See just how much preventive maintenance is possible with the available personnel. Is this a safe policy in A.O.P.A.'s expert opinion? Why not get rid of these obsolete and useless aids and let the maintenance personnel have a break and the pilot feel a little safe because he knows the new type aids are being adequately maintained for his safety and for dependable use.

"I feel a pilot should invest in VHF equipment if he expects to get maximum utility from his aircraft and it's the cheapest form of insurance that he can buy at any price. There are 20 or so private aircraft based at Airport and all of them are VHF equipped including VOR. Not one of them would go back to low frequency equipment. I own three aircraft two of which are used for flight training and they are all VHF equipped. A.O.P.A. has almost lost sight of the fact that C.A.A. originally agreed to leave 75 or 80 of the low frequency radio ranges in operation after the transition to the common system is completed. The power of these remaining low frequency ranges is to be increased so that adequate coverage will be available throughout the Continental U.S. It would appear this arrangement should prove satisfactory to the minority of private aircraft owners who haven't or won't make the transition to VHF.

(Continued next page)

"As a matter of information, I have been a licensed Commercial Pilot since 1937. I have flown a total of nearly 8000 hours in all types of aircraft. I have for many years operated a C.A.A. approved flying school. I instructed aviation cadets during World War II and am presently operating a rather active charter service, utilizing a Beech Bonanza and doing my own flying.

"If A.O.P.A. desired to support a worthwhile project that would be of material benefit to a large number of Commercial pilots who are trying to make a living doing charter work, you would work to get the C.A.B. to legalize limited instrument operation in single-engine aircraft operating under an air taxi certificate. I am not inferring that extensive instrument flight would ever be attempted in single-engine aircraft. I refer to stratus operations and operations during periods of restricted visibilities such as frequently exist on the West Coast. Such operations are not hazardous when conducted within allowable and adequate weather minimums and provided the aircraft is adequately equipped for instrument flight. My beech is fully equipped with ILS, both localizer and glide path receivers, 75MC beacon receiver, 2 VHF transmitters and receivers, and ADF plus full instrument panel which I consider more than adequate for such limited instrument operation. The pilot must of course maintain instrument proficiency. The large majority of successful charter operators would fall in this category. I believe charter operators as such have an excellent safety record and use good equipment.

"Let's make A.O.P.A. an up-to-date organization which truly represents the majority of pilots and aircraft owners. Quit crusading for a lost cause and the minority. Get out of your office chair and feel the true pulse of private aviation. Assist the C.A.A. in selling the common system of navigation. Take the burden of the present duplicate navigational system off the taxpayers pocketbook and face this aviation problem from a realistic standpoint. Let's advance private aviation for the benefit of all, don't continue to keep it in an era long gone. The flying Jenny is a thing of the past. Aviation has a healthy future - promote it! "

* * * * *

Master Planning an Airport (Continued from page 2)

The master plan must be kept flexible in order to meet constantly changing conditions and must be revised from time to time if necessary to accommodate the most recent aeronautical progress. The master plan should be kept current at all times by bringing it up to date as facilities or projects are added or completed.

Thus, in master planning an airport, to paraphrase the words of a popular comedian, "Everybody should get into da act".

V. P. P. NOTES

Following are letters from the wives of employees who passed away in June. It appears that these words from persons we have helped is more than adequate recompense for any effort any of us has put forth to maintain this plan:

"Dear Mr. Whitney:

"My very sincere thanks for the check received on Saturday from the Voluntary Pledge Plan. It is truly a wonderful blessing to have something so concrete at this time and I wish that I could express the gratitude that I feel. If all of the other folks who have benefited by this plan appreciate the security it offers as much as I do, then it will have amply served its purpose.

"When Jack first talked over the matter of joining this group with me, we were whole heartedly in agreement with it, feeling that we would willingly help out someone in need during a time of stress, and we continued to feel that way each time misfortune befell some member; little did we think that it would come to us. If only everyone would realize that adversity can reach out and touch us all.

"The feeling of knowing that each member has rendered me this great kindness is a great comfort, and I can only say that you have given me great peace of mind. I am so very grateful to all of you.

"Sincerely,

"Hermine E. Weiss"

"Dear Mr. Whitney:

"I want to acknowledge receipt of the check for \$4904.75 and also the first check of \$2500.00 from the CAA Employees' Voluntary Pledge Plan. Please accept my thanks and gratitude for your help and service. At a time like this it seems there are so many things to be done and everything has been so confused, that it was really a relief to not have a group of forms and affidavits to complete in connection with this Plan.

"I appreciated receiving the money so promptly. It makes me feel as though Ray were still taking care of me and our family.

"Thank you very much for your courtesy and kindness.

"Sincerely yours,

"Ruth Steele, Delta, Utah"

* * * * *

On July 19th, we learned that Francis R. McNickle of Sheridan, Wyoming, died on July 16th. \$2500.00 was mailed to Mrs. McNickle the same day. The total amount to be paid her will be \$7190.00.

Please do not send individual checks to LA-381.1 unless you are the only member of a group. All payments should go to your chairman.

DIVISION HIGHLIGHTS

GENERAL SAFETY DIVISION:

Airman certification and aerial applicator activity during this period ranged from extremely heavy in some areas to below normal in others. On a Regional average General Operations activity may be considered normal for this period of the year.

Reflecting the Regional emphasis which has been placed in our Flight Safety Program, two very successful flight clinics and many smaller safety meetings were held during this period. On Sunday, June 27, the Western Slope Safety Clinic was held at Grand Junction, Colorado, under the sponsorship of the Jaycee Clubs of Craig, Grand Junction, Montrose and Gunnison, Colorado, and at Ontario, California, a clinic was held under the sponsorship of the San Bernardino Sheriff's Aero Squadron. Both clinics were highly successful despite inclement weather and evidenced excellent planning and follow-through by the Grand Junction and Ontario District Offices. The comment received to date on these clinics has been highly complimentary. We are satisfied that they make an immediate and direct contribution to flight safety and afford excellent opportunity to get our safety message to the "grass roots".

The Boise District Office reports that the Pine Butterfly Project has been kept under continuous surveillance. Johnson Flying Service operates one C-47 and two Fords out of Idaho City and has had no difficulty. However, Ball Ralston, operating from the Warm Springs Air Strip, has lost two TBMs and a Stearman through accident and maintenance difficulties. These have been replaced with a Ford, an N3N and a Fairchild, and it is believed that the project will be completed in another week or ten days.

The Yakima Office reports that Central Aircraft has completed their New Brunswick Spruce-Budworm contract and all the aircraft have returned to Yakima. The job this year was again completed with no major trouble to Central's fleet of sprayers. Acreage completed this year by company aircraft was approximately 300,000. Central aircraft has also completed another unusual spraying project at Lansing, Michigan, involving the spraying of 60,000 acres for Gypsy Moth control, using a B-17 bomber and three Boeing A-75 aircraft. The densely populated areas of the city were done by the B-17.

The Eugene office reports that the City of Eugene is now making arrangements to survey the city's airport problems, which eventually may result in the closing of Eugene Air Park and consolidation of all operations at Mahlon Sweet Airport, since there continues to be considerable objection to the Air Park by residents in the area.

The Palo Alto office advises that negotiations between Palo Alto and San Mateo County for improvement of Palo Alto Airport is expected to be completed in July. The future status of the airport is expected to be finally settled by that time.

The last of a series of General Safety Division Area Conferences was held at the General Grant Hotel in San Diego, California, on June 2. The conference was conducted by the Chief, General Safety Division with participation by Chiefs, General Maintenance Branch and General Operations Branch from Los Angeles, and George South from the Washington Office. Agents from the Los Angeles, Van Nuys, Ontario, Long Beach, Phoenix, and San Diego Districts attended, and everyone present indicated pleasure with the plans to conduct these conferences twice a year.

(Continued next page)

The Semi-Annual Mechanic School Inspection Reports and Designated Mechanic Examiner reports have been coming in from the field in a steady stream. An end of the year recap indicates that the General Maintenance Program is up to schedule in most areas and we are starting the new year with prospects of a steady increase in workload in this office. Some new DAMIs and Mechanic Examiners are being appointed to help with the field workload but repair station applications are still coming in.

Phoenix reports twenty-five graduates from the Tucson High School Mechanic School took examinations from the district agents and all enrolled for additional training courses.

Helena reports that a new sprayer installation developed by a Great Falls operator for Aeronca 15AC has proven satisfactory, and many of these aircraft are being modified with this equipment, which keeps the load well distributed in the C.G. range of the aircraft. The modification also includes wire cutters on the landing gears, metal propellers, safety cable from the top of the cabin to the top of the rudder, shoulder harnesses, and stall warning indicators.

Long Beach Agent Demaree took a very active part in the preparation proceedings by the 99'er Club for the Annual Trans-Continental Races by inspecting the aircraft with assistance from Agent Kattelmann of the Los Angeles Office.

The new Seyboth Fabric Testers which we furnished to all field offices in the consolidated region have been enthusiastically accepted by aircraft owners and have resulted in many border-line cases on fabric airworthiness being settled without question or bad feelings. One of these testers was purchased for each of the districts in old Region Seven when they were first accepted by CAA, and since consolidation of regions, all of the balance of our districts have been supplied with them. We believe they are a worthwhile piece of equipment for our field agents' use.

AIR CARRIER SAFETY DIVISION:

Citizens of Alameda County have complained of low-flying aircraft taking off and landing at the Metropolitan Oakland International Airport. Personnel of the San Francisco District Office attended a meeting called by the Port of Oakland to discuss this problem. Representatives of Alameda County, the Port of Oakland, California State Aeronautics Commission, ATA, ALPA, Interstate Air Carriers, USN, and CAA Tower and General Safety offices also attended this meeting. This meeting resulted in the designation of Runways 9-27 as preferential runways, and all military or air carrier flights will be cleared to use these runways with cross wind components up to 12 MPH. Flights utilizing Runways 15-33 will plan their landings and departures to remain over the Estuary whenever possible.

On 125 CAM flights departing from the Metropolitan Oakland International Airport during the month of June, 5,527 troops were carried. Irregular air carriers provided 96 aircraft for these flights and transported 4,333 troops. The balance were furnished by scheduled air carriers. Personnel of the San Francisco District Office conducted ramp and en route inspections on more than 10% of these movements.

United Air Lines is conducting tests in their laboratory of two-way VHF equipment manufactured by several companies evaluating new equipment which will either supplement or replace surplus equipment now in use for communication purposes.

(Continued next page)

On June 15, Great Lakes Airlines' DC-4 was involved in an accident at Gage, Oklahoma. One Maintenance and one Operations Agent spent five days at this location assisting in the accident investigation. There were no injuries to passengers or crew, and the crew did a wonderful job under the circumstances surrounding this emergency. This was an instrument flight at night, and there were thunderstorms and rain at Gage. The No. 3 engine caught fire; and even though emergency procedures were executed, the fire could not be extinguished. The engine fell from the airplane approximately 11 miles from the point of landing. All lights on the airplane were out, and the co-pilot gave the captain airspeed readings by flashlight. The airplane was not aligned with the runway; therefore, the crew could not see the runway lights. The captain was using the beacon light to guide him to the airport. Original contact was made just inside the boundary of the field, and shortly thereafter, the right landing gear folded causing the aircraft to turn 90 degrees to the right and slide sideways. It finally came to rest at about the middle of the field. All passengers were evacuated, and the aircraft was approximately 90% destroyed by fire. Great Lakes have now acquired and are operating another DC-4 purchased from Resort Airlines. The aircraft destroyed was an Air Force-leased airplane.

During a recent trip to New York, Agent Winder approved Great Lakes, Currey, and the North American Combine to use the Eastern Air Navigation link facilities for their eastern-based crews. This is in conjunction with a new Link Program approved for these carriers to allow them to utilize the Link for some of the items required on the six month instrument check. We believe this new program will be very beneficial to the pilot personnel and is far superior to what we have had in the past.

Western Air Lines started DC-6 Flight Crew Ground Training preparatory to delivery of four additional DC-6B aircraft in August.

AIRCRAFT ENGINEERING DIVISION:

No reply has been received from Washington on our request for a ruling on whether the proposed Douglas Model DC-7C is to be considered a new model and therefore be required to meet the latest revisions of CAR 4b. The most significant change to be required under the latest revision would be the incorporation of a separate Flight Engineer's Station with its independent power controls, instruments, etc.

The damage to the Boeing 707 landing gear and trailing edge of left wing panel, experienced during taxi tests in May, has been repaired and the airplane has made its first flight with no further incident.

Under recent CAB rulings the heat is off the C-46 modification program which required that all C-46's meet certain portions of the transport category (CAR 4b) requirements by June 30, 1954. Required changes can now be accomplished in two phases, and the dates for compliance have been extended to late 1955.

The Fletcher Model FU-24 has been flying for over a week and has accumulated between 15 and 20 hours. A Type Inspection Authorization will be issued on completion of satisfactory flutter tests.

An engineer from our Power Plant Branch has been assigned to special duty at Norton Air Force Base for three weeks for the purpose of making a study of failures of propeller blades on reciprocating engines as against failures of turbine wheels in jet-powered multi-engine aircraft for Washington Aircraft Engineering Division. The information is to be used in a study of the relative hazards from failed parts striking the fuselage.

(Continued next page)

AIRWAYS OPERATIONS DIVISION:

Beginning on July 1, all of the functions of the Program Requirements Branch were absorbed by the Facility Operations Branch. The Program Requirements Branch, as such, was discontinued.

At a meeting at Great Falls, Montana, July 1, the ADD Command agreed to permit pilots of civil aircraft in remote areas of Montana to file and close flight plans by telephone with the Ground Observer Corps. This applies only to VFR flight plans below 4000 feet. The pilot may telephone the filter center collect. This is strictly a volunteer service and there is no compulsion that the pilot must file.

The station and tower at Pueblo began operation as a combined facility at the new airport July 16, 1954.

Charlie Carmody (W-390) was a guest speaker at a Flying Safety Command meeting at Norton Air Force Base July 22. He will visit the Regional Office to discuss Airways Operations problems July 26 and 27.

Boy Taylor and Walt Britton of the Washington Office (W-380) visited the Region from July 17 through July 23. They visited facilities in the San Diego area and checked proposed Miramar RAPCC which the Navy has requested the CAA to operate. On the 20th they visited March Air Force Base to discuss the RAPCON operation with personnel of that base. On the 21st they departed for Seattle where they will check the McChord RAPCON. A Division representative accompanied them on these visits.

A meeting was held in the Regional Office with representatives of March Air Force Base, Norton Air Force Base, Ontario International Airport and CAA personnel to discuss traffic problems in the Ontario - San Bernardino - Riverside area. It was generally agreed that all concerned would work toward improvement of the over-all air traffic control situation in the area and that the commissioning of the RAPCON could probably do a great deal toward improving the situation. Also discussed was the possibility of GCA at Norton. The Ontario representative volunteered to provide "Quadradar" equipment at Ontario if CAA would operate and maintain it. An evaluation will be made when the equipment becomes available.

Operation "check point" was conducted throughout the country July 10 - 11 with most facilities as well as certain aircraft participating. During this exercise SCATER tests were conducted which indicated the desirability of revising some of our procedures. Suitable recommendations are being prepared.

A survey report regarding potential tower locations was prepared and forwarded to Washington. Report is required quarterly with comprehensive information on July and January 1st of each year.

Technical data have been obtained from ASR locations so the Facilities Division can furnish nautical mile overlays by October 1, 1954, to conform to the new standard.

The Air Force plans to furnish a new control tower structure at Albuquerque, New Mexico. Coordination between Albuquerque, Regional Office and Washington is taking place to develop initial requirements. Indications are the contract may be let in the near future.

Survey completed of all towers which are presently to receive new four-channel recorders regarding frequencies to be recorded thereon. Information forwarded to Facilities Division.

(Continued next page)

Washington has approved the leasing of W. U. type 54A message switching equipment for San Francisco OFACS. Considerable time has been spent in study of equipment location, circuit arrangements, and requirements of agency users as well as the Western Union.

During the past month plans have been finalized for the consolidation of the domestic air/ground function of the San Francisco station with those now operated at the Oakland airport. The program has been approved by Washington. It is planned to integrate domestic and OFACS meteorological functions in the new building at San Francisco.

Examined use of radio frequency 2868 kc as replacement for 2870 kc between Honolulu and San Francisco.

Conducted study of the uses of radio frequency 17707.5 kc as possible replacement for 16440 kc circuit 350T radio circuit between Honolulu and San Francisco.

Investigation is being made of unsatisfactory receiving conditions on 3023.5 kc at Seattle.

At Douglas Aircraft Company request, frequency of 117.6 was selected and recommended for signal generator use in testing VOR and ILS receivers at Santa Monica.

Continuing study of reported interference to the Great Falls, Montana LOM.

Studying interference on Ontario LOM 219 kc caused by the radiobeacon at Oxnard on the same frequency.

The frequency of 112.0 mc was selected as a temporary replacement for 114.0 mc for Plane Service, INC. at Van Nuys, Burbank, Los Angeles and Santa Monica.

Completed study of the use of 112.4 mc in lieu of 117.2 mc for Walla Walla, TVOR.

Completed study and submitted recommendation to Washington regarding A T & T's application for use of 13950 kc between San Francisco and Pacific points.

Study was completed in connection with key boxes and local interphone services Helena. Orders are being prepared to discontinue 102A key equipment and rearrangement of local circuits. Anticipate a savings of approximately \$140.00 monthly will be realized by the above action.

Completed and submitted interphone and teleprinter budget estimates for FY 1956 to the Washington Office.

21 requests for landline services were processed.

C. W. Larsen, Deputy Chief, returned to duty on July 26, after 8 weeks of hospitalization.

(Highlights continued page 15)

Over in Aviation Safety there is a Washington report that Forms 511 are to be discontinued. Can you imagine such a thing finally happening. The airline that bought a printing company just to keep up with the 511's can now go back into the aviation business if there isn't a catch to the report. I'll let you know next month.

* * * * *

SUGGESTION NEWS

During April, May and June, the suggestion business was really booming. We suspect that the Suggestion Contest had a bit to do with it since 90 ideas were formally written and presented for consideration. This compares to 105 other suggestions made in the previous nine months. Obviously, the Contest awards must have stimulated some people to sit right down and put that idea down on paper.

Twenty-six suggestions were channeled to the Washington Office for possible consideration under the National Suggestion Contest. Three of those forwarded carry a local award, but the names and suggestions are withheld pending issuance and presentation of the award checks.

As a further boon, the Department has announced still another contest effective July 1, with \$75, \$50 and \$25 award prizes as before. If you missed out on the other contest, you still have time to qualify. These cash prizes are over and beyond the cash normally paid under the Incentive Program!

* * * * *

- 20 YEARS AGO -

Note: The following report received from the Locomotive Springs Intermediate Field, 70 miles northwest of Salt Lake City, by radio, on the morning of March 13, 1934. Locomotive Springs was equipped with a low power radio transmitter, which was the only means of communication.

"LOCOMOTIVE SPRINGS (70 miles northwest of Salt Lake City)
"SALT LAKE

"AD Following is a report covering earthquake March 12, 1934. First shock started 8:05 AM with great force and lasted about four minutes followed by another within two minutes causing watch house to shake badly and loosen weather boarding on sides. Entire house appears to be moved slightly to West as porches show unpainted surface. All springs around station dried up during first shock but came back later with a greater flow of water of reddish color but seem to be clearing rapidly. Ground around point three miles west of station broke open with holes five feet in diameter and are pouring water in flat which is normally dry. Railroad company was forced to dig ditches under tracks to save fill. In Hansel Valley the ground has dropped in many places and rocks were rolled down hills. Some of breaks in earth were large enough to throw railroad ties down and force of water would throw them back out of holes. The shocks were continuous from 8:05 AM (March 12) until 3:00 AM the 13th and at present are still having mild shocks at about fifteen minutes apart. Have inspected field and Government property but no damage of any amount found but do not think that either building could have stood another of first shock due to its violence. Old well at Cosmo which has not flown for 13 years now throwing water into flats east of station. 100013 HJT"

(Continued from page 13 - Division Highlights)

FACILITIES DIVISION:

<p><u>VOR</u> San Diego, Calif. Oceanside, Calif. Los Angeles, Calif. Mt. Hamilton, Calif. Alma, Calif. Pueblo, Colorado Malad City, Idaho Williams, Calif.</p>	<p>Survey permits obtained for mountain top site and site prepared for testing. Data submitted to W-330 for approval. Leases forwarded to City of Los Angeles for approval. Arrangements made with Military for mutual interference test between NIKE and VOR at the proposed VOR site. Surveys for two mountain top sites have been made and drawings have been prepared in order that grading contracts may be let. Drawings for grading of this mountain top site have been completed and a proposal issued for grading. Negotiations are being carried on for a test on the Military reservation east of the airport. Access road, Garage and Remote Transmitter construction work was started July 7th and is now 60% complete. James Crenshaw is supervising this job. VOR construction completed July 14 under supervision of Ralph Crouse.</p>
<p><u>IIS</u> Arcata, Calif. Salt Lake City, Utah Great Falls, Montana Medford, Oregon</p>	<p>Glide Slope relocation started July 22 under supervision of Herman Pedersen. The award for relocating the IIS was delayed pending action on our appeal to start the work immediately notwithstanding lack of criteria for relocating the approach light lane. Glide Path - satisfactory site survey completed for new runway. New monitor installation started July 2 by installation crew M. W. Domitrovich and G. Shoop. A survey was completed for replacing the OM compass locator with a "H" facility to eliminate the difficulty in signal propagation apparently caused by mineral deposits.</p>
<p><u>DME</u> Hassayampa, Arizona Cochise, Arizona Douglas, Arizona Santa Barbara, Calif. Boise, Idaho Ephrata, Washington Helena, Montana Portland, Oregon Bellingham, Washington</p>	<p>This installation has been plagued with part failures. Final completion will depend upon receiving replacement parts. Installation crew: C. S. Daggy and J. M. Shukal. Installation completed July 11 by C. S. Daggy and J. M. Shukal. Installation started June 30 by C. S. Daggy and J. M. Shukal and is now 50% complete. Installation completed June 28 by E. M. Whitney and R. D. Crockshank. Installation concurrent with UHF DF by installation crew W. A. Martyn and W. L. Pedri. Completed July 14 by S. R. Gilbertson and C. O. Olson. Completed June 30 by M. W. Domitrovich and G. Shoop. Completed July 23 by J. A. Cole and D. H. Hafner. H. L. McConnel assisted with tuneup. Completed July 23 by R. T. Payne and C. O. Olson. H. L. McConnel assisted with tuneup.</p>

(Continued next page)

TOWERS AND CS/T's

Fresno, Calif.	CS/T Hoist completed July 22 under supervision of M. E. Hegland, Construction Foreman.
Tucson, Arizona	Preliminary drawings for new ATCT being reviewed.
Albuquerque, New Mex.	USAF plans for new tower reviewed and comments submitted.
Cheyenne, Wyoming	Installation reported 90% complete. Installation crew: F. A. Beauchamp, J. G. Cheatham, H. C. Scribner.
Pueblo, Colorado	Expect to complete installation by July 30. Installation crew: P. G. Allee, D. and R. Preator and T. Carrington.
Colorado Springs, Colo.	Installation 25% complete. Crew: P. E. Watkins, J. A. Carr, R. J. Stramp, B. E. Preece and G. Martin.
San Francisco, Calif.	Installation crew consisting of E. L. Pardee, U. M. Larsen and R. M. Lopez will be able to proceed about July 1.
Long Beach, Calif.	Installation started July 6 by R. Harris, E. E. Waldrip and V. Hartman.
Bakersfield, Calif.	Installation of 121.5 mc. interlock between Tower and INSAC-removal of TUQ transmitter and installation of tower lights completed July 2 by J. R. Eagen.
Ontario, Calif.	Teletypewriter soundproofing cabinets installed by J. R. Eagen.
Los Angeles, Calif.	Installation of magnetic tape recorders started by R. Harris and V. Hartman. Installation being carried on by A. C. Hatch, F. E. Hempt and J. R. Eagen.

COMMUNICATION STATIONS

Toledo, Washington	Minor modernization resumed by R. E. Jobe after annual leave.
Douglas, Arizona	Modernization completed July 20 by F.M. McCauley and S. Rosenfeld.
Tucson, Arizona	Modernization started July 20 by F. M. McCauley and S. Rosenfeld.

RADAR

Portland, Oregon) Seattle, Washington)	Nautical Mile Overlay Map drawings for ASR-2 completed.
Los Angeles, Calif.	Form ACA-24 submitted on ASR-1 replacement by ASR-3 at Los Angeles approved by Washington and assignment made. Information submitted to Washington for the preparation of PAR-1 nautical mile overlay, Los Angeles. Nautical mile overlay drawings for conversion of Oakland and San Francisco ASR-2's supplemented by overlay for Los Angeles ASR-1.

MISCELLANEOUS

Engineering plans completed on increasing power of Colorado Springs MHW facility.

An estimate was prepared for the Military covering the cost of establishment of a "H" facility at Huntington Beach, California.

The Tucson SRA Relocation proposal was prepared but issuance has been delayed due to unavailability of Washington drawings.

A survey was made and a report prepared covering the runway failures at the Furnace Creek, California Intermediate Field.

(Continued next page)

Civil electrical engineering phases of work have been performed on the following projects:

Albuquerque, New Mexico Control Tower
Denver, Colorado HIALL
San Francisco, Calif. Administration Building
Tucson, Arizona Control Tower Building
Sacramento, California Administration Building
Los Angeles, California Tower Equipment Room

Rome, Oregon UHF Engine Generator installation started by Resident Engineer N. Seewald on July 15.

Completed installation of gates and miscellaneous items of work at Kremmling and Grand Junction, Colorado, under supervision of M. Duncan.

Completed setting ground check markers, painting and miscellaneous items of work at Seattle-Tacoma Airport, Newport and Seattle VORs. Frank Dellmer is pushing these jobs.

Tucson, Arizona BMH facility completed June 30 by F. M. McCauley and S. Rosenfeld.

Pescadero, California - Type RHT diversity receivers installed at OFARS by R. M. Lopez.

Tiller, Oregon - crystals replaced. Flight checked and commissioned July 10.

UHF

Phase IVA: Great Falls, Montana - Installation completed by B. V. Miller and E. Marsden.
Las Vegas, Nevada - Construction continued by Government Force supervised by M. Duncan.

Phase V: San Francisco, Calif. - Installation at ATC Tower as joint EANF/WFC project is progressing satisfactorily. Carl Weidert has joined the EANF crew on this assignment.
Needles, Calif.) Received bids for antenna structures. Work to start
Tucumcari, N.M.) next month.
Miles City, Mont. - Partial installation at INSAC started by B. V. Miller and J. M. Carrington.
Albuquerque, N.M. - Site testing of Sandia Mt. remote site by J. Rathjen and O. M. Heikkola to determine usability.
Seattle-Tacoma, Wash. - Continued preliminary planning.
Seattle-Boeing, Wash.)
Hobbs, New Mexico) Made preliminary surveys for construction and
Eugene, Oregon) installation.

All DME's are now in operation with the exception of the Los Angeles ILS awaiting building completion; Elko awaiting VOR completion; and Hassayampa awaiting arrival of voice/code reproducer.

Flight checks are underway in connection with evaluation tests of ground checking developments for VOR's. In this region these tests are being made at Ontario, Palmdale and Thermal.



FIELD NEWS

ZUNI, NEW MEXICO

INSAC/MNTNC: At long last Zuni appears to be on the road to recovery. We now have a full personnel complement in Communications, having just added two Communicators, one from Lovelock and one from Wendover.

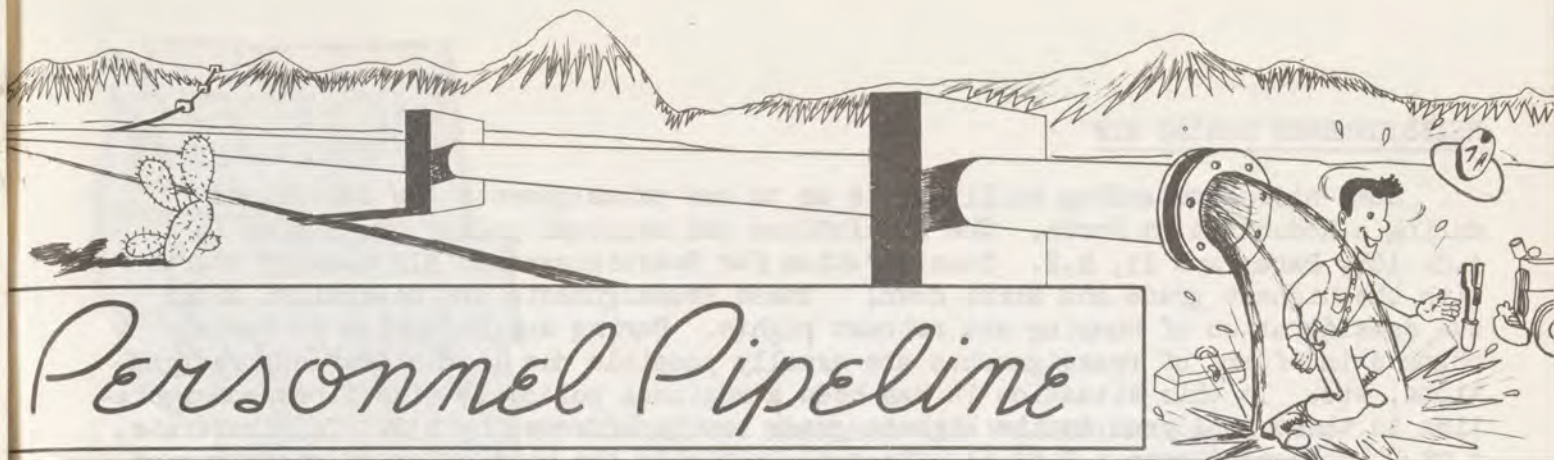
Since we have no airport we have but little opportunity to hobnob with the flying public except when it is flying, which at this time of year is considerable. This being the thunderstorm season our workload has picked up quite a bit in the past month. Local service consists mainly in working with the various commercial aircraft based at Gallup, New Mexico, in connection with the Bureau of Indian Service. There is very little private flying throughout this area. About 95% of our air/ground activity concerns IFR/DVFR over traffic.

Zuni is located in the heart of the Zuni/Navaho country, and the Zuni Tribes are now holding their annual rain dances - very interesting performance to say the least. It appears they are having considerable success in this respect, as we are receiving quite a bit of moisture from the various thunderstorms that are kicked up daily. Speaking of the Zuni rain dancers, the story here is that one of the fellows while talking to a Zuni mentioned the fact that thunderstorms and rain-showers were characteristic of the southwest during July and August, being caused by convections, etc., to which the Zuni replied "Well sure, what do you think we dance for" - you can't win.

INSAC/MNTNC have just completed consolidation of all office supplies and standard forms into one unit. Under this plan all CAA units use the stationery room, with the INSACS assuming the responsibility of office supply inventory and requisitions. This cuts down on the number of requisitions submitted. The same procedure is being followed in the handling of cleaning supplies.

Very quiet and peaceful here - no neon signs to blind you at night, no night clubs to cause you to be blind the next morning, but, as one of the fellows remarked, "Although not much ever happens at an isolated station, what you hear makes up for it."

A working party is now at the facility preparing quarters for the new Electro-Mechanical Specialist, as well as making minor repairs to Station quarters, family quarters, painting, etc.



Personnel Pipeline

LONGEVITY INCREASES

From the inquiries received from the field it is obvious that some confusion or uncertainty still exists as to the operation of the law and regulations covering longevity step increases. Inquiry was made recently as to whether or not a GS-7 (\$4955) could count time spent as a GS-9 toward meeting a 3 years' continuous service requirement. The Comptroller General has ruled that such service at the higher grade could be counted in computing the 10 year aggregate period but may not be used in computing the 3 years' continuous service at the maximum step of the grade. In this situation the employee would have to have served at least 3 years continuously at \$4955 in GS-7 before becoming eligible for a longevity increase to \$5080. In reviewing the correspondence in connection with this and other cases, it is probable that the confusion may exist as a result of the wording given in the Department's Employee Handbook (in either the 1952 or 1949 edition), both of which read the same. In the handbook this statement appears: "To be eligible for each longevity step increase an employee must have: (1) completed 3 years of continuous service at the maximum rate of his grade or at a higher rate . . .". The term "at a higher rate" as used in the employees handbook is misleading. There are only two situations where higher rate may be considered. One is where an employee already has a longevity rate in his present grade or, where prior to the enactment of the Classification Act of 1949 he was paid under a pay scale other than that provided by Classification Act of 1923 and the rate of pay exceeded that provided for in the general schedule or CPC series when his position was placed in one of the grades of either service. The cases we are talking about are those who have been in the classified service for a number of years and the possibility of this "higher rate" provision applying is rather remote.

GROUP INSURANCE PLAN

The long debated group insurance plan for Federal employees has now been cleared by the Senate without a single opposing vote. Under this insurance plan a Federal employee could buy life insurance up to the next \$1000 of his annual salary. The rate would be \$6.50 per year for each \$1000 covered. A GS-9 earning \$5810 would be eligible for \$6000 in life insurance. The policy pays off double in case of accidental death and has certain added benefits such as 50% of face value for the loss of foot, arm, or an eye, and full face value for the loss of any two such members. The plan is, of course, discretionary with the employee. As yet, the bill has not been approved by the House.

(Continued next page)

REASSIGNMENT'S DURING RIF

Some misunderstanding still exists as to how reassignments are determined during a Reduction In Force. The regulations and regional policy are stated in A.O. 165, Paragraph II, H,2. Consideration for Reassignment in RIF usually starts with the highest grade and works down. These Reassignments are determined after due consideration of bumping and retreat rights. During any Reduction in Force changes in offers of reassignments are usually possible due to declination, resignations, etc. In this situation it has been a regional policy to give first consideration to those employees in the highest grade levels affected by RIF. To illustrate, a GS-9 employee (Group I-B-8) is affected; initially the best offer of reassignment that can be made is to a GS-6 position. A GS-8 employee in retention group I-B-10 is also affected and his initial offer of reassignment is also to a GS-6 position. In the meantime a GS-7 vacancy for which both employees are qualified occurs in a different line of work. The Civil Service Regulations permit the agency discretion as to which employee may be offered the GS-7 job, since they are both in the same sub-group. It has been regional policy as indicated above to make offers of reassignment as in this case, first to the employee in the highest grade. On the other hand if the employee in GS-8 were a veteran in Group I-A then the offer would have to be made to the veteran because of the special rights given to him by law.

STATUS OF NEW PAR FORM

We have learned from the Washington Office that the new Promotional Appraisal Form is now at the printers. Also, the instructions to implement this new form are now at the Administrator's Office for final approval. We understand that the present NPP PAR form will continue to be used until next October 1.

* * * * *