



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE LOS ANGELES REGIONAL AIRSPACE SUBCOMMITTEE

by

Elwood B. Cole, Secretary

Los Angeles and Seattle Regional Airspace Subcommittees

The Los Angeles Regional Airspace Subcommittee (LAX/ASP Subcommittee) enjoys a unique position among Federal Government Interdepartmental groups. On its roster are included voting member representatives of the Departments of Commerce, Air Force, Army, and Navy and representatives of the Federal Communications Commission and the Civil Aeronautics Board. Its position is unique because its operational policies are based upon a "Gentlemen's Agreement" whereby all government agencies represented have bound themselves to abide by official recommendations which are reached by unanimous agreement of the voting members.

The LAX/ASP Subcommittee is one of eight regional subcommittees, all of which function under the general administrative direction of the Washington Airspace Subcommittee of the Technical Division of the Air Coordinating Committee. The ACC was created by Executive Order #9781. It has no statutory authority and its accomplishments are the result of cooperation on the part of its member agencies. Its purpose is to provide for the fullest development and coordination of aviation policies and activities of the federal agencies represented.

The concern of the ACC with which the LAX/ASP Subcommittee is primarily interested is the utilization of air space. This includes proposals for the establishment of Aids to Air Navigation; the designation of Federal Airways, Control Areas and Control Zones; the construction of Obstructions to Air Navigation, such as high towers, etc; and the establishment of Restricted Areas and Warning Areas. Proposals may be submitted by any member and, after discussion in the meeting, a vote is taken. If unanimously favorable, a recommendation for approval is submitted to the Washington ASP Subcommittee, which has been delegated authority by the ACC to effect such recommendations as are unanimously approved. For this reason, approval by the LAX/ASP Subcommittee usually results in final approval at an early date. If unanimous agreement is not reached at the regional

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level, the case is forwarded to the Washington Subcommittee together with agency positions. If agreement is not reached at that level, the problem is forwarded, through the Technical Division, to the ACC itself and finally, if necessary, to the White House. In nearly all cases, however, it is possible to reach an agreement at the regional level.

The need for the Airspace Subcommittee is demonstrated by the protection it affords to all branches of the aviation industry and the Government by the prevention of conflicts in the use of air space. It is necessary for the members to adopt a policy of give and take in order to accomplish that objective.

The ACC is financed by the member agencies with the exception of a small appropriation to provide for the Washington Secretariats. The Chairmanship of the Washington ASP Subcommittee rotates among its members, whereas, the Chairman of a Regional Airspace Subcommittee is the Commerce Member who, in every case, is the Regional Administrator of the corresponding CAA Region. In the Fourth Region, the Regional Administrator is Chairman of the Seattle Subcommittee in addition to the Los Angeles Subcommittee. The former has been retained as a matter of convenience for the aviation industry and the governmental agencies in the Northwest. The CAA also provides secretarial services for the Regional Subcommittees in all cases.

Meetings are open to the public except during the consideration of classified cases concerned with national security. In the case of the LAX/ASP Subcommittee, meetings are held at 5 week intervals in the Regional Office. The SEA/ASP Subcommittee meetings are held at intervals of 2 - 3 months, depending on the number of cases submitted. The Chairman and the Secretary go to Seattle for these meetings, which are held in the offices of the Aviation Safety (Air Carrier) District Office on Boeing Field.

In the event that a case is submitted which requires immediate action, the matter is handled by correspondence or telephone and the results are dispatched to Washington for final action.

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- CAA Men End Successful Careers in Retirement -

Three "Old Timers" have retired from the Airways Operations Division and all from the same station - Seattle.

Norman Bliss, Chief of the Overseas and Domestic Communications Stations, Seattle, was one of the pioneers of the early Air Mail. He later resigned from the Air Mail to accept a position with the U.S. Army Engineers only to return to the field of aviation and communications in the old Lighthouse Service, successor to the Air Mail.

As the airways grew and additional communication stations and radio aids were required, Norman Bliss' abilities as an installation engineer were utilized in the establishment of many of the first stations along the Pacific Coast.

Norman later headed up the Albuquerque District as Chief Airways Traffic Supervisor. He later became a Maintenance Supervisor with the old Fifth Region headquartered at Salt Lake City. The outbreak of World War II found Norman serving as Chief of the Seattle Airways Communication Station. He was recalled to the Navy in which he held

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## REGIONAL ADMINISTRATOR'S COLUMN

Well, the family doctor has put me to bed. He has decided that I've been overdoing it and thinks I ought to stay at home and get some rest for a week or two. This isn't going to be easy for me, but I'd better listen to the doctor.

During the month I participated in a two-week active duty tour at the Long Beach Air Force Base, commanding the 452nd Tactical Reconnaissance Wing during its regular summer encampment. With me on this tour were some other CAA fellow workers whom you know: Bob Dake, Chief, General Safety Division; Morry Plotkin, Program Advisor; Bob Gunn, Placement Officer; Mack Bell, Aircraft Factory Agent; John McCormick, Airport Traffic Controller; and Bob LaTulipe and Walt Langham of the Hangar crew. All of us believe that we had a very successful encampment and have come away with the knowledge that our Reserve Forces are increasingly becoming in better shape to insure the security of our Nation. I almost forgot to mention that Clancy Schmidt, Chief, Air Carrier Operations Branch, and Wing Commander of the 77th Air Depot also participated in a two week summer encampment this month, and he too shares this view regarding the readiness of our Reserve personnel to perform their role in the event of a national emergency.

So much for the military. Let's talk a little bit about CAA. We have just received a letter from the Washington Office urging that all of our people take their annual leave plus the six days which we should take in using up our excess leave. I certainly want to urge all of you to do your best to take at least two weeks, particularly after having the family doctor lecture me on the need for a rest away from the daily routine.

We have received our fiscal programs, and I believe you will be interested in knowing that for the first time in a couple of years it doesn't look like we have any pressing dollar problems. In the overall, the funds allotted us this fiscal year should enable us to carry out our program objectives. In Federal Airways the fiscal program provides for retention of the Communications Stations at Carlsbad, New Mexico; Saint George, Utah; Ontario, Oregon; and Gooding, Idaho. Also for the installation of ASR at Burbank and Denver. However, PAR for Portland and Seattle has been put off until fiscal year 1956. We are still to make a continuing review of facilities which are not required from the standpoint of aeronautical necessity and we would appreciate any ideas from our field personnel along these lines. Fortunately we need only consider the factor of aeronautical necessity in discontinuance. The need for dollar savings is, of course, an important factor, but is a secondary one. In other words we should strive to eliminate facilities which are no longer needed from an aeronautical standpoint, and those we find we should of course recommend their elimination to Washington. As taxpayers we would all benefit from the resulting savings.

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In Aviation Safety the fiscal program contemplates the elimination of the Aviation Safety District Office at Grand Junction. The territory now served by this office would probably be taken over by Denver with a backup from the Salt Lake City office. The proposal is now undergoing study and evaluation. If carried out, positions will be available for the personnel at Grand Junction.

While we are on the subject of Aviation Safety you will recall last month I reported to you that Forms 511 are to be discontinued. They are being discontinued in the many instances where the form is used as an individual airport specification for air carriers simply by listing the airports into which the carrier is authorized to operate and permitting it to obtain instrument approach procedure information from the Federal Register. This will get the regions out of the instrument approach procedure publication business and should reduce considerably paper work for both CAA and the carriers without affecting in any way safety of operations.

A \$22,000,000 FAAP appropriation, after being off again on again, has finally been approved by the Congress and the President. During the month our DAE's have been in the Regional Office and have worked very hard with our Airports personnel and have come up with a tentative program for Fiscal Year 1955. We have reviewed the program and think it's a good one. Charlie Winger our Acting Division Chief is now in the Washington Office presenting it. We should have more detailed information available to you upon his return.

Another item of interest is our new Medical Officer. Naturally we haven't had the pleasure as yet of meeting Dr. Bloyce Britton. He is scheduled to arrive here on September 1. We are looking forward to having him join our Regional family and know he will help us with our medical examination program in the Aviation Safety field.

One last highlight of the month has been the receipt of proposed classification standards for Airways Operations personnel. This has been under study for about a year. For the most part the proposed standards seem to be a definite improvement over the existing standards. They recognize the difference between high activity and low activity communications stations, providing in substance a GS-10 Chief and GS-8 journeyman structure for high activity stations while retaining a GS-9 Chief and GS-7 journeyman for low activity stations. The proposed standards for Center positions provide for a journeyman position of GS-10, and the upgrading of Assistant positions to GS-8 with a GS-6 trainee position. No change is contemplated for the Chief or Watch Supervisor positions in the Centers. The proposed standards also recognize the difference between approach control towers with relatively low activity and those with high activity. In all frankness it appears it is in this area that we may have our greatest problem because the journeyman grade at the approach control towers with low activity is allocated at GS-9. Unfortunately the proposed yardstick to be used in determining high and low activity approach control towers is workload points. We have studied this carefully in the Regional Office and we believe you will agree with us that operations and instrument approaches should be the factors considered and not an arbitrary weighting of points by kinds of aircraft. We have so recommended to the Washington Office. We have also recommended that non-approach control towers with very high activity and operating frequently under conditions of restricted visibility, and with delegated approach control authority, be provided with the same grade structure as an approach control tower having low activity. We understand that it will be some time before the new standards are finalized for implementation.

Well, the doctor says "get back to bed" and that's just what I am going to do.

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reserve officer status, and among other posts became Commanding Officer of a large naval communication facility on Adak Island in the Aleutian chain, finishing his naval career there with the rank of full Commander. After the war Bliss returned to CAA as Chief of the Seattle Overseas Foreign and Domestic Communications Stations. He had approximately 36 years of government service to his credit at retirement time.

Edgar F. Key, affectionately known to all as "Shorty", was Chief of the Seattle OFACS component at the time of his retirement. He entered on duty at Rock Springs, Wyoming, during the period of expansion following the transfer of the service from the Post Office Department. He next served at Boise, Salt Lake City and Milford, and for many years was Station Chief at Billings, Montana. Key also occupied a much sought after position of those days which required an all-round communications man. It was known as the "General Utility Operator" and gave the Airways Traffic Supervisor a much needed assistant.

Edgar Key entered the Regional Office at the outbreak of the War as a Communications Inspector and served in that capacity at Seattle until becoming Chief of the Seattle OFACS in 1950.

Cornelius L. "Clem" Myers, came in the service somewhat later than the other two after spending several cruises in the Navy. Serving at various CAA Communication Stations, he was assigned to Ephrata when selected as one of the original crew to man the Overseas Foreign Aeronautical Station, first commissioned at Everett, Washington.

Clem came into the OFACS on the ground floor and is believed to have the distinction of being one of a very few who served there during the entire duration of the Seattle Overseas Station. Due to his ability and knowledge of this specialized field of communications Myers rose to the position of Senior Overseas Communicator or "watch supervisor".

When plans for consolidating the two West Coast OFACS were firmed up, all three of these men were offered comparable positions at the San Francisco location; however, they were so deep-rooted and so devoted to the Puget Sound country that they elected to take retirement rather than move. Norman Bliss will probably spend much of his time on salt water in his 35 foot sailing vessel, while Edgar Key and Clem Myers have acreage that will keep them busy which produces everything from strawberries to forest timber.

We will miss them but we shall not forget them and the part they have played in building the CAA. May they be happy and successful in all their future endeavors.

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### ROSWELL, NEW MEXICO

SES: Roswell, an oasis in the semi-desert of Southeastern New Mexico is made beautiful by contrast. Located on the (dry) Pecos River at the edge of the Llano Estacado, or Staked Plains, an underground water basin tapped by Artesian wells as well as the more conventional pumped wells provides the water which paints the town and countryside green.

Walker Air Force Base is located just south of the city. It is a strategic Air Force Base and provides part of the workload of the station. Roswell Low Frequency Range is operated mainly for the benefit of the base. Of interest to technical men, this is a very early Simultaneous Adcock Range, dating back to 1937, using BC-330 transmitters, very similar to TMJ transmitters used in early Loop Ranges by the CAA. It was moved to Roswell by the Army in 1945, and taken over by the CAA in 1950.

Roswell is a progressive city of some 25,000 population and suffers chronic growing pains. The City Airport is well kept and boasts a beautiful Administration Building, of which the CAA and Weather Bureau occupy the second floor. CAA quarters are spacious and pleasant, with ample room for expansion.

Recently the local television station, KSWs-TV, telecast a CAA film featuring air safety through proper maintenance of airframe and engine. This was made possible through the loan of our film catalog to the station. All arrangements for the telecast were made by their film department.

Charter pilots and oil company pilots flying out of Roswell Airport are enthusiastic users of CAA facilities and are particularly happy with VOR. Their complaint is lack of facilities in certain areas. Since they fly off airways more than any other group, they are well aware of the thin spots in our wide open spaces. We have been requested often to service the radio equipment of this group of fliers. A solution has been worked out by arranging with a qualified serviceman in town to take care of these repairs.

### CASPER, WYOMING

INSACS/MNTNC: Natrona County Airport is located about 9 miles northwest of the City of Casper, Wyoming, and is a former Air Force base. Longest runway is 8960 feet. There are 5 hangars on the field and a contract has recently been let for the construction of ten "T" type hangars. There are two air services operating out of Casper and we have approximately 120 civil aircraft regularly based on the field. These aircraft make an average of 95 landings and take-offs a day.

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Aviation activity is at a high level in our area due to the oil industries. All major oil companies operate in the Casper area and executive flights bring airplanes from all over the United States and Canada. There is a great deal of charter flying and some student instruction. There are very few flights strictly for pleasure.

At the present time the Air National Guard is conducting summer training here and they have an average of 30 jet type aircraft, 3 C-47's and 10 T-6's based on the field and these aircraft make an average of 190 landings and take-offs a day. The Guard training commences in June and lasts through August. During this period the Air Force mans the control tower and controls traffic at the airport. Many of the Guardsmen are CAA and Weather Bureau employees and we enjoy a great number of visits from these people who drop in to catch up on the latest regional news.

Natrona County Airport is managed by a Board of Directors appointed by the County Commissioners. This Board is made up of local business men and serve without pay. The Board is currently engaged in a publicity and educational campaign in order to float a bond issue, which they expect to put before the voters in the November election. The money raised will be used to build terminal and tower facilities. The board estimates that there are 150,000 people a year using the airport facilities.

Most of the radio contacts at Casper are of a routine nature. Occasionally we have one that causes some excitement. As an example, during the Christmas holidays last year, a small aircraft departed from Rawlins enroute to Casper. The pilot had his girl friend along and had rented the aircraft. Enroute to Casper the weather and ceiling kept getting lower and the pilot kept going up, trying to avoid the clouds. Eventually he lost his bearings completely in the clouds and went into a spin recovering only when he came out of the clouds a few feet off the ground. At this point he decided to call Casper Radio. He did not know his position, did not know what kind of radio equipment he had, and at one time didn't know which way was up. He was about out of gas and was having an extremely difficult time reading Casper radio and vice versa. It was determined that the aircraft was equipped with a LF receiver and was listening on the LF range. He was asked if he knew which quadrant he was in and replied in the negative, as he couldn't read a range signal. An "A" quadrant signal and an "N" quadrant signal was described to the pilot and the pilot decided he heard an "A" signal, and a heading of 300 degrees was given. The pilot advised that he didn't know which direction 300 degrees was, so he was told to fly northwest. He was then asked to turn the volume of his receiver down and listen for an increase or decrease in signal strength. He was advised to go up to minimum enroute altitude but was unable to do so in that it put him in the clouds. After about 5 minutes the pilot reported that the signal strength was increasing. It was noted that the signal strength of the aircraft transmissions was increasing so we left the aircraft on the NW heading. (During the whole problem the aircraft was extremely difficult to read and the pilot was having such a hard time understanding instructions it was decided that as long as he was approaching the station we would wait before giving him any heading changes in hopes that communications with the aircraft would improve). After another 5 minutes on the NW heading the pilot reported that he had broken out in the clear and had just crossed Casper Mountain to the SE of the city of Casper. The aircraft was directed to the airport and a safe landing was made. The complete problem from time of contact to landing took 19 minutes and the pilot reported the aircraft was out of fuel when he landed. His girl friend slept through the entire flight. She never knew how lucky she had been, or how lucky we had been.

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Of a more routine nature was the Air Force B-25 that was heard calling any station on 121.5mcs August 7, 1954. Contact was established at 1112M and the aircraft reported that he was on an IFR flight plan Lowry Field to Fairchild AFB Spokane and was about 50 miles NW of Casper on top of the Big Horn Mountains. One engine was out and the other was acting up. He was having trouble maintaining his altitude. Field conditions et cetera at Casper were delivered. The pilot elected to return to Casper so his ATC clearance was cancelled. At 1118M contact with the tower was established on 121.5mcs and a clearance for a straight-in approach to runway 12 was delivered by the tower. Crash equipment had been alerted and was waiting when the aircraft made a successful landing at 1130M.

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- A TRIBUTE -

The following excerpts are quoted from a local newspaper item covering the recent death of Ray Steele, General Mechanic, ACS, Bryce Canyon, Utah. We feel that this is a tribute, not only to the fine work of Ray Steele, but to all CAA employees who man the airways.

"The tragic accident which took the life of Ray Steele brought to a close the career of one of the most beloved characters that ever put in long hours and days at the job of keeping things in order all up and down the LA-SL Airway. Ray was everybody's friend.

"Ray was working on the beacon tower at Bryce Canyon Airport, when he slipped and fell almost fifty feet to the pavement below. He died on the job, and, one feels, he probably wouldn't have had it any other way.

"The CAA never could have had a more loyal industrious, conscientious employee than Ray. Keeping the beacon lights shining was important to him. He took pride in every detail from keeping the valves properly adjusted in the standby power plants to keeping the big thirty-six inch lenses polished. Hours and weather, time and distance didn't matter. Many were the stories he told of long hard trips, through all kinds of weather from Milford to Herriman Hills, when word came that a light was out and something needed fixing. He was especially proud of his beacon on Packard's Peak, the highest one in Utah, where, time after time, he went out and straightened things out after lightning had melted the controls into a solid mass.

"He was always young at heart; always had a good story to tell, true, plausible, or otherwise, but invariably enjoyable. He served as AMT at Delta for many years, before being transferred to Bryce Canyon last January 1 when the Delta supply depot was closed. Before that he had worked with the CAA at Wendover.

"There will always be a bit of the spirit and soul and life of Ray Steele in the light of the beacons that guide flyers through the night."

Each year many of our facilities participate in the Powder Puff Derby, rendering excellent service and receiving very good comments from that Organization as well as those participating in the race. We quote a letter from the Chief of our Albuquerque Station which expresses the fine work being accomplished by our personnel in this and similar programs.

"On July 3 and 4, the annual All Women's Transcontinental Air Race (Powder Puff Derby) reached Albuquerque.

"Mrs. William P. Cutter, a charter member of the 99'ers, was the representative for the Derby here; and members of this station were requested to assist. We believe you will be interested in the activities of the station in connection with the race.

"Previous to the actual time of the Derby, we assisted Mrs. Cutter in planning the operation, locating the taxi-direction and stop line, time clock, and CAA briefing desk. When the race began, the briefing desk was manned by a representative of this office from an hour before sunrise to the time the pilots had landed at their next destination.

"We processed their flight plans and arrivals, furnished data regarding radio aids to navigation, terrain, mileages, courses, and ADIZ information.

"In addition, each pilot was furnished a specially prepared chart listing the following information for the remaining legs of the flight:

- " 'Direct' and 'Airway' mileages
- Field elevations at designated landing airports
- LF and OMNI range frequencies
- Sunrise and sunset times
- A special NOTAM from Amarillo giving approach instructions for landing at Trade-Wind Airport

"This chart was gratefully accepted by the pilots and enabled them to dispose of many small pieces of paper listing the above data. We kept the Press, TV, and Radio informed of the whereabouts of each flight while in this vicinity.

"During the time of the race we received many expressions of appreciation from the pilots for the assistance we had given them, and which they reiterated was unusually complete and helpful.

"Three of the Airways Operations Specialists at this Station deserve special recognition. They are Marion E. Lambert, Wingfield Y. Galbraith, and John S. Maltrotti. These three gave freely of their time and assistance, coming to the station in the very early hours of the morning and remaining until late in the evening."

## INCIDENT REPORT

From: Station Chief, Fort Bridger, Wyoming

Date: August 10, 1954

The pilot of AF JET ---, type T-33 at 1:21PM on UHF 255.4MCS broadcast "Lost emergency Mayday Mayday"

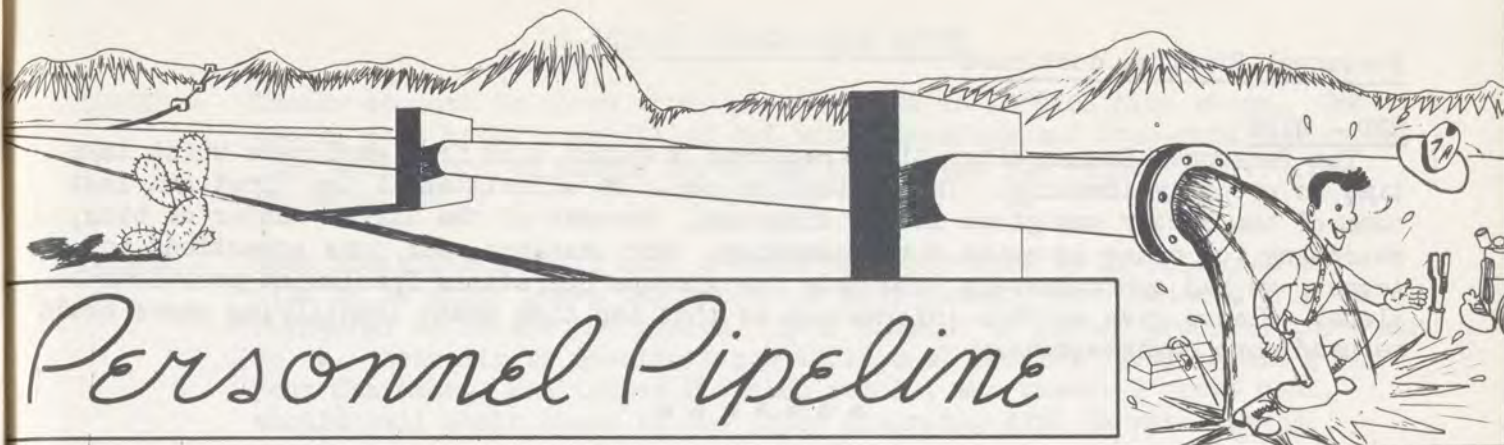
This aircraft was immediately contacted by Fort Bridger and asked what assistance we could give him. The pilot advised he was on a flight from Oakland VFR to Lowry field, Denver and was overdue and lost with 270 gallons of fuel remaining. It was further determined that his radio equipment consisted of UHF and Low Frequency.

Salt Lake City Center was immediately advised to alert Hill Field Air Base to put on their DF equipment. However, the pilot stated that he had to land or bail out soon. He was requested to tune in the Fort Bridger low frequency range and given the frequency plus a voice count until he had us tuned in. After this was done the pilot stated that he was in an "A" quadrant, on a heading of 270 degrees. The pilot was requested to turn down the volume and see if the signal became louder or faded out. This was done and the pilot reported our range signal was getting louder. This information led us to believe the aircraft must be in the SE quadrant of the range. A bisecting heading was given to the pilot which would take him into the east OC signal of the range.

In the meantime the pilot had descended to fifteen thousand feet and reported he could see the ground. He also was questioned and reported seeing a fairly large river, which we determined from his description as the Green River. At 1:30 PM the aircraft crossed the OC signal of the range and then reported he could see the Airport. This proved to be false, and upon questioning it was believed that he had sighted highway 30 at a location about thirty miles east where highway 30 north branches off towards Kemmerer, Wyoming. What the pilot actually saw was the intersection at this point. The pilot was advised of this as we could not see or hear the aircraft around the field. The aircraft then continued west following our range leg.

At this time the SES turned on our field beacon, but the pilot could not see it, but reported sighting our buildings and circling the field. Since we could not hear the aircraft, we decided that the pilot was circling Church Buttes, a gas company station. This information was given to the pilot with advice to continue following our range OC signal. At 1:35PM the aircraft came directly over the Fort Bridger, Wyoming field flying about 50 feet above ground. He then stated he would proceed to Rock Springs as he had 130 gallons of fuel left. This he did and landed at Rock Springs at 2:00PM with 5 minutes of fuel left.

AOS on duty at Fort Bridger, Charles F. Barclay, aided by SES G. C. Quick, Jr., and EMT H. J. Flentz. We also wish to thank Mr. D. E. Edwards and M. M. Mandel of the Rock Springs Station for their helpful suggestions during the emergency.



# Personnel Pipeline

## LEGISLATIVE ROUNDUP

While we do not have the details as yet, the following legislative changes have been passed by the 83rd Congress and approved by the President.

1. The Group Life Insurance Plan discussed in the last Region Four News is now law.
2. Unemployment Compensation - Benefits similar to those enjoyed by workers in private industry are now provided for the first time for all Federal employees in case of a separation from the Federal Service.
3. Whitten Amendment - Restrictions on making permanent promotions and reinstatements have been repealed and the statutory limit on the number of employees in the Executive Branch has been adjusted to meet present day needs.
4. Incentive Awards - Various programs have been liberalized and made applicable to all employees.
5. Annual Leave - Arbitrary restrictions on accumulations of annual leave have been repealed.
6. Longevity pay increases are now authorized for all grades through GS-15.
7. Overtime - True overtime at the rate of 1-1/2 times normal pay, will be paid through grade GS-9.

The provisions of these various new laws and specifically how they affect you will be given as soon as we have received copies of the approved legislation itself, or implementing instructions.

## PROMOTION PLAN REVISIONS

The National Promotion Board has authorized revisions to the Promotion Plan which will be effective September 1, 1954. Hereafter, all positions in grade 12, with the exception of Branch Chief positions, will be announced only in the Region where the vacancy occurs. Branch Chief positions in grades 11 and 12 will be announced nationally as at the present time under NPP for grades 12 and above.

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Personnel Pipeline continued

RPP --BIDS

The Personnel Branch often times receives dispatch bids from employees which take time to properly identify. This situation could be alleviated if the first and last name of the bidder was given in the dispatch. Because of the larger number of bids, searching for names is quite time-consuming. For instance, for jobs advertised in August, we had approximately 1100 bids for Airways Operations Specialist positions alone. Please give us this information so that the time spent identifying names could be used more advantageously.

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- SUGGESTION PROGRAM -

Interested in some statistics about suggestions? Last fiscal year 195 suggestions were processed through the formal system with 14 receiving cash awards. The awards ranged from \$10 to \$100.

Currently pending are cash awards for John Garcher, AMT at Los Angeles; Ted Kurth, Construction Supervisor out of the Regional Office; Russell M. Short, Electronics Specialist at Boise; Ernest W. Calkins of the Salt Lake City facility; George Schultz, Electronic Specialist at Belmont.

Certificates of Commendation are in the mill for Clair W. Lakin, Electronics Specialist at Spokane; Pete Gountanis, Electronics Specialist at Billings, Johnny Johnson, Supervisory Electronics Specialist of the Belmont Transmitter Station; L. B. Cowden, Electronics Specialist at the Belmont facility; Dorothy Barnes, Clerk-Typist in the Regional Office Accounts Branch.

During the year Mr. Garcher was the only person to receive two cash awards. During the course of the last suggestion contest, his idea that the threshold lights for the Los Angeles approach light lane be protected by a special type shield to prevent the high cost of lamp breakage was considered to be the best. Garcher designed the shield and the Branch adopted it. From reports, the modification has really proved profitable.

<sup>LA</sup> Paludits are also in order for John Johnson of Belmont, E. J. Ball of Phoenix, and Lowell Ashley of the Burbank Station for the large number of ideas that they have submitted and the way they have stimulated suggestions from their co-workers.

Recently, Mr. C. W. Larsen of Airways Operations was elected Chairman of the Suggestion Committee, replacing Mr. Art Aldrich. Mr. Aldrich has chaired the Board during the past year. C. T. Holman of Aircraft Engineering has been named as a member, pro tem, during the indefinite absence of Bryan Jacobs.

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VOLUNTARY PLEDGE PLAN NOTES

THANKS - Thanks so much to those whose pledges came in in such fine shape. One check, pass book, form filled out with transfers and drop-outs indicated. It's a pleasure to handle these and the system has helped us here immensely.

GRIPES - Some individuals still mail a check or \$5.00 bill to LA-381.1, with no clue as to which group the sender is affiliated. That means a trip to Personnel to locate the person. Your present or former group is important to us. Actually we shouldn't get individual checks. They should go to your Chairman. Facilities Division people, who travel a great deal, should mail their check to the Group Chairman, Karl Warren - LA-332.

We repeat again, make all checks to CAA Region IV Credit Union. Don't make them to anyone else if they are to be sent to us.

We would have to insist on Money Orders or Cashier Checks, but we will unless the checks we receive quit bouncing! We had one check bounce so much the bank wouldn't take it any more. There was no more room on it to write "Not Sufficient Funds". Once in awhile someone makes a mistake - Banks have even done it, but we simply can't handle rubber checks. Please be sure your check will clear.

PAID - We paid Mrs. McNickle \$7190.00. Our fund is now at \$7135.00. Twelve members failed to renew and five resigned. A few new employees have signed up as members.

COST - We have had numerous questions as to our attitude toward continuing V.P.P. when the proposed Government Insurance Plan becomes effective. We plan to continue the Plan for those who want to retain this coverage. We have had our Plan in operation 20 months, at a cost of \$45.00, so our members have had better than \$7000.00 of insurance for \$2.25 per month.

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We were all sorry to hear of the death of Monte L. Peyton, who died of a heart attack August 21st, at Memorial Hospital, Missoula, Montana. Monte first entered Government employment July 1, 1923, as a fireman in the U.S. Forestry Service and continued with them until January 31, 1942, at which time he joined the CAA in Seattle, Washington. On June 26, 1943, the Civil Service Commission determined that Mr. Peyton's services could be of greater use in the war effort with the Forest Service and he was transferred to the Remount Station at Missoula, Montana. He continued with the Forestry Service until May 1944, when he returned to CAA. He remained with the Facilities Construction Branch with headquarters at Seattle, Washington, until November 1950. On that date he transferred to the Facilities Maintenance Branch as Maintenance Supervisor with headquarters at Missoula, Montana, and remained there until his death.

Monte Peyton was born and raised at Hamilton, Montana, and spent the early years of his life traveling all over the Rocky Mountain Range. He acted as a guide in Glacier National Park before automobile roads made such work unnecessary and was well versed in the use of horses and packing equipment.

He is survived by his wife, Sylvia M. Peyton, at Huson, Montana, and a brother, Hugh Peyton.

Mr. Peyton was not a member of V.P.P.



# QUESTION BOX?



- Q. Should supplies from decommissioned stations be shipped to Regional Warehouse?
- A. No. They should be distributed to such neighboring stations as can use them. Any remaining items should be listed to LA-180, who will redistribute or designate disposal.
- Q. If quantities on hand of allowed items are in excess of requirements should I ship them to the Regional Warehouse?
- A. No. Show excess available for redistribution in red figures in the remarks column when submitting annual or semi-annual requisitions and LA-180 will advise disposition.
- Q. On my travel estimate (ACA 1261) should I include the estimated mileage reimbursement for use of my personal vehicle which is authorized in my travel order.
- A. Yes. Include in your estimate all items on which you will be reimbursed on your expense voucher as well as estimated cost of any government transportation requests.
- Q. If a person obtains the possession of an airplane from either its legal or registered owner, and, while in such person's possession and under his control, a violation flight of the aircraft is committed, is the owner responsible and subject to enforcement action by the CAA?
- A. The legal or registered owner is not subject to CAA enforcement action if he exercises no authority or control over the plane's operation and, after he has turned it over to some other person, it is involved in a violation. For the owner to be liable, he must, in some manner, cause or authorize the particular flight which results in the violation. The Regulations concerning observance of air traffic rules and aircraft airworthiness are directed primarily to the pilot or the operator of the aircraft and not necessarily to the owner.
- Q. Are the Civil Service Examinations for Airways Operations (Comm.) GS-5 and Electronic Maintenance Technician GS-6, handled by our CAA Board of Examiners, open?
- A. No. However the Board accepts applications from those out of active military service less than 120 days and former veterans with at least 10% disability. Inquiries should be directed to Executive Secretary, CAA, Board of Examiners, c/o LA-90.

## DIVISION HIGHLIGHTS

### AIRPORTS DIVISION:

The \$22 million appropriation to reactivate the Federal-aid Airport Program was included in the supplemental Appropriations Bill and has been passed by both Houses and now awaits only the President's signature to become law.

The recommendations of this Region for essential airport development under a Federal-aid Airport Program for Fiscal Year 1955 were hand-carried to Washington by Acting Chief, Charles Winger, after approval of the tentative Program by the Regional Facilities Clearance Committee on August 19. A conference of Airports personnel from the Washington, Regional, and District Offices was held in Kansas City, Missouri, August 1-2, background activities and policy, planning, and programming standards as related to the Federal-aid Airport Program forming the agenda. District Airport Engineers of Region 4 met in the Regional Office the week of August 16 for review and preparation of the respective segments of the proposed Regional Program.

### AIRWAYS OPERATIONS DIVISION:

On August 6, 1954, Captain Miller and Captain Tyler, AACS, Orlando, Florida, visited the Regional Office to discuss the Air Force Training Program at Towers and Centers.

W. A. Stephens participated in a CAA-SAC-USAF-RCAF-DOT conference at Offutt Air Force Base August 10 and 11. The conference dealt with problems relating to communications and traffic control associated with mass movement of military aircraft into and out of the Continental United States. It appears that no major changes in procedures will be made in the near future.

Selections were made for all personnel to operate the McChord RAPCON. Procedures are being developed and arrangements completed for commissioning at the earliest possible date.

Airways Operations personnel participated with the Personnel Branch in reviewing the proposed new classification standards for airways operations specialists.

Preliminary arrangements have been completed for a national meeting of ADLOs at Norton Air Force Base October 5, 6 and 7.

A revised distribution list has been prepared for all ICAO publications used by Region Four.

Arrangements were made to provide temporary airport traffic control service at Walla Walla during the forthcoming visit of President Eisenhower September 22 and 23 to dedicate McNary Dam, Oregon.

Following are the most important frequency and interference problems handled during the month:

- (a) Studies were completed for assignment of frequency at Glendive, Wolf Point and Sidney, Montana, for radio beacons to be operated by Frontier Airlines.

(continued next page)

- (b) Frequency 251 Kc was selected for the Navy Towers at NAAS Brown Field, San Diego, California.
- (c) We conferred with Mr. Aldo H. Barnabei, W-312, and representatives from Norton Air Base to resolve radio interference problems on Norton AFB radio beacon and Ontario compass locator from Mexican radio beacons. Corrective action was initiated.
- (d) A second survey was completed of the interference being experienced on 3023.5 Kc from Mexican stations as recorded and reported by CAA stations located in border interference areas. Mr. Barnabei visited the region for the purpose of "following-through" on this problem. Analysis of the second survey indicated that interference has decreased appreciably and that it is no longer a serious problem.
- (e) The Great Falls, Montana, outer marker compass locator frequency was changed to 407 Kc.

Following are the most significant changes affecting landlines which were made or studied during the month:

- (a) A study was completed at the request of Washington relative trans-border communications with Canada with particular reference to teleprinter circuit arrangements. As a result of the study, we recommended the establishment of a circuit between Cut Bank and Edmonton. Present Circuit 8117 is adequate to handle communications between Seattle and Vancouver.
- (b) We studied a proposed new circuit arrangement for the Air Force between El Paso and Tucson. As a result we recommended the AF Tower at Davis-Monthan remain on our present circuit and all other drops at this base be placed on the new proposed circuit.
- (c) The Telephone Company is making installation of new type indicator lights in towers and combined station-towers where type 102A key boxes are installed.
- (d) A study was made of excessive landline service interruptions. Only two locations gave indication of service trouble. One was Albuquerque where the power supply was not ample to handle all equipment (now being corrected). The other was Columbus, New Mexico, where many short interruptions occurred. These were caused by a faulty line and the telephone company is taking action to correct these deficiencies as well as others recorded and furnished to them.
- (e) Arrangements are being made to discontinue Service "C" at the Elko Station and relocate it to Weather Bureau quarters.
- (f) A total of 18 requests relative landline services were submitted to Washington during the month.

The Tower and Station at Cheyenne, Wyoming were physically combined in the new tower cab on August 6, 1954. (continued next page)

The remote receiver site at Burley, Idaho, station was discontinued.

In an experiment carried on at Santa Barbara, a wedge shaped shim was installed behind the altimeter setting indicator and it was found that this has overcome the parallax readings. The same problem has been noted at other locations and measures of a similar nature have been taken at some to correct for parallax. We have requested IA-330 to take corrective action at all locations in the region and have also informed W-380.

Dual Air/Ground console equipment is planned for Winslow station although space is at considerable premium and it will be rather crowded. The workload is too heavy to handle with a single console.

Considerable time was spent studying a proposal by ATA relative the possibility of designating a "one-way" VFR Airway in the Santa Barbara, Los Angeles and San Diego areas. We suggested that the carriers study the recommendation for "preferred routes" for a period of time and then re-open the matter.

A project of considerable importance and potential magnitude was started at the request of W-300 for the renumbering of airways to reduce posting of flight data strips.

A survey of towers and combined station-towers was made on a project to possibly modify drawing 4296-C relative sub-radar flight data desk and its possible use in IFR room type operation. Our comments together with copies of field replies were furnished Washington for information.

A survey is currently under way to supply Washington with detailed data for use in compiling a new and up-to-date radio circuit directory for Service-wide use when completed.

Mr. Tom Dodson (W-393), visited the Region August 18th (on annual leave). He indicated that Washington planned to go ahead in having the Region install and evaluate a transcribed broadcast installation which would be operated by CAA personnel. A similar unit will be installed at Washington National Airport and operated by Weather Bureau personnel. After a period-of testing evaluation, decision will be made on which agency will be responsible for operating same as well as establishing of a program to install such equipment at all General Service Ranges scheduled for retention.

Mr. Dodson also remarked that the Pittsburg Center/Station combination had been further evaluated by a "team" from the Washington Office and the First Region. He said that the concensus was that it was not yet a satisfactory operation.

Considerable time has been spent during the month on plans for the OFACS installation in the new multimillion dollar administration building at San Francisco. Washington has asked us the amount and type of cabinet equipment we require. We are at the present time surveying the users to determine if equipment changes are required.

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AIR CARRIER SAFETY DIVISION:

Operations agents of the San Francisco ACDO attended United Air Lines' wet ditching drill for all flight crew members at San Diego, California. The drills consisted of lectures by Coast Guard personnel regarding the care of equipment, proper procedures, and Coast Guard organization. All personnel were taken approximately 20 miles offshore by the Coast Guard and participated in the actual launching of life rafts and the use of emergency equipment. The wet drill period in the life rafts lasted approximately 1½ hours. Five such drills were conducted by United Air Lines with the cooperation of the Coast Guard.

Construction has begun on American Air Lines' new hangar and administrative offices at the San Francisco International Airport. The new structure will house all American Air Lines personnel based at San Francisco, and is scheduled for completion on or about January 1, 1955.

Pan American Airways have announced the purchase of 15 DC-7C's at the cost of \$33,000,000. Delivery of the first aircraft will be made early in 1956.

Because of the American Airlines pilot strike, the North American Airlines Combine have added extra sections to their schedule on coast-to-coast flights. They are negotiating for a possible lease of a DC-6 from Flying Tiger Line to handle the additional passenger business.

The delivery of two DC-6 aircraft to the North American Airlines Combine is scheduled for November 20 and February 1. Present plans are to put the first DC-6 into operation December 10. Approximately 10 crews will be checked out. Ground school will be furnished by the Douglas Aircraft Company, and flight training will be conducted on their own airplane.

Daily utilization of aircraft for both Great Lakes Airlines and Currey Air Transport has been very high, and passenger loads are good.

The Aircraft Engineering Foundation C-40 experimental aircraft has made several flights with the new engine installation on both sides. The left engine has "C" cylinders installed, and the cylinder head temperatures run considerably less. However, three cylinders on both engines have head temperatures above that desired for climb configurations. The aircraft also has non-skid Hytrol brakes installed which have proved very successful.

The City of Pasadena is endeavoring to obtain a new heliport so that Los Angeles Airways may continue service to the city.

Del Mar Airport has added 753 feet to the east end of Runway 7-25 to make a total length of 3,253 feet.

The Pueblo Municipal Airport, Pueblo, Colorado, was formally dedicated on August 1, 1954. Its official name is now Pueblo Memorial Airport.

Frontier Air Lines has amended a proposed date of inaugural of service into the Williston Basin, North Dakota, from September 1 to September 15, 1954.

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Continental Air Lines has been authorized by CAB to discontinue service at the following airports: Las Cruces, N.M., Socorro, N.M., Truth or Consequences, N.M., and Raton, N.M. Discontinuance date is August 31, 1954. They have also been authorized by CAB to inaugurate service into Alamogordo, New Mexico, utilizing Alamogordo Air Base. Effective date of the inaugural service will be on or about August 28, 1954.

In addition, Continental Air Lines has been granted authority not to exceed three round trips between Houston, Texas, and El Paso, Texas, on their American Airlines--Continental Air Lines' interchange operations during the period of American Airlines' pilot strike. Their request for interchange service between Houston, Texas, and Albuquerque, New Mexico, during the American Airlines' pilot strike was denied.

United Air Lines has just graduated a class of fifteen flight engineers which was handled by the Denver ACDO. United expects to start a class of fifty flight engineers approximately September 1, 1954.

Bonanza Air Lines' second DC-3 project (modification of ADF radio, air flight door, and large baggage door) was started July 22. It is anticipated that this aircraft will be under modification for approximately six weeks.

A meeting was held in the Las Vegas ASDO July 28 relative to the current Airports Aid Program recently passed by Congress. The following were in attendance: Charles J. Winger, Acting Chief, Airports Division, Los Angeles; Charles Donaldson, Airport Engineer for the State of Nevada; Robert Metten, Airport Manager, McCarran Field; E. G. Schmidt, Chief, Combined Tower/Station; and W. N. Hudson, Aviation Safety Agent, Las Vegas ASDO. Items proposed for the Program included runway extensions, additional hangar area, access roads and taxi-way, perimeter fencing, and reconditioning of present parking area surface at McCarran Field.

Johnson Flying Service is building maintenance shops and a new hangar at Missoula County Airport. Facilities will be considerably greater than present facilities at Hale Field. All buildings are of fireproof construction, and completion is estimated in October.

#### GENERAL SAFETY DIVISION:

District office reports indicate a definite increase in pilot designee activity. With the advent of good flying weather throughout the Region, flight training is generally above the yearly norms.

The Billings ASDO reports that the Montana Pilots' Association activities are increasing. Agent Doster met with the Billings and Wolf Point Hangars to discuss the Regional Safety and Accident Prevention Program. He also attended four safety meetings with the Montana Agricultural Pilots, discussing the cause and prevention of accidents. A flight clinic will be held at Cut Bank, Montana in the near future and will be conducted jointly by the Billings and Helena ASDO's.

As a result of the recent 21st National Glider Meet at Elsinore, California, considerable glider activity has been evidenced in the Southern California area.

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The success of this glider meet was due to good planning and coordination on the part of the sponsors. Interest in glider clubs and glider activity is increasing in this area. The Denver and Seattle ASDO's also report increased interest in glider activities.

Numerous "fly-in's" were conducted by various pilot clubs throughout this Region and were attended by agents from the respective district offices. Approximately 872 airplanes participated in these events. One air show held in the Ontario ASDO area at Riverside, California, was attended by people flying more than 350 aircraft.

Long Beach ASDO worked with the participants in the recent All-Women Air Race. They briefed more than 100 pilots on departure procedures and inspected 54 of the participating aircraft.

Agent Goddard of the Denver ASDO tells of a teachers' aviation workshop which is being conducted by the University of Colorado, at Boulder. CAA agents were asked to lecture to this group on August 3, 1954. A similar workshop was conducted in Long Beach, California and was sponsored by the University of California. Regional Office personnel discussed the growth and development of the CAA and the current accident prevention and safety program implemented by this Region.

The Grand Junction ASDO reports considerable "rim flying" by mining companies with aerial exploration equipment. This district office is continuing to assist the Atomic Energy Commission in disseminating safety information relative to such aerial operations and feels that this close coordination is partially responsible for the excellent safety record in this major area of flight activity. Agent Zentner also states that his office is working on an organizational plan to provide assistance to the Colorado State Patrol in times of emergency.

Agents from the ASDO in Sacramento, California, attended the dedication of the Weaverville Airport on July 1, 1954. The 3,000 foot paved strip was built by Trinity County and is located in the foothills in the northern part of the state. These agents also attended a meeting of the California Aeronautical Commission, at which time they participated in a discussion of the "Scatter Plan" for agricultural aircraft in the event of an emergency on the west coast. A type of flight plan has been arranged to allow continuation of agricultural activities when other types of general aviation activity will be stopped.

Agent Witter of the Boise ASDO reports a flight breakfast was held at Boise Air Terminal on July 11, 1954, sponsored jointly by the Boise Chamber of Commerce and the Idaho State Department of Aeronautics. Aircraft numbering 173 were in attendance.

Eighty aircraft attended the Annual Fly-in Rodeo Breakfast at Bowers Field, Ellensburg, Washington, on July 18, 1954, according to Agent Jacobson of the Yakima District Office. The program is an annual event and is sponsored by the Ellensburg Chamber of Commerce.

The Oakland district now has a French designed Fauvel flying wing glider operating in their district. This is a radical design of glider which is reported to be very efficient and very popular.

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Seattle Maintenance agents have had a busy month giving personal supervision to 19 DAMI's, 27 mechanics, 8 repair stations, 2 mechanic schools, and 4 mechanic examiners. This office reports another home-built aircraft will soon be ready for certification. It is a well designed biplane with conventional steel tube fuselage and empennage, wood wings, and I struts, four-cylinder opposed engine, and conventional landing gear. Home-built aircraft activities in this district have flourished for the past few months.

The Portland district reports that home-built aircraft projects are increasing noticeably. One builder who has gained considerable experience with a single-place low wing wire braced Continental A-65 powered monoplane, first built in 1946, is now building two more of these. The Art Whitaker Company, Vancouver, Washington, is working on plans to produce an airplane for home building, from kits. The airplane is to be a two-place side-by-side seating, of composite construction - with a choice of powerplants from 65 to 90 horsepower. If this project is a success, Whitaker plans to proceed with type certification in standard category. Whitaker is now modifying the first of four new Aero Commanders for the Yemen Government, to be used for dusting, spraying and other industrial uses.

#### AIRCRAFT ENGINEERING DIVISION:

The Boeing Model 707 airplane experienced a second ground accident on August 5. Preliminary indications are that the brake system malfunctioned during a landing roll. The pilot did not become aware of this fact until too late to make a safe take-off. In attempting to stop the airplane without brakes, the pilot ground-looped off the runway, during which the nose gear broke off. Moderate damage resulted to the lower forward portion of the fuselage. This damage since has been repaired; however, an appreciable amount of time may be required to procure a new nose gear. Prior to this accident the airplane had accumulated approximately 15 hours of flight time. Boeing personnel report that both the airplane and the engines are living up to expectations.

The USAF has purchased 21 Consolidated Vultee Model 340 airplanes on a complete "off-the-shelf" basis. These airplanes have been designated as Model C-131D. Sixteen of the aircraft are to be modified as VIP transports, and five will have standard commercial coach interiors. The interior modifications are being made by AiResearch on a subcontract basis to Consolidated Vultee.

Technical data have been submitted on the Consolidated Vultee C-131C turboprop transport aircraft. These are essentially Model 340 aircraft except for the turboprop powerplant installation.

The Washington Office has indicated their concurrence with our proposal that the Douglas Model DC-7C not be considered a new model and, therefore, not be required to meet the latest revisions of CAR 4b. This information has been relayed on to Douglas. It is understood that an appreciable number of these aircraft will be manufactured.

The prototype Fletcher Model FU-24 airplane has been crated and is ready for shipment to New Zealand. Fletcher personnel have been advised of the remaining items which must be cleared up before a Type Inspection Authorization may be issued.

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They have indicated that certain of these items might be acceptable to the New Zealanders as deviations. In order to assist Fletcher, this office has volunteered to prepare a status letter at any time Fletcher desires stating that the aircraft model is eligible for a Type Inspection Authorization except for any deviations which the Fletcher Company does not wish to resolve. Barring unforeseen developments, the engineering evaluation of this model is expected to be completed within approximately two weeks.

A Type Certification Board Meeting was held on the Lockheed Model 1049D-55. This model is a combination cargo and hi-density passenger airplane with provisions for carrying 112 occupants as a passenger airplane. Final type certification of this model is dependent upon satisfactory completion of several minor outstanding items.

The first flight of the Lockheed Model 1249 turboprop airplane has been delayed by engine difficulties which necessitated the replacement of the engines before flight. Lockheed now has installed flight engines and the first flight probably will occur within a week.

#### FACILITIES DIVISION:

##### VOR

Hassayampa, Ariz. — Installation completed. Requires voice check by Flight Inspection Branch to check quality of tape recording. Crew: C.S. Daggy and J.M. Shukal.

San Diego, Calif. Hilltop site tested and found acceptable. Negotiations for the lease for the area upon which the facility will be located have been complicated by recent sale of the property, title of which is now in escrow.

Also tested site on the airport for possible establishment of a TVOR. Crew: C.R. Dickow and E.A. Clark.

Kremmling, Colo. Survey for access road was completed by N. Byg.  
Alma, Calif. Proposal issued for grading preparatory to site testing.

##### ILS

Arcata, Calif. Glide Slope was completed August 20 under supervision of H.L. Pedersen.

Cheyenne, Wyo. Tests for new Glide Slope location were conducted by G. Kieffer and D.N. Hegland. N.C. Byg has been assigned Engineer-in-Charge of the relocation of the Glide Slope and Middle Marker.

Salt Lake City, U. Relocation of ILS started August 23 under supervision of H.E. Mellen.

Eugene, Oregon Building enlargement, under supervision of T. Tarpo, 80% complete. Complete modernization consisting of TUS installation, dual localizer transmitters and new monitor under way by J.A. Cole and D.H. Hafner and is 25% complete.

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### ILS (Cont'd)

Bakersfield, Calif. Survey was made for relocation of Outer Marker. Form 24 has been forwarded to Washington.

Los Angeles, Calif. Glide Slope relocation was started August 23 under supervision of D. Domaskin. Preparations for installation of localizer screen have been completed.

Great Falls, Mont. New monitor installation completed by M.W. Domitrovich and G. Shoop.

Pendleton, Ore. New monitor installation completed August 20 by R.E. Jobe and is awaiting flight check.

Boise, Idaho Complete modernization consisting of TUS installation, dual localizer transmitters and new monitor under way by W.A. Martyn and W.L. Pedri. Installation now 20% complete and requires TUS survey by installation crew.

### DME

Hassayampa, Ariz. Installation completed August 16 by C.S. Daggy and J.M. Shukal.

Douglas, Ariz. Installation completed August 10 by C.S. Daggy and J.M. Shukal. VOR will require frequency change before DME can be commissioned.

Willmore, Calif. Installation completed except for tune-up. This equipment was formerly installed at Moorcroft, Wyoming and is in need of major readjustment throughout. Crew: E.M. Whitney and R.D. Crookshank.

Boise, Idaho Installation completed August 13 by W.A. Martyn and W.L. Pedri.

Great Falls, Mont. Installation completed August 13 by M.W. Domitrovich and G. Shoop.

Cutbank, Mont. Installation started August 17 by M.W. Domitrovich and G. Shoop. Estimated completion date is August 28.

Hanksville, Utah Installation started August 17 by J.M. Shukal.

### TOWERS AND CS/Ts

Pueblo, Colo. Acceptance inspection completed August 6. Crew: P.G. Allee, D. and R. Preator and T. Carrington.

Colorado Springs, Colo. Installation reported 50% complete by crew P.E. Watkins, R.J. Stramp, B.E. Preece and G. Martin.

San Francisco, Calif. Tower relocation in progress. Crew: E.L. Pardee, U.M. Larsen, R.M. Lopez, B.F. Lobnow, P.G. Allee, D. and R. Preator, T. Carrington, and C.L. Weidert.

Long Beach, Calif. Tower relocation about 50% complete. Crew: R. Harris, E.E. Waldrip, A.C. Hatch and V. Hartman. Progress has been delayed due to lack of the control tower desk.

Los Angeles, Calif. Installation of magnetic tape recorders has been completed by A.C. Hatch, F.E. Hempt and J.R. Eagen. Awaiting tape storage cabinets before commissioning this facility.

Seattle Wash. R.T. Payne and C.O. Olson assigned to install magnetic tape recorders and a 119.9 MC communication channel. Plans are being prepared for overhaul and modernization of Boeing Field Control Tower Installation.

Las Vegas, Nev. Engineering work was started for modernization of CS/T.

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## INSACS

Saddle Peak, Calif. Plans are under way for installation of a new 10-channel carrier equipment on the VHF-FM radio circuit. This will replace the present 4-channel equipment.

Winslow, Ariz. Plans are under way for dual air/ground console installation.

Toledo, Wash. Minor modernization was completed August 10 by R.E. Jobe.

Tucson, Ariz. Expect to complete modernization by the end of this month.  
Crew: F.M. McCauley and S. Rosenfeld.

Santa Barbara, Calif. Expect to complete new console installation by the end of this month. Crew: H.S. Pyle and T. Bracken.

Superior, Coeur d'Alene and La Grande: G. Shoop will remove equipment from these facilities during the next three weeks.

## RADAR

Oakland, Calif. ASR cable installation 80% complete. Job being accomplished by Force Account with A. Carman supervising and M. Duncan assisting.  
J. R. Eagen has been assigned to complete the ASR-2 radar cable installation in new junction box and splice PAR video cables.

Los Angeles, Calif. Plans and a proposal for the Los Angeles ASR-3 have been started. Survey was made and drawings prepared for temporary test reflectors for the ASR and PAR.

Burbank, Calif. Plans for the Washington office and the Bendix Corporation location of Radar Remote Control equipment consoles and conduit at the Administration Building have been started.

## HIALL

Denver, Colo. Proposal has been issued for Denver HIALL completion.

## INTERMEDIATE FIELD

Furnace Creek, Calif. - An intensive field investigation of subsurface conditions was completed by J.N. McClelland.

## MISCELLANEOUS

Boise, Idaho UHF/DF. Installation completed by W. A. Martyn and W.L. Pedri; however, flight check by National Guard is required before the facility can be commissioned.

Negotiations for an access road to Sandia Crest Hisite with personnel of the USAF were completed.

Relocation of VOR detector poles to latest standard and construction of cattle guards around them was accomplished at the following locations under supervision of V.O. Vick: Crazy Woman, Douglas, Cherokee, Rock River, Rock Springs, Wyoming and Lamar, Colorado.

Completion of improvements to the Malad City, Idaho VOR access road and construction of garage for jeep completed under supervision of J.E. Crenshaw.

Engine generators have been replaced at the Rome, Oregon VOR and at the Elko, Nevada SRA under supervision of J.E. Crenshaw.

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UHF - PHASE V

San Francisco, Calif. Structural work completed under supervision of C. Hand. Final inspection was conducted on August 23.

Los Angeles, Calif. INSAC and CENTER - Work completed under supervision of L. LaFornara. Final inspection conducted August 25.

Needles, Calif. TOWER. Work under supervision of L. LaFornara 92% complete. Antenna support and underground conduit work being accomplished under supervision of J.L. Pace. Expect completion by end of month.

Tucumcari, N.M. Construction of antenna support structure being completed this month under supervision of F. Gavin.

Proposals for the structural portion of projects at Hobbs and Roswell, New Mexico; Seattle (Boeing), Washington; the Dalles, Oregon; Eugene, Oregon; Missoula and Miles City, Montana, are now being prepared for issuance at an early date.

Salt Lake City, Utah Preliminary survey has been made to select a hi-site for Phase V of the UHF Program. A tentative selection has been made and negotiations are now in progress with a Salt Lake Television Company for space on the mountain from which they broadcast.

PHASE V ELECTRONIC INSTALLATION

Tucson, Arizona Tower and INSAC installation 85% completed by W. Brown E.G. Alfonso and P.L. Newport.

Seattle-Boeing Tower Installation started by B.V. Miller, J.N. Covington and E.R. Marsden

Temporary Phase V UHF installation at Miles City, Montana INSAC completed August 21 by B.V. Miller and J.N. Covington.

Temporary Phase V installation commenced at Fresno, California CS/T by O.O. McIntosh and O.F. Betz.

MAINTENANCE BRANCH ACTIVITIES

The Facilities Maintenance Branch is presently effecting the consolidation of former Airways Maintenance Technicians into Electronic Sectors. The program is partially complete and some of the people involved have actually moved. As an important step in this program several of the former Airway Maintenance Technicians, going into Electro Mechanical positions are being trained in teletypewriter maintenance at the Regional Office. The first class convened August 16 for a three week period under the direction of Messrs. A.D. Herbert and Harvey L. Berry of our office staff. Other candidates for Electro-Mechanical positions will be processed through this teletype school in groups of five or six as fast as can be arranged and consistent with maintaining operation of all air navigation facilities. The first teletype class is being attended by Messrs. Raymond A. Plapp, Herman W. Fischer, Ross A. Parkhurst, Charles L. Robinson and Gerald F. Wakefield. (continued next page)

During this month filling of Airways Technical District Supervisor positions is under way and we hope can be completed in the near future. This step is an important change in the Maintenance Branch and we believe represents more nearly proper allocation of the responsibilities and duties performed by our field supervisors. Selections for the various positions involved will be announced as soon as they can be screened and qualifications checked.

Men currently attending Oklahoma City Training Center are as follows:

ASR/PAR Class  
8/23/54  
Arthur S. Patton  
Floyd Y. Corpus  
Clyde F. Brookman

ILS/VOR Class  
8/9/54  
Alfred W. Grabau

DME Class  
8/9/54  
Frank Ogg  
Joseph Mosser  
Harold W. Pinnock

\* \* \* \* \*

"THE SANTA MONICA HANGAR"

This news may come as a great surprise to many of you - - but did you know that just beyond the Centinela celery patches and Ballona Creek lies Clover Field where our Region supports a CAA Hangar?

Inside this huge wooden structure aircraft and electronics maintenance is conducted on our ten regional aircraft; namely, three Douglas DC-3s and seven Twin-engine Beechcrafts. Due to the coverage of eleven of the western states, one Douglas and one Beech each are stationed in the areas of Seattle, Washington, and Salt Lake City, Utah, and one Douglas is at Denver, Colorado. The remaining regional fleet is roosting at our Santa Monica hangar. Seven of the regional fleet maintained are Facilities Flight Inspection aircraft.

The regional Aircraft Service Branch consists of thirteen bodies - - one Branch Chief, one Maintenance Supervisor, one Electronics Supervisor and two Technicians, one Inspector, six Aircraft and Engine Mechanics, one Storekeeper and one Brown-eyed Stenographer. Through the efforts of this little family we keep the Federal Airways' airplanes checked and the Administrative Aircraft ready to go.

The people at the hangar extend an invitation to regional office employees and visiting firemen from the field to come over and see their operations. They will be most happy to give you a tour of their home and shops of which they are justifiably proud.

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## Facility Discontinuance Program

In the interest of bringing our field personnel up to date on the discontinuance of CAA facilities in Region IV, the following recap covering Fiscal Year 1954 to date is submitted:

### Type of Facility

### Decommissioning Date

#### L/MF Radio Ranges:

Douglas, Arizona	6-8-54
Silver Lake, Calif.	6-8-54
Rodeo, New Mexico	6-8-54
Coeur D'Alene, Idaho	6-8-54
Superior, Montana	11-14-53
Butte, Montana	9-14-54
Salinas, Calif.	7-6-54
Carlsbad, N. M.	6-8-54
Thermal, Calif.	7-6-54
Colorado Springs, Colo.	5-1-54
Grants, N. M.	8-17-54

#### L/MF Homing Beacons:

La Grande, Ore.	6-8-54
Douglas, Wyo.	7-6-54
Payson, Ariz.	7-6-54
Winslow, Ariz.	7-6-54
Deming, N. M.	8-17-54
Santa Fe, N. M.	8-17-54
Kalispell, Mont.	9-14-54

#### Communications Stations:

Rodeo, N. M.	1-6-54
Coeur D'Alene, Idaho	11-14-53
Superior, Mont.	11-14-53
La Grande, Ore.	12-31-53

#### Fan Markers (75 mc)

Evanston, Wyo.	8-17-54
Bowles, Calif.	8-17-54
Callahan, Calif.	8-17-54
Half Moon Bay, Calif.	8-17-54
Joseph City, Ariz.	8-17-54
Juan Tomas, N. M.	8-17-54
Maxwell, N. M.	8-17-54
Billings, Mont.	8-17-54
Whitetail, Mont.	8-17-54
Hillsdale, Wyo.	8-17-54
Midwest, Wyo.	8-17-54
Watkins, Colo.	8-17-54

Type of FacilityDecommissioning DateFan Markers (75 mc) - Cont'd.

Lakeview, Wash.	4-2-54
Belmont, Calif.	8-17-54
Roche Harbor, Wash.	9-14-54

Light Beacons:

Salt Lake-Pendleton Airway -	
Site #12, Molta, Ida.	5-11-54
Site #14A, Cottrell, Ida.	5-11-54
Site #14B, Declo, Idaho	5-11-54
Site #40A, Pleasant Valley, Ore.	5-11-54

Salt Lake-Great Falls -	
Site #10, Daniels, Ida.	8-30-54
Site #12, Pauline, Ida.	5-11-54
Site #14, Pocatello, Idaho	5-11-54
Site #27, Lima, Montana	5-11-54
Site #29, Red Rock, Mont.	5-11-54
Site #33, Beaver Head Rock, Mont.	5-11-54

Cheyenne-Great Falls -	
Site #51, Kolin, Mont.	5-11-54

Seattle-Helena -	
Site #1, Issaquah, Wash.	5-11-54
Site #29A, Caldwell Gulch Mt., Ida.	5-11-54
Site #34, Boyd Mt., Mont.	5-11-54
Site #46, Gold Creek, Mont.	5-11-54

Helena-Twin Cities -	
Site #12, Springdale, Mont.	5-11-54
Site #16, Columbus, Mont.	5-11-54

San Francisco-Seattle -	
Site #30B(FL), Steinman, Ore.	5-11-54
Site #37A Stagecoach, Ore.	5-11-54
Site #39B, Weaver Hill, Ore.	5-11-54
Site #42A, Sutherlin, Ore.	5-11-54
Site #43, Drain, Ore.	5-11-54
Site #64, Eveline, Wash.	5-11-54

Phoenix-El Paso -	
Site #0, Tempe, Arizona	6-8-54

Salt Lake-Pendleton	
Site #27, Regina, Ida.	5-11-54
Site #22, Bliss, Ida.	5-11-54

Type of FacilityDecommissioning DateLight Beacons - Cont'd.

## El Paso-Pueblo -

Site #37, Turkey Mt., N. M.

6-8-54

Site #50, Rattlesnake Butte, Colo.

6-8-54

## Salt Lake - Great Falls -

Site #36B, Piedmont, Mont.

7-21-54

## Cheyenne-Great Falls -

Site #57, Belt Butte, Mont.

7-21-54

Intermediate Fields:

Silver Lake, Calif.

11-13-53

Rodeo, N. M.

6-8-54

These discontinuances were circularized to the industry for comment and processed through the Regional and Washington Airspace Subcommittees before the establishment of a decommissioning date by the Administrator.

Other facilities proposed for discontinuance in the Regional Administrator's letters to the industry dated August 19, 1953; December 17, 1953; and February 26, 1954, copies of which were sent to all field facilities, were either disapproved or deferred by appropriate reviewing authority.

With respect to future discontinuances, the Agency policy is to conduct a continuing review of all facilities, especially low frequency facilities, in the Region where justification for retention is inadequate from the standpoint of aeronautical necessity.