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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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SOME MAJOR FUNCTIONS OF THE CAA

by

Glen D. Woodmansee, Regional Attorney

Whether Alfred, Lord Tennyson was endowed with the gift of prophecy, I do not know, but that he merits consideration as a forecaster of future events is indicated by the following verse from "Locksley Hall", written some 100 years ago:

"...For I dipt into the future, far as human eye could see,  
Saw the Vision of the world, and all the wonder that would be;  
Saw the heavens fill with commerce, argosies of magic sails,  
Pilots of the purple twilight, dropping down with costly bales;  
Heard the heavens fill with shouting, and there rain'd a ghastly dew  
From the nations' airy navies grappling in the central blue."

When those lines were written, man traveled by stagecoach, saddle horse and sailing vessel. In 1903, he first successfully defied gravity in a controlled, power-driven craft at Kitty Hawk, North Carolina, when Orville Wright remained airborne in his crude flying machine for 12 seconds, traveling 120 feet. Later that day, his brother Wilbur remained airborne 59 seconds, covering 852 feet.

Forty years after this momentous event, "the nations' airy navies" grappled "in the central blue" over England and Germany in a death struggle for air supremacy. The most destructive war in history was won by air power. Today, the race for control of the air intensifies and may continue with increased tempo until, perchance, as predicted in another verse from Locksley Hall:

The war drums throb no longer and the battle flags are furled  
in the Parliament of Man, the Federation of the world.

But the purpose of this article is not to discuss the airplane as a weapon of destruction - - a conveyor of the atom and hydrogen bomb - - but to discuss its use in peaceful pursuits and the service of the Civil Aeronautics Administration in fostering and regulating those argosies of air commerce foreseen by the Poet.

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The annual budget of the CAA exceeds \$100,000,000.00. The major part of this sum is spent in providing navigational aids to pilots along 75,000 miles of controlled civil airways. Three-fourths of our 13,000 employees are engaged in this type of work.

To assist the pilot who flies at night without radio equipment, mountainous regions are lighted by flashing beacons.

To guide radio-equipped planes along their course of flight, 700 ground stations form a nationwide network of radio beams.

To prevent the collision of planes flying en route, 31 traffic control centers, each encompassing a large segment of the airways, assign flight altitudes.

The pilot taking off from or landing at a controlled airport is directed by the tower operator from his vantage point on the airport. The task of this "air traffic cop" is similar to that of the policeman who directs automobiles at a congested intersection.

When an overcast hides the runway, the pilot landing at many of our large airports is directed in his final approach by a ground controller who sees the airplane's position on a radar screen.

400 communications stations broadcast the local weather at thirty-minute intervals. A national teletype system disseminates the weather every hour, giving the pilot national coverage on wind direction and velocity, temperature and dew point, visibility and ceiling. These stations also assist the pilot, when lost, to orient himself and get back on course.

The CAA also passes on the qualifications of pilots, aircraft mechanics, flight dispatchers, airport control tower operators, flight navigators, flight engineers and flight radio operators. Each must pass a written and practical examination to qualify for his job.

Before an air carrier may operate, it must have a flight crew and aircraft licensed by the CAA and, in addition, obtain from the Administration an operating certificate setting forth the routes over which the aircraft may fly, the weather conditions under which it may operate, the airports upon which it may land and the maximum weight of the load it may carry.

Civil aircraft are registered with the Administration in its central office at Washington, D.C. Also any chattel mortgage or other indebtedness against an aircraft is or should be recorded with the Administration. This protects the purchaser. Before closing the deal, he consults the CAA records in much the same fashion as a prudent person checks the County records to determine whether there are any unpaid liens or judgments recorded against a piece of real estate he plans to buy. If the purchaser of an airplane fails to make this check with CAA, he may later discover that the registered owner from whom he bought the plane has not fully paid for it and that the legal title is held by someone else. (Continued on page 4)



## REGIONAL ADMINISTRATOR'S COLUMN

It is time to think about the coming Yuletide Season and Christmas greeting cards. The sending of Christmas cards is a nice custom, but in a large organization it becomes a little impractical. In some organizations it is mutually agreed that rather than exchange Christmas cards, the money that would be spent for this purpose be given to charity. In line with this thought Mrs. Marriott and I have decided that this year we will not send Christmas cards to all of you fine CAA folks but will select some worthwhile charitable project and contribute to it. We have chosen the Muscular Dystrophy Foundation of California.

Muscular Dystrophy is a little known disease of which there are some 200,000 victims in the United States. One of the reasons it is little known is that the victims rarely live beyond the teen age. The cause of the malady is unknown. Neither is there any known cure or control. Active muscles suddenly become useless and the condition, usually starting in the lower limbs, progresses until the child is immobilized. Parents helplessly watch the child gradually progress to almost certain death. Medical science says that muscles once dead cannot be restored, therefore the possibility of saving those presently afflicted is extremely remote. However, research and discovery of the cause, and methods of treatment and control, may save future cases.

We have annual fund raising drives for many other more common diseases - - cancer, polio, heart, and tuberculosis. There was a national drive for Muscular Dystrophy, but because the nature of this disease is not well known the drive was not too productive. At any rate we are going to try to help stimulate the research program which has been initiated at the new Medical Department of the University of California at Los Angeles through the support of the Muscular Dystrophy Foundation of California.

Now it is sometimes embarrassing to receive Christmas cards from people when you don't send them any. Since we are not sending cards to all of you we request that you not send them to us. We might suggest that if you care to participate, you send your contributions to Muscular Dystrophy Foundation, 1846 South Curson, Los Angeles 19. Or, if you find it more convenient you could send your contribution to the office and we will forward it to the Foundation in the name of CAA.

Although Mrs. Marriott and I have a deep personal interest in the Muscular Dystrophy research program, please understand that this is only a suggestion and certainly not a solicitation. As a matter of fact many of you may have a strong personal interest in equally deserving programs to which you might wish to contribute your Christmas card money.

While we are talking about contributions, the Community Chest Drive is underway during this month and we certainly want to encourage your generous support of this very worthwhile activity.

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A sizable volume could be written on other services rendered by the CAA, such as (1) its inspection of aircraft during various phases of construction, (2) its administration of the Washington National Airport and the National Airport Program, (3) its relationship with the Civil Aeronautics Board in the enforcement of the air safety rules, (4) its responsibility in fostering and encouraging the development of civil aeronautics within the United States and with foreign nations.

No one can predict the future role of our Agency. But one thing seems certain! From the inventive mind of scientists and engineers, the airplane undoubtedly will be perfected to a degree undreamed of today. To paraphrase a passage in First Corinthians - Eye has not seen, nor ear heard, neither has it entered into the minds of men, the final effect which this somewhat terrifying instrument may have upon the lives and fortunes of ourselves and future generations.

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COMMENDATION

Quoted is a portion of a letter addressed to Mr. Marriott, from Mr. F.B. Butler, Manager, San Francisco International Airport, commending our personnel for services performed.

"First of all, I wish to report on the Airport Department's behalf that we are tremendously pleased with the tower move and the manner in which it was done. Everything seems to be percolating in splendid shape and we look forward now merely to the completion of the radar transfer and trust that it will be accomplished before we begin to get serious weather interference.

"On the subject of the tower, I feel it is a splendid tribute to your personnel here that they operated so efficiently during the period of the month of September when they were 'off center'. Operations went on without a hitch and without incident.

"Also, on behalf of the tower personnel I wish you to know what a splendid job they did during the festival period preceding the inauguration of operations in the new terminal building. They handled the regular traffic plus the festival business in an admirable manner. During the short periods when the field was closed for stunt operations the resultant pile-up of inbound and outbound regular traffic invariably was sizeable. In spite of this, delays were at a minimum and everything rolled smoothly."

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SERVICE AWARDS PICTURES - SAN FRANCISCO AREA

During the Service Awards of personnel congregated at the International Airport on October 15, 1954, pictures were taken of the awardees, in groups of 10 year, 20 year and 30 year. Copies of these pictures are available at cost. Anyone desiring pictures are requested to contact SES J.P. Johnson at OFACS Transmitter Station, P.O. Box 151, Redwood City, California. The pictures are 8X10" glossy; the cost price will be determined from response, however, the price of each will not exceed 75¢.

CHRISTMAS CHEER TO REPLACE CHRISTMAS CARDS  
Los Angeles Communications Station

As a result of a memo to all of our personnel about ten months ago, and also as a result of a discussion at the recent Supervisors' meeting, a letter was submitted to our Personnel at the Los Angeles Communications Station, outlining a 100% Voluntary Plan for contributions to help needy families at Christmas time.

The plan is to place two large boxes in the Station operating room; one shall be for discarded but still serviceable and clean clothing (either adult or children) and the second box shall be for staple non-perishable food items. A large sealed can shall also be placed in the Operating room for cash donations.

A committee of 3 from the Station complement will be selected to determine who the needy family shall be - - - each person of the Station complement shall select from his local living area a needy family, if they know one. A note will then be written up indicating why they think the family suggested needs the contribution, such as - how many in family? Is Dad working or ill? Is there only a mother to support the family or has the Dad been out of work for some time due to illness, etc.

If there are no suggested "needy" families recommended by the Station personnel then the Salvation Army shall be called in by the Station Committee and either have the Salvation Army make the distribution or have them recommend a needy family.

The sealed money can shall be opened sufficiently far in advance of Christmas to determine the amount on hand and how many turkeys may be purchased or how many toys for children may be purchased.

The Station Committee shall make deliveries of the donations to the needy and the recipients acquainted with information as to who the donator is - - Airways Communications Station of the CAA.

Editor's Note: THIS IS INDEED REAL CHRISTMAS SPIRIT. As a further indication of concern for the less fortunate, the Station has increased its Community Chest goal over last years contributions.

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GRATITUDE

Quoted is a letter addressed to the "boys" at Seattle-Tacoma, from Bob Kehoe, Randle, Washington, thanking our personnel for their help in guiding him to a safe landing. Those on duty at the time of this incident were: Radar - Mowrey and Holly; Tower - Graves and Channing; Radio - Bennest.

"In regards to September 27th when I was in trouble flying over Seattle in my Luscomb Silvaire; I want to extend my thanks to every person responsible for bringing me down safely.

"Because so many people were involved in the rescue operation, it is impossible for me to personally thank each one, but I feel as though the boys at SEA-TAC who operated the Radar have been slighted and disregarded in all reports given out to the public.  
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# QUESTION BOX?



- Q. When the Unemployment Compensation benefits become available to separated Federal employees on or after January 1, 1955, will all salaries be subject to the 2% payroll tax?
- A. No. the 2% deduction will apply only to those not under the retirement system.
- Q. If a female employee, who is sole support of her minor child, should die before reaching retirement age - how much annuity would her child receive?
- A. The child would receive the least of these amounts: (1) one-half the annuity earned by the deceased employee; (2) \$1200 divided by the number of surviving children; or (3) \$480.
- Q. If an employee, in the military reserve, is re-called for a period of active duty, is he still covered by the Government Insurance for that period of time while he is separated? Must he continue his monthly payments, or what adjustment can be made?
- A. The insurance of an insured employee who enters military service and acquires indemnity coverage under the Servicemens' Indemnity Act of 1951 ceases, subject to the 31-day extension of life insurance coverage, on the day preceding his acquisition of the indemnity coverage or 12 months after discontinuance of his civilian salary payments whichever occurs first. Payments of premiums after pay stops is not possible.
- Q. Should I submit revised copies of standard allowance for working equipment?
- A. No. Keep station copy current until revised Region Four instructions are issued. Do not submit revisions to regional office.
- Q. Is it necessary to survey unserviceable supply items having a cost in excess of \$5.00?
- A. No. Survey supply items only when they have salvage or scrap value.
- Q. What are some of the restrictions governing use of franked envelopes and labels.
- A. Franked envelopes and labels are not for free but cost the C.A.A. a sizeable sum each year. Under a new regulation we are required to pay the Post Office Department 3¢ for each 4"x9" envelope and 9¢ for each larger envelope and labels. Payment is based on inventory data. In order to conserve envelopes and save money, all offices should observe the following: (Continued on next page)

Question Box Continued

- A. Use franked envelopes for official purposes only - never for interoffice mail or air mail.
- B. Envelopes which are lost, damaged or destroyed should be reported to LA-180 at the end of each fiscal year (See A.O. No. 140).
- C. Where feasible, combine mail to regional office and forward routine mail two or three times weekly in lieu of daily mailing.
- D. Use 4"x9" envelopes in place of larger envelopes whenever possible.

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DISCUSSION OF WAGE BOARD

There has been some literature about converting many of the jobs in the trades from CPC rates to "Wage Board" positions. A few comments about Wage Board jobs would be in order since this is something new to CAA employees.

The term "Wage Board" applies to a system of pricing jobs, in which the positions are compared with the "going rate" in the area or the community where the job exists. In setting up the system, studies are made of the rates of pay for comparable positions. Procedures are then set into motion dovetailing our jobs with these rates of pay. The basic goal is to insure a balance with industry and the system is designed to prevent gross overpayment or under-payment.

Pay is on a per hourly basis on jobs having a grade range similar to the Classification Act (i.e., grades 1 to 24). Normally each grade has six pay scales. Periodic pay increases (generally each six months) up to the maximum scale, are permitted.

Wage Board differs from the Classification Act in that jobs are paid on a locality basis - not on a nation-wide basis. Under the Classification Act a CPC-7 Mechanic job in Atlanta, is paid the same as a CPC-7 Mechanic in Seattle. Under Wage Board, the pay of both jobs would probably be different depending on the going rate for that type of mechanic in the two areas. Such items as cost-of-living indexes, economic conditions, scarcity or surplus of labor - all enter into the pricing of the job.

Wage Board employees remain in Civil Service and enjoy the same Civil Service retention rights. There will be no effect on an employee's eligibility under the Retirement Act. Wage Board employees retain the status "Career Employee". The only basic difference is the method used to pay for the job.

There are a lot of questionable points about when and how the Wage Board procedure will be installed. This information will be transmitted on to you when we receive instructions. We do know that the CPC schedule will be abolished on or before July 1, 1955. The jobs will either become GS (General Schedule) or Wage Board. If they become GS, the salary will be either the same or higher.

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"I was very helplessly suspended 7,500 feet above Seattle with fifteen gallons of gas which I was unable to use. You can believe I was cheering for you and although I went through the longest and most terrifying hour of my life, I had full confidence in your ability to bring me out of it alive.

"This cannot be considered a small matter in any way, for I had surrendered to the fact that, 'I've had it!' You people were able to change this condition.

"So it is with very humble and sincere thanks that I send this letter to you of SEA-TAC, to Seattle Radio, to West Coast Airlines and to the many other persons responsible for me being alive today to celebrate the first anniversary of my flying career; September 28th."

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WHY THE RUSH ANYWAY?

November 1, 1954

With a closer fiscal control being established throughout the government, it is increasingly important that our budgetary accounting records be as accurate as possible. From the costs and unpaid obligations to date - - plans are made for the future. If we are making plans on inaccurate and delayed fiscal data - - that is the first step leading to later adjustments, revisions, amendments and confusion.

To assure better fiscal control, Field personnel can help:

1. Issue Forms 44 accurately and send in receipts immediately. Ask the local vendors if they are getting paid promptly. Help him - don't be hesitant about "needling" the regional office, Operating, Procurement, and Accounting Branches.
2. It is appreciated that no man can exactly forecast his travel plans - but that man, on the average, can be more "exact" than anyone else. Prepare travel estimates promptly and with good intelligent estimates (sometimes called educated guesses). Then send your expense voucher in immediately at the close of the period so the fiscal records will carry "costs" rather than "estimates".
3. Complete receiving reports on office purchase orders and GSA orders promptly. The unpaid items and follow-up required on such transactions is entirely out of balance with other types of transactions. If you don't know what documents go where - check the A.O.s. If they aren't clear - contact the Procurement Branch.
4. Review Standard Practice on normal travel and headquarters travel so your claims are "clean". If you need an advance for travel on change of headquarters - request it - but not earlier than two weeks before you will ship your household effects. When shipment is completed claim reimbursement immediately.

-- What we want to do is convert the "obligations" of the CAA (travel orders and travel estimates; transportation requests; bills of lading; phones and tolls; control circuits; leases; utilities; rental orders; printing orders; repair, supply and  
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# Personnel Pipeline

## LONGEVITY STEP INCREASES

In addition to permitting a longevity step increase up to Grade 15, as announced in the last Region Four News, the recent amendment to the present law eliminated an inequity in the method of computing service for longevity step increases.

Under the revised law and regulations, employees who are changed to lower grades, who had served at the maximum, or a longevity step of a higher grade immediately prior to the change, include the period in service in the higher grade or grades in meeting the three years at the top of the grade requirement. Also, any period of creditable service which exceeds the amount necessary to make up the three years longevity period is creditable toward the next longevity step period.

For Example: (An example of how this will operate)

Employee "A" is presently serving in a CPC-9 position at \$4900 per annum (top step of the grade). He has served in Grade GS-7 or higher since 1938. The GS-7 being equivalent to Grade CPC-9, therefore, he meets the ten year aggregate period requirement. Prior to his assignment to the CPC-9 position he had served at the top step of Grade GS-11 since May 1, 1949. His change to CPC-9 was the result of reorganizations and reductions in force. This employee, therefore, has served a period of five years, four months and 12 days at the maximum step of the grade without an increase in pay. Effective September 12, 1954, the effective date of the new longevity law, his salary will, therefore, be adjusted from \$4900 to \$5025 per annum (the first longevity step in CPC-9). In addition there will be a credit of two years, four months and twelve days toward another longevity increase which will be effective the pay period beginning on or after May 1, 1955.

The Personnel Branch is in the process of reviewing the records of employees to search out employees who may be entitled to adjustment in their pay due to the change in the law. Any employee who feels that he may have a pay adjustment due should make an inquiry of LA-90. In this way we will not miss anyone.

## UNEMPLOYMENT COMPENSATION - GENERAL INFORMATION

Quoted below is a portion of a letter from the Secretary of Labor, dated September 13, 1954, concerning the provision of unemployment compensation for Federal civilian employees:

"A former Federal worker who is unemployed after January 1, 1955 will be entitled to unemployment compensation if he meets the requirements of the appropriate State unemployment compensation law. As a general rule, the unemployment compensation law of the state in which he had his last official station in Federal service will determine  
(Continued on next page)

the amount of his compensation and the conditions under which he will be entitled to such compensation. The law of the State of his residence, however, will determine his rights if he has performed, after the termination of his Federal employment, service in private industry covered under the unemployment compensation law of such State, or if his last official station was outside the United States. The law of the District of Columbia will determine his rights if he resides in Puerto Rico or the Virgin Islands. Unemployment workers will be required to register for work in a local office of the State employment service, file a claim for unemployment compensation, and be able, ready, and willing to work. The local employment offices will provide counseling and placement facilities for unemployed Federal workers.

"In general, State unemployment compensation laws provide for weekly benefits related to specified past wages of the individual. The maximum for a week ranges from \$20 to \$35, augmented in some States by allowances for dependents. The costs of such benefits will be paid by the Federal Government through advances to the State from a special appropriation made to the U. S. Department of Labor for that purpose.

"The Secretary of Labor is responsible for the administration of title XV. He is authorized to enter into agreements with the States under which the State employment security agencies will pay the benefits. He will prescribe the necessary regulations effecting the administration of this program by both State and Federal agencies.

"The State agencies will make the determinations of benefit eligibility and the amount of payments, subject to the same reviews as exist for payments under the State unemployment insurance laws. State determinations will be based on reports from Federal agencies containing information as to whether an individual performed Federal service, as to the amount of Federal wages, and as to the reasons for separation from Federal service. These reports will contain, where necessary, other information which may be required under a State law. The findings of fact in such reports from the Federal Agencies shall be final and conclusive if they are made in accordance with the procedures and regulations prescribed by the Secretary of Labor. In the development of the administrative materials and forms, representatives of the Secretary will consult with other Federal agencies, as well as with the State employment security agencies."

#### TERMINAL ANNUAL LEAVE

A recent decision of the Comptroller General provides in effect that terminal, or annual, or vacation leave may not be granted immediately prior to separation where it is known in advance that the employee is to be separated, unless the granting of such leave is in the interest of, or related to the needs of the Government service. Exception to this, of course, will be where an employee who has resigned, or otherwise to be separated, would lose his current accrued leave which could not be included in the lump sum leave payment.

#### PROMOTION PLAN CHANGES

Sometime ago we announced a change in the promotion plan, to the effect that all positions in Grade 12 and below, except those of Chiefs, and Deputy Chiefs, of a Branch at any grade level, are now included in the Regional Promotion Plan. A

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further change has been approved by the National Promotion Board. The change is in the values assigned the three factors included in the plan. Education will continue to be graded for a maximum of 10 points and experience for a maximum of 40 points. The value of the Promotion Appraisal factor, however, has been increased from 45 to 50 points. A completely revised Regional Promotion Plan procedure is expected to be received shortly from Washington. One change which will be of interest provides for a new Promotional Appraisal form which will be used on an annual basis for both National and Regional Promotion Plans. The form is the revision and improvement of the old form ACA 2062, which was used exclusively for the National Promotion Plan. The revision, however, has reduced the number of elements from 21 to 18 and separated them into two groups. All employees will be rated on the first 12 elements. All employees, regardless of grade levels, who are eligible to bid on any type of supervisory positions will also be rated on 6 supervisory elements. Scales to indicate an appraisal of the promotional ability and supervisory suitability have been included in the form, and every supervisor making out the form will be required to make narrative comments on the strong and weak points. We are now in the process of securing the appraisal forms for all employees in grade 12 and above for National Promotion Plan purposes. A schedule for the completion of the form for Regional Promotion Plan purposes will be announced as soon as the revised procedure is received.

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equipment orders; witness fees; box rentals; recording fees; licenses; tort claims; FAAP grants; etc. - 45000 of them per year) to costs as quickly as possible. This will provide a better fiscal picture, will improve employee and vendor relations with faster payments, and will cut the backlog of unpaid items.

For example on backlog: We are processing approximately 180 payments a work day. There is an estimated 15 day lag of unpaid items because travel claims are not in, receiving reports are not in, or vendors have not billed. Now if we could just lift ourselves by our "bootstraps" and cut into that backlog by 5 days, we would eliminate 900 unpaid items from the official budgetary accounts and accordingly reduce the filing, searching, waiting, and follow-up by one third.

Paper work to many of us is distasteful - but inaccurate, delayed, and confused paper work is particularly disgusting. The best thing to do is to process it quickly and accurately.

On the whole - - the eleven western states of the CAA are doing pretty well - - we can do better. Let's work with those fiscal documents and process them as rapidly as possible.

EMPLOYEE SERVICE AWARD CEREMONIES

The 1953 Employee Service Award ceremonies are now past history. We have, however, received favorable reports from all nine locations where the group presentations were conducted on October 15th.

Ceremonies were held at the following locations, with the following in charge:

Los Angeles, Calif.	J. S. Marriott, Regional Administrator
San Francisco, Calif.	H.E. Bertuleit, Electronic District Supervisor
Seattle, Washington	David R. Nelson, Supv. Agent, Seattle, ASDO (Air Carrier)
Boise, Idaho	A.G. Witter, Supv. Agent, Boise ASDO (General Safety)
Great Falls, Montana	Lloyd B. Richmond, Chief, Great Falls Traffic Control Center
Salt Lake City, Utah	Harold C. Howard, Chief, Salt Lake City Center
Albuquerque, New Mex.	Davis M. Bussey, Chief, Communications Station, Albuquerque
Denver, Colorado	Ted J. Holmes, Chief, Denver Tower
Phoenix, Arizona	Harold T. Bean, District Airport Engineer

At Albuquerque, Mr. Bussey introduced an aviation touch to give the ceremony a slightly different twist. When presenting the ten year service pins he indicated that this group had just "solo-ed" and are now working on their "commercial". For the twenty year group he reflected that this was the "commercial" group working on their "instrument ratings". For the Thirty year group, these people now possess a full instrument rating.

We do not know how Mr. Bussey would have classified Mr. Jabe Palmer of the San Diego Communications Station who has completed forty years of service. Perhaps, Mr. Palmer has just obtained his ATR rating (Airline Transport Rating).

Local newspapers were generous in allocating space to these ceremonies. In view of the favorable response received it is likely that future award ceremonies will be patterned after those that have just been conducted.

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BIRTHDAY FLIGHT - DAD MONTEE

On October 22, 1954, James W. (Dad) Montee, celebrated his 92nd birthday with his usual "Birthday Flight". Dad's flight this year was in a CAA Beechcraft which took off from Clover Field with CAA pilot, D.F. Petersen from our Los Angeles General Safety Office. Dad was accompanied on the flight by members of four generations of his family, as well as Doctor Benson, his personal physician, who said he was in excellent condition for the flight in spite of the fact that he had recently recovered from major surgery. Dad was surrounded by reporters and photographers who were on hand for the flight, but Dad is quite a celebrity, having the distinction of being the world's oldest licensed pilot. He soloed at the age of 60. From the CAA - - Many More Happy Birthdays to Dad Montee.



## THE DALLES, OREGON

INSACS/MNTNC: The Dalles Municipal Airport, home of the Dalles Radio, offers the unusual served up by nature and man and the latest is not least -- by a dam site. Its fast-growing neighbor, the \$350,000,000 The Dalles Dam, a Federal project, sprawls below the Columbia River bluffs one mile east. Blasting operations described in the Airman's Guide present the only real construction hazard now to low approaches from the east but the future holds the prospect of more transmission lines in this vicinity when the first of 14 generators start turning out power in 1957.

The 1000 acre airport site is situated on the Washington side of a deep curve of the Columbia. The Dalles (dalle - French for flagstone - hence The Dalles for the flagstone narrows), its municipal owner, lies across the river in Oregon six miles by road including a new bridge opened last December. Ferry service closure resulted in a 300 per cent increase in cost for operations personnel commuting to the station - the price of progress. The SES and ES, servicing facilities from the SVO fan to the BVOR, cover a span of over 70 miles in the two states.

Because of the ring of hills rising to as much as 3100 feet in less than ten miles, approaches to the field are such that VFR operations without clearance are legal within the control zone with 1300 foot ceiling while IFR minimums remain at 2500 feet. Balancing this are the 189 clear days a year -- only 69 days being truly cloudy.

Strong prevailing westerly winds during the summer are due to the seasonal low pressure area east of the Cascades which sucks the air venturi fashion through the Columbia Gorge. The reversal of pressure patterns in winter produce strong east winds in the Gorge. A system worked out to approximate west winds in the Gorge involves sea level pressure of (RDM minus YKM) plus (PDX minus PDT) times 4.

IFR traffic over The Dalles travels through the cross formed by main east-west airways and alternate north-south airways paralleling the heavily traveled route west of the Cascades. A large number of pilot briefings here involve the Gorge weather bottleneck in east-west VFR operations.

## THERMAL, CALIFORNIA

INSACS: The discontinuance of the Thermal LF range, on July 8, 1954, was a routine affair. A NOTAM and a message to W-52 and good old TRM/242KC was a thing of the past. But, alas, the ghost of the old girl still stalks the airway beating out a hallow echoing of the familiar 1020 cycle note, for how else could she be receiving all the plaintive calls from the host of admirers lo these several months.

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Every day we must answer that eager question "Any news on the LF Range?" We shake our head in a sad sort of way (We've lost quite a few contacts you know) and try to change the subject. An Authoritative voice on the interphone booms "Is your LF range back on?" - That does it! Anyway the SES will have a few post mortem remarks on the subject.

After years of darkness the Thermal airport now has a beacon and runway lights. Eleanor Wagner, Airport Manager for the past three years is leaving. She will work out of Ontario, California as a Cessna representative. We understand that the Airport Manager of West Riverside will also operate the Thermal Airport.

SES: When we pulled the switch decommissioning the low frequency range, those poor old transmitters blinked their dial lights, unwound their relays and discharged their condensers as much as to say "Thank goodness, thats over". Makes one feel like a cavalryman shooting his horse when he gets too old to ride.

Of course now the new horses - VOR and DME - are really in there pitching. The only thing, they just don't seem to be able to take this desert heat that the old low frequency range put up with all these years. Am sure glad the old low frequency range transmitters aren't in the same building as the new VOR and DME equipment. Those poor old low frequency transmitters would probably wonder what this world is coming to. Oh well, guess it can all be considered progress. I get to wondering as I set here shining up my new 20 year pin.

#### LOS ANGELES, CALIFORNIA

TOWER: Region Four has one of the busiest CAA Air Traffic Control Towers in the nation! Statistics extracted from the publication "Aviation Week", September 27, 1954 show that Los Angeles International Airport for the fiscal year 1954 ranks second for total Air Traffic Control Tower Operations being led only by Chicago's Midway Airport. Los Angeles Operations amounted to an average of one operation every 1.9 minutes, day and night.

Also, Los Angeles Tower holds second position for total number of Instrument Flight Rule Approaches again being led by Chicago Midway. However, for the calendar year 1953 Los Angeles Tower led the nation with shortest time interval between successive instrument approaches - slightly over two minutes.

COMMUNICATION STATION: We got ours, how are you fellows doing? Donald R. Fulton and Ben Antoyan of Los Angeles Station brought down their deer each for the season at 0930P, September 26th. The happy hunting ground was Gordons' Meadow, located in the Little Shut Eye mountains about 70 minutes, by Ford, from Fresno, California. Don's prize was a 110 pound forked horn while Ben brought down a 140 pound 5 point.

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#### DIVISION HIGHLIGHTS

##### AIRPORTS DIVISION:

The 1955 Federal-aid Airport Program was released by the Secretary of Commerce on October 5. The approved Program included 37 locations in Region 4 for a total amount of Federal funds in the sum of \$4,612,197. Grant Offers have already been processed and issued on two projects, Boeing Field (King County) at Seattle, Washington, and Ontario International Airport, Ontario, California. (Continued on next page)

(Division Highlights Continued - Airports Division)

The Acting Chief, Charles J. Winger, attended a meeting at Portland, Oregon, with Mr. John J. Winn, Jr., General Manager, Port of Portland, and representatives of the local Air Force Interceptor Squadron and the 25th Air Division to discuss the location of the Alert Hangar for use by the Air Force. Also in attendance at the conference were DAE Charles W. Drew, and representatives of the Seattle Center and the Air Carrier District Office. No final action will be taken on the hangar location pending submission of a report by the 25th Air Division to Headquarters, U.S.A.F. in Washington.

Mr. Winger, DAE Kenneth S. Perry, and C. L. Schmid, Air Carrier Safety Division, attended a meeting at Billings, Montana, at which time final agreement was reached regarding the alignment of the new instrument runway.

The Airports Division representatives also conferred with the new airport manager at Casper, Wyoming. A bond issue in the sum of \$500,000 is coming up for vote at the general election on November 2 to provide funds for construction of a new terminal building as well as a new tower structure and high intensity runway lights.

The DAE's are in the process of preparing the 1954 revision of the National Airport Plan. They are also contacting sponsors to develop factual information on FAAAP projects that will develop in Fiscal Year 1956. Any requests for Federal aid are to be submitted to the District Offices no later than November 22, 1954.

AIRWAYS OPERATIONS DIVISION:

The Deputy Chief of the Airways Operations Division attended Senior Officers' Jet Indoctrination Course, Moody Air Force Base, Valdosta, Georgia, October 11 - 15 inclusive. It would be highly desirable to have selected ARTC controllers receive similar training. Therefore, we will attempt to arrange with appropriate Air Force Bases to provide such training. Don Whitney will attend the Valdosta class week beginning October 31. The Oakland Center personnel are already receiving Jet familiarization through Moffett Naval Air Station.

The National ADLO Conference was held at Norton Air Force Base October 5 - 7 inclusive.

Arrangements were completed for additional interphone line from Norton Air Defense Control Center to Los Angeles ARTCC for use primarily for Search and Rescue and secondarily as a second AMIS line. This was made necessary by the 24 hour manning of Search Rescue position in the ADCC.

Walter Swanson, ADLO, 25th Air Division (Defense), gave two briefings at the Regional office October 1, 1954 on a proposal dealing with rearrangement of air space and utilization of air defense radar for air traffic control purposes. The same briefing was given at Norton Air Force Base, October 5 at the conclusion of the day's ADLO meeting. As a result of the latter briefing, the 25th Air Division has been requested by headquarters USAF to give the same briefing at the Pentagon at the earliest possible date. It is expected that Colonel Crawford and Mr. Swanson will be detailed to Washington during the week of October 25th for this purpose.

At the request of Northwest Airlines, we are giving briefings daily to groups of NWA pilots on Air Defense and Security Control of Air Traffic, Seattle. Approximately 150 pilots are involved, each group consisting of about 15 pilots. These briefings started on October 12th and will continue through October 22nd.

(Continued on next page)

(Airways Operations Division - Continued)

Revisions to SCATER which are required as a result of the activation of the 9th Air Division (Defense) are still in the working stage. Official notice of the new area boundaries have not been received.

As a result of a recent near miss between American Airlines and F-100 jet in the Los Angeles area, a meeting of all concerned was held at the Los Angeles Airport October 12. Procedures were developed to minimize traffic conflict between jets departing from runways 25L/25R at Los Angeles International and conventional aircraft approaching from off-shore during weather with visibility three miles or more and with no stratus layer. Briefly, these procedures provide that departing jets will not climb above 3000 feet until beyond shore line and on heading of 200 degrees. The 200 degree heading will be maintained until reaching 10,000 feet. Conventional aircraft, east bound from Malibu intersection on track to align with 25L/25R center line extended to hold 4,000 feet until passing shore line or Playa Del Rey Fan Marker. This procedure to be tried for 30 days from October 12 at which time it will be evaluated.

Mr. Hugh Shaw and Denver Center Chief were detailed to Washington to study and recommend airway and navigational aid requirements in connection with the "West Point of the Air" to be located at Colorado Springs.

The Fillmore VOR was commissioned and a new airway was requested to expedite traffic in and out of Los Angeles area.

We are currently working with Centers on a plan to designate high altitude holding patterns for jet aircraft. Recommendations will be made to Washington so that a standard may be adopted nationally.

During October we reviewed Terminal Area Holding Charts to be sure they show minimum holding altitudes. Some changes were necessary.

Study of airways numbering to reduce radio and interphone time in deliveries clearances was completed and recommendations forwarded to Washington.

Mr. Kusrow made a trip to Sacramento September 28 - 29 for the purpose of discussing communications station space in the new Administration Building with City of Sacramento. This will be the first location in the region where combined operations are scheduled to be separated.

Evaluation of radar installation program was discussed with Messrs. Taylor and Shivers of the Washington office who visited the region during week of October 10-15. Decision was reached to substitute Long Beach for San Diego in the ASR-3 program. Because of this change it was necessary to rearrange scheduled radar installations at Denver, Los Angeles, and Burbank.

Meetings were held with Air Force officials at Albuquerque regarding new tower structure and RAPCON installation.

Layout work was completed and forwarded to LA-330 for installation of Service "B" automatic relay system in new OFACS quarters at San Francisco.

(Continued on next page)

Continuing efforts are being made to improve reception on 4475 kc and 8100 kc, on Circuit 300T Anchorage to San Francisco due to lack of a suitable 5 mc frequency at Anchorage.

Study was completed of proposed exchange of frequencies between Helena, Montana, 371 kc and Great Falls 317 kc to relieve interference from Swift Current, Canada, in the NE quadrant of GF range.

Arrangements were made with Signal Corps Electronic Research Unit, Mountain View, California, for coordinated operation in the CAA radar frequency bands.

Analysis has been completed and recommendations were forwarded to Washington for change in frequency at Mexicali, Sonora, Mexico to 292 kc to relieve interference at Ontario, California LOM facility.

Coordination was accomplished for discontinuance of Military Road remote receiver site at Seattle, Washington.

Study was completed of proposal by RCA for increase in power on frequency 8097.5 kc for New York to Europe with respect our 8100 kc. We did not concur with RCA's proposal.

Work continues on set-up for radio frequency pictorial maps display for frequency selection work.

A survey was completed and submitted to Washington of all Telecommunication Orders which are pending completion more than 30 days beyond the desired date as of September 30, 1954.

Coordination has been completed and Washington advised on a Summary of Service "F" requirements in order of importance for balance of FY-1955.

We completed a survey of existing and pending completion of interphone and teleprinter services and termination of equipment at all facilities.

#### FACILITIES DIVISION:

Al Horning of the Flight Inspection Branch has been detailed to the Aeronautical Center at Oklahoma City to serve as Director during Mr. Lanter's illness. Al expects to be back about the 1st of November to move his family to Oklahoma City where he will assume his duties as Deputy Director.

Mr. Malloy of the Processing Center at Oklahoma City spent the week of October 11 observing the flight check methods employed by Region Four. During this period he accompanied Flight Inspector Joe Duncan on flight checks of facilities in Northern California.

#### Civil Engineering and Construction:

Fred Townsend has been busily engaged working up Salt Lake City HIAL details, plans and proposal for pavement repairs and incidental drainage at Furnace Creek, and various S&E projects such as air conditioning installations, car port design for Blythe, etc.

(Continued on next page)

Jim McClelland spent a busy month making field inspections and surveys, exploratory and corrective field work at the Furnace Creek Intermediate Field. In this connection a great deal of personal contact was performed in order to find a suitable contractor who would perform the work. As a result of Jim's investigation the proposal mentioned in connection with Fred Townsend's efforts was jointly prepared.

Wes Pearson has been busy directing the civil engineering phase and field coordination for the Whidbey Island and El Toro VORs, the Kiowa and Pueblo VORs and the selection of sites at Roswell, New Mexico in connection with the VOR being relocated at that point.

Jerry Webb has been working on our S&E program finalizing space adjustments at various facilities and coordinating our requirements for space at the Sacramento and Tucson administration and operations buildings respectively.

Bob Frehse has worked on the El Toro, Whidbey Island and Los Angeles VORs this previous month. Further, between these duties theodolite points were set at interim VORs. Norm Byg has been busy with the Kiowa and Pueblo and Roswell VORs. His current assignment is for the final survey of the accepted Kiowa site.

Jim Crenshaw, Resident Engineer in charge of construction of the Tucson SRA facility expects to complete the job by November 15. The Silver Lake towers have been dismantled and moved to Tucson.

Renovation of electrical wiring at the Elko SRA has been completed under supervision of Ralph Crouse.

The grading and graveling of the entrance road to the Kremmling VOR has been completed under supervision of Frank Dettmer. Contractor experienced considerable delay in completion of this project due to adverse weather and inadequacy of his equipment. Frank is now Construction Supervisor for construction of storm shelter porches and doors on each of the living quarters buildings at Bryce Canyon. This construction will add considerably to the comfort of our personnel at Bryce Canyon and should make possible a considerable savings in heating costs. We expect the job to be completed before winter weather sets in.

Marion Duncan, Tom Tarpo and Fred Yandell salvaged the landing mat steel for the ground surface grounding system from the Desert Center Intermediate Landing Field and stored it in the R.O. yard pending construction of the Los Angeles VOR. Due to extreme temperatures prevailing at Desert Center it was necessary for the crew to start shortly after daybreak each day. This crew is now engaged in construction of a Car Port at Blythe.

Harry Mellen is supervising the construction work on the new ILS at Salt Lake City which we anticipate will be completed about the middle of December. Most of the cable for this project was stolen and although the loss was reported to all law enforcement officers, we have received no word regarding the apprehension of the thieves. New cable is being shipped from PMD and no delay of the work is anticipated.

The grading of the mountain top VOR site at Morgan Hill and Alma to a 200' diameter has been completed under supervision of Resident Engineer Dave Domaskin. Dave is presently supervising the lowering of the Salt Lake City ASR Tower.

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Contract work on San Francisco Tower Relocation has been completed under supervision of Gene Newman. Several minor items of cable changeover are still in progress. He is also supervising the installation of a new power cable at the Oakland VOR. We expect completion during the first week of November providing we are successful in negotiating a new right of way for the cable line.

The localizer screen for the Los Angeles ILS has been completed under supervision of Norm Seewald, and tests are now in progress to determine the exact final adjustment. The construction work on the relocation of the Glide Slope facility should also be completed by the end of this month. PAR reflectors have been relocated to conform to nautical mile configuration.

Viridan Vick, Construction Superintendent, anticipates completion of the Denver HIAL facility by the end of this month.

#### Electronic Engineering:

Charles Dickow and his crew have been testing VOR sites in the eastern portion of the Region. Their itinerary has included Kiowa, Denver, Pueblo and Roswell. Maynard Hegland has joined the crew replacing Herman Pedersen who became EMT at Malad.

Chuck Gernold and Joe Orr inspected the existing ASR-3 site at Denver to ascertain the additional work required to prepare for Bendix installation crew. During the inspection it was determined, in conjunction with Airways Operations personnel, to establish the ASR-3 consoles in an IFR room in preference to the tower cab, as originally planned by a former region. Drawings are to be revised to reflect this arrangement. They also visited the San Francisco Airport to finalize the ASR-2 relocation plans with respect to radar enclosure and console exhaust duct system, and to secure consent from the Airport authorities for installation of duct through the cab floor.

Authorization has been received for relocating the OFACS control quarters to the new San Francisco Administration Building. Every effort is being devoted to expediting this project.

Tests continue on the localizer screen at the Los Angeles ILS although thick weather has interfered to a great extent.

The City of Ephrate (Washington) is constructing a new building for our INSAC and the airline offices. We formulated plans for utilization of the space and laid out required conduit.

Long Beach has been reinstated to the ASR-3 program with equipment installation scheduled to start March 1, 1955.

Burbank ASR-3 overlay and video map drawings have been completed.

#### Electronics Installation:

Mike Domitrovich and Glenn Shoop, the DME speed balls, have completed the Malad and Pocatello installations. Mike claims the road to the Malad VOR/DME site was never designed for the type of rolling stock issued to him; nevertheless, he finished the installation in excellent time. This crew has the Dubois installation under way and will move on to Dillon as their next assignment. These fellows really make DME installations seem easy.

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Earl Jobe is trying a DME installation for the first time and is being assisted by John Elwood who is meeting DME equipment as his first assignment in the CAA. This crew will next bring the Seattle VOR up to latest standards by converting the antenna system to the new 4-loop array. Earl Jobe expects to detour through the hunting country on his way to Seattle - - annual leave, of course.

We don't believe in letting our men get into too much of a rut. We recently became aware of the fact that one of our electronic installation supervisors, initials E.M. Whitney, has been on continuous travel status since 1943, so after completing installation of some 50 VORs, we decided to correct this "rut" situation by assigning him the job of installing TUS equipment at Arcata. As soon as Whitney received this assignment he immediately went on leave for two weeks to recuperate from the shock. Further evidence that the shock was great is the fact that for the first time in years Whitney failed to get his deer. We will probably find it necessary to return him to VOR work following the Arcata installation and so plan to have him start the installation of new type VOR equipment at Williams about November 10. Whitney is assisted on these projects by Electronic Technician Bob Crookshank.

Electronic Engineer Chuck Daggy is putting forth every effort to complete the mountain top VOR installation at Elko before too much of that white powdery stuff gets in his face. In spite of the fact that his crew is limited to Electronic Technician Joe Shukal and he has been hampered by more than the usual amount of difficulty in hiring of time sheet help, we have hopes that he will complete the installation before the snow gets so deep as to require snow shoes for getting up and down the mountain. Chuck anticipates commissioning of the VOR shortly after November 15.

Our field crews have made a concerted effort this year to modernize every ILS except those in deferred status before winter. All modernization possible, with the exception of Grand Junction, has either been completed or is now in progress. Jim Cole and Darol Hafner are putting the finishing touches on the Eugene ILS as are Wes Martyn, Jim Carr and Bill Pedri with the Boise ILS. Jim Cheatham has new monitoring equipment installed at Casper, while Frank Beauchamp and Doug Brown are way out in airy Rock Springs putting in new TUS equipment. After these many years Los Angeles International will have modern ILS equipment, courtesy Riley Harris, Arnold Hatch and Vern Hartman.

The month of October has seen the completion of Cheyenne and Colorado Springs CS/T and San Francisco Tower just in time to let the boys break out their rifles for deer and other four-legged animals. Jim Cheatham has already reported that he has his antelope and hopes to have his elk by the time he reports at Eagle, Colorado after a week of annual leave. Paul Watkins reports as his proposed work for next week: "Hiking - - after a German pointer across stubble fields".

Darel and Dick Preator will go on annual leave upon arrival at Blythe INSAC for a couple of weeks at their favorite "salt lick" in Utah.

The relocation at San Francisco Tower moved like clockwork. Paul Allee and his crew consisting of Darel and Dick Preator, Rafael Lopez, Udell Larsen, Tom Carrington, Ben Lobnow and Carl Weidert, with the assistance of John Eagen and Tom Bracken, had everything ready to go at 12 sharp on September 28. At 12:25 the photographers  
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arrived and Operations was ready to go. The move was completed as soon as the balance of the operators could leave the old tower and report to the new quarters. All concerned are to be complimented on a job well done.

Ben Lobnow, Electronic Engineer, after 13 years of electronic installation, handed in his resignation. Ben has left us to go into the trailer supply business in San Leandro with his son-in-law. We are all sorry to see him leave and want to wish him all the success in the world. His new address is A-1 Trailer Supply, 15995 East 14th Street, San Leandro, California.

We of the Facilities Establishment Branch would like to extend a word of thanks to the SESs at Cheyenne, Colorado Springs and San Francisco. Their cooperation has been 100% and has certainly made our jobs easier.

On October 5 Udell Larsen moved the Mt. Shasta Weather Bureau teletypewriters to new quarters and then spent the rest of the week making a permanent installation. This was his first job since promotion to GS-9.

Clarence Van Ness from the R.O. went to Santa Maria for a similar Weather Bureau move, but after he got there the Weather Bureau was not ready so he got everything ready for the move and left the actual job in the capable hands of the SES at Paso Robles. Still another Weather Bureau move this month - this time at Alamosa, Colorado. Robert Stramp from Denver and Van are making this a joint enterprise. Van is also gathering information for INSAC modernization at Trinidad and La Junta.

Paul Watkins and Boyd Preece have replaced the TMR with a TMJ at the Colorado Springs "H". This facility can now put out 175 watts, but is authorized to use just 50 watts.

Howard Pyle, who has been using up excess leave, was scheduled to install a RUP VHF tunable receiver at Hoquiam this week, but was unable to do so because of the serious illness of his wife. We hope to hear soon that she has recovered.

Fred McCauley and Sammy Rosenfeld completed modernization at the Prescott INSAC October 18. As a result of their work Prescott can now answer aircraft on 122.2 mc and increased power is available for 135.0/135.9 mc.

Relocation of the Tucson L/MF range is now in progress under the direction of Ed Pardee assisted by George Martin and Tom Carrington. This should be a choice assignment for fall work.

Jim Cheatham has moved and shipped the VHF link equipment from Moorcroft to Reno where it will be installed. He reports the abandoned Moorcroft INSAC was so cold that he had to go out and buy enough fuel oil to thaw out the wiring. After a short period of leave he will proceed to Eagle, Colorado and re-work the VHF link equipment.

John Eagen and Tom Bracken are deep in the relocation of the San Francisco ASR-2 control equipment to the new tower. They have spliced the video cables using a new type splice initiated by this region. Our Washington Office has indicated this type of splice will be adopted by the Washington Office as standard after it proves out at San Francisco. All indications are that it will be successful.

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Maintenance Activities:

Mr. Melville, Chief, Facilities Maintenance Branch, visited the headquarters of EDS-7, San Francisco, and EDS-8, Oakland, as well as all the OFACS Facilities and many of the domestic facilities in the San Francisco/Oakland area, during the week September 27 through October 1.

A field conference was held in the new airport terminal building conference room on September 29. Mr. Melville outlined the Maintenance Branch policy and the status of future programs. A question and answer period was provided during the afternoon session and each Electronics Specialist and Electre-Mechanical Specialist was given an opportunity to discuss problems in their area. A total of 30 Specialists were present.

Personnel attending this conference were from the San Francisco Control Station, Belmont, Pescadero and the OFACS Control Station, Salinas, Paso Robles, Oakland, Point Reyes, and District 7 and District 8 offices.

A visit to the Oklahoma City Aeronautical Center was accomplished by Deputy Chief Vaughn Clayton during the week of October 11th through 15th. During this visit all training courses at the Aeronautical Center were discussed with the officials in charge of training; the Project Materials Depot and other components of the Aeronautical Center were visited for familiarization purposes. The trip was highly profitable in that it brought out a lot of points which we have considered from the rumor angle in the past and, needless to say, clarified a good number of these items. We believe that the Aeronautical Center is doing a good job for the CAA, and that a further understanding of its operation would be highly beneficial to many regional personnel. On the return trip Mr. Clayton also visited the Second Region office in Fort Worth where Maintenance Branch and Facilities Division problems were discussed.

Our Field Conference Series is being continued this month with conferences being held by Vaughn Clayton and Walt Blankmann at Billings and Great Falls in Montana. All Facilities Maintenance Branch personnel in Montana will attend these conferences and we expect that numerous field problems will be discussed and possibly settled at that time.

Our Regional Office teletype school is proceeding according to plan and students graduated from the last class are:

Clarence W. Dowell	Virgil E. Eshelman	Terho A. Jarvi
Lawrence L. Cheskaty	Calvin L. Gordon	Herman L. Pedersen

Former AMT's attending this school tell us that the training is very practical and should prepare them nicely for additional duties which they are undertaking as Electro-Mechanics.

The following personnel are attending ASR-PAR class at Oklahoma City:

George J. Fischer, Wallace D. Westfall, Charles F. McNulty.

Final selections for our Grounds and Structures field crews have been made and most of the personnel involved have actually been moved to their new locations.

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We believe that this new organization will represent a satisfactory change and hope that we will be able to handle the field work at least as well as it has been handled under the previous system. We still have a few vacancies in the electro-mechanical group, but these spots are being filled as fast as possible. The entire integration program should begin to produce results of a satisfactory nature in the immediate future.

#### GENERAL SAFETY DIVISION:

The majority of the District Offices have reported a noticeable increase in general safety activity for this month; in fact, one office reports the highest level of activity in the past fifteen months. The increase seems to be primarily in the realm of student training, aircraft sales, organization of new flying clubs, and a general increase in the use of privately owned aircraft.

Flight clinics were held at Spokane, Seattle, and Idaho Falls and were well received. The idea of the flight clinic program as a means of preventing accidents and furthering safety in aviation seems to be receiving excellent public acceptance as is indicated by the number of requests received for additional clinics.

Activity in the field of agricultural operation is diminishing rapidly due to close of the season and our offices report most operators are beginning to overhaul their equipment.

Agent D'Estout of the San Diego District Office is working with the Aviation Committee of the San Diego Chamber of Commerce in the establishment of a Civil Aviation Museum in San Diego.

A unique demonstration at Air Show Day at Moab, Utah on September 25 was conducted by a flight instructor flying solo in a Piper Tri-Pacer. Using the unicom frequency, he described the art of operating his airplane from the time he started until he landed and parked the aircraft. His voice was picked up by the airport receiver and was broadcasted over the public address system.

Agent John Zentner, of the Grand Junction Office, feels that an event such as this makes for a very interesting and informative flying demonstration. "The playback to the crowd," states Zentner, "was clear and understandable and the 'blow-by-blow' flight description received outstanding public acceptance."

Agents Moran and Hendy of the Helena ASDO worked closely with the Missoula Chamber of Commerce in assisting with the dedication by President Eisenhower on September 22 of the new Forest Service Aerial Fire Depot. An air show was held in conjunction with the dedication which was attended by 30,000 people at the Missoula County Airport.

On September 12 Yakima Airport was the scene of a very successful air fair sponsored by the Yakima Chamber of Commerce and the local Civil Air Patrol with the assistance of the ASDO. Agent Jacobson reports that 12,000 persons visited the airport during the day and watched the crop dusting and spraying demonstrations, military fly-overs, and the static displays. It is planned to make the air fair an annual event at Yakima.

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Fresno ASDO reports that another helicopter company has been organized in the district making a total of three agriculture operators using helicopters in this area.

Al Witter, Supervising Agent, Boise ASDO, reports that arrangements have been made for his office to furnish the State Director of Aeronautics with items of safety to be published in the "Rudder Flutter," a pamphlet mailed to all aircraft owners and pilots registered with the State of Idaho. The column will be titled "About Safety," and offers an excellent vehicle for "selling" a safety message to the airmen in the district.

The Albuquerque office reports that a rigid program of supervision of industrial aircraft maintenance in their district has apparently paid off this season in reducing accidents.

The Ontario office reports that activity in the home-built-aircraft field is at an all time high and increasing daily. There are twelve projects now under construction, plus one gyro-glider. One of the approved repair stations in this district overhauled more than 750 instruments for civilian aircraft during the month. This is an encouraging sign that private flyers are realizing the importance of good instrument maintenance. This is one point that is stressed at all safety clinics and all other meetings where maintenance is discussed. One of the mechanic schools in this district reports a 25 per cent increase in their enrollment of students for the mechanic courses.

#### AIR CARRIER SAFETY DIVISION:

The San Francisco Air Carrier District Office moved into new quarters in the new \$14,000,000 San Francisco Terminal Building on September 24. Activity on the ramp and runways can be monitored from the new office. An enclosed examination room has also been provided.

United Air Lines broke ground for their new service hangar which will be located on forty acres immediately north of the new terminal building. The new facilities will be utilized by United Air Lines for turn-around inspections, etc.

Transocean Airlines' school, known as the TALOA Academy, has requested approval of their Flight Engineer Course and approval of a C-54 flight simulator. This flight simulator is unique in that it very closely approximates the C-54 cockpit and was built by the school instructors. The TALOA school is presently training several German Nationalists in flight engineering and flight operational phases.

During the month of September, Airline Transport Carriers made several trips to Arizona transporting Indian fire fighters and prisoners to the southern California area to fight forest fires.

On September 16, Viking Air Lines placed their newly acquired Douglas DC-4 into operation with a CAM flight to San Antonio, Texas. This aircraft is leased from California Eastern and is being maintained by that company at Oakland. Maintenance responsibility for this carrier has been transferred from the Burbank Air Carrier District Office to the San Francisco District Office. Crews for this operation are based at Burbank and Kansas City. The main operations base will be retained at Lockheed Air Terminal.

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California Air Charter is now operating a C-46 in addition to their two DC-3 aircraft. All aircraft are engaged in CAM operations.

Flight Operations Agent Paul Thornbury assisted in ferrying a Los Angeles Airways Sikorsky S-55 helicopter from Teterboro, New Jersey, to Los Angeles. The flight encountered some delay due to adverse weather in the wake of a hurricane. However, no mechanical trouble was experienced during the flight which was accomplished in 36 hours. This particular model helicopter is equipped with the new balanced tail rotor installation which enables the pilot to fly with his feet on the floor instead of on the pedals, except for takeoff and landing.

A group of Western Air Lines personnel recently conducted a pre-winter tour of the Western Air Lines system for the purpose of meeting with other company personnel to review current operational practices and to discuss problems of general scope or interest. This group included Western Air Lines' chief maintenance and inspection personnel, as well as their chief pilot, and the superintendents of maintenance regulations and ground school. The division chief pilots, flight crews, station personnel and maintenance personnel attended these meetings. Group meetings were held at Salt Lake City, Utah; Great Falls, Montana; Minneapolis, Minnesota; Denver, Colorado; Idaho Falls, Idaho; and Casper Wyoming. Other stations will be visited in October. Such programs are being encouraged, since it was the consensus that these meetings promoted a more efficient and safe operation.

Frontier Airlines inaugurated scheduled operations into the "Williston Basin" North Dakota on September 15. Simultaneously, Billings, Montana, became their fourth operating base (Denver, Colorado; Salt Lake City, Utah; Phoenix, Arizona; Billings, Montana). Two flights per day are now being conducted between Billings, Montana, and Bismarck, North Dakota, with intermediate stops at Miles City, Montana; Glendive, Montana; Sidney, Montana; Williston, North Dakota; and Dickinson, North Dakota. In the near future, Wolf Point, Montana, will be added as an intermediate stop. All assigned agents in the Denver Air Carrier District Office utilized the majority of their time and effort in cooperating with Frontier Airlines personnel to bring this new operation up to acceptable safety standards in the short period of time between CAB authorization and September 15.

To implement these routes for instrument operations, Frontier have installed their own navigational homing facilities at Sidney, Williston, and Glendive, and are, at the present time, making a similar installation at Wolfe Point. In addition, each station has VHF communication facilities, and Frontier Airlines is now installing "back-up" M/HF 1000 watt transmitter facilities on 4654.5 kcs (day) and 2903.0 kcs (night) at Miles City. These facilities are in addition to their complete teletype system.

Service by Continental Air Lines from Albuquerque, New Mexico, to El Paso, Texas, through Alamogordo, New Mexico, was inaugurated on September 1, 1954.

It is estimated that the CAA Intermediate Field, Furnace Creek, California, which was damaged by unusually heavy rains during the summer months, will be ready for Bonanza Air Lines' use on or about December 1, 1954.

An aircraft servicing agency operator in the Seattle area was injured recently when an A-4 type walk-around oxygen bottle blew up while being refilled. The operator claimed the gauge in the bottle and the gauge on the dispensing manifold regulator read only 200 lbs. at the time.

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## AIRCRAFT ENGINEERING DIVISION:

Aircraft Engineering Foundation personnel still are making changes to the test C-46 airplane being prepared for evaluation under SR406. A Type Inspection Authorization has not yet been issued, however, CAA personnel have participated in two flight tests, including air speed calibrations, power calibrations in low blower, and engine cooling tests. Cooling test results indicate that head and oil temperatures exceeded the permissible limits by appreciable amounts. Foundation personnel now are attempting to correct these deficiencies. Climb tests are being deferred because changes necessary to correct the cooling difficulties may affect climb performance. Some confusion exists regarding the interpretation of SR406. Clarification of this matter is being worked out between the Foundation, the CAA and the CAB.

The Boeing prototype Model 707 airplane returned to flight status on September 19th following the landing accident in July. Over 50 hours of flight testing have been completed and Boeing personnel indicate that the flight evaluation program is progressing satisfactorily. Boeing personnel have informed ASDO #46 personnel that an application for Type Certificate will be forwarded on this model very soon.

Convair personnel advise that negotiations are under way for the delivery of a Model 340 aircraft to Napier Ltd., England, for use in evaluating the installation of Napier turbo-prop engines. It is understood that the airplane will be ferried to England, and that the engine changes will be made there.

Two explosive decompressions occurred recently during scheduled operations on DC-6 airplanes. One was caused by a failure in an emergency exit hinge, the other was caused by metal fatigue in fuselage skin and stringers adjacent to the inboard engine propeller plane intersection. Airworthiness Directives were authorized by Washington and issued from this office by wire covering both deficiencies.

Hiller has completed the 150 hour test stand run on the snorkel engine configuration for the HJ-1 helicopter. Final technical data are being prepared and submitted covering various questionable items brought up during the recent pre-TIA Type Certification Board Meeting. Tentative plans call for the start of the CAA flight test program within a week and the issuance of a Type Inspection Authorization in the immediate future.

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## RETIREMENT CHANGES FOR FEDERAL WORKERS

The Department recently issued a concise summary of the prospective changes in the Retirement Law. This summary was based on the Kaplan Committee report:

1. Old age and survivors insurance coverage under the Social Security Act would be granted as an additional benefit to Federal employees subject to the Civil Service Retirement Act, with no reduction in benefits under the latter Act for any employee now subject to it.
2. Civil Service Retirement Act coverage would be extended to include all regular employees who have completed three years of continuous Federal civilian employment.

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3. The Civil Service Retirement system and the old age and survivors insurance system would be kept separate and independent. (This is to avoid objections that the Civil Service Retirement system would be jeopardized).
4. Retirement benefits after age 65 would be increased on the average by about 8 per cent, and the wife of a retired employee could also qualify for a retirement benefit at age 65. No substantial change is involved in annuities below age 65.
5. Survivor protection would be improved. A surviving widow would receive an immediate annuity instead of an annuity at age 50, as at present, and at age 65, the widow's annuity would be increased by up to 50 per cent.
6. The total employee contribution would be maintained at about the present level. The present rate is 6 per cent for retirement deductions and 2 per cent of the first \$4200 of annual salary for old age and survivors insurance benefits.

The new rate, for the benefits of both systems, would be  $3\frac{1}{2}$  per cent of the first \$4200 of annual salary and 6 per cent on the excess.

7. The old age and survivors insurance tax payable by the Government would amount, according to the report, to approximately 1.8 per cent of the pay roll under the rate now in effect. Note: This would have to be absorbed by the employing agency. The Government is already subject to this tax, however, with respect to more than 600,000 Federal employees.
8. The plan would be effective January 1, 1956.

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#### ORCHIDS

It is a pleasure to quote the following letter received from Colonel Frederick A. Pillett, USAF, Commander, Headquarters 514th Air Defense Group, Minneapolis, Minnesota regarding service rendered by the Rawlins and Casper Communication Station personnel. The letter is addressed to Mr. Marriott.

"I just want to say thanks very much to you and your personnel in the Cherokee-Casper, Wyoming area for the extremely efficient, helpful and friendly service they rendered for me on the afternoon of Friday, 24 September.

"I was enroute from Rapid City to Ogden, Utah, in an F-89D, IFR, 30,000 feet, estimating Cherokee at 1344. I must have been suffering from engine ice as my speed was far below normal. At about 1340, I lost 4,000 feet trying to get a slight build-up in speed, and determined at that time that I had better get out of the existing instrument conditions, which could only contribute to more engine ice, and back into the clear air that prevailed north and east of Casper. I was, naturally, concerned

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by my failure to maintain assigned instrument altitude, and reported immediately to Cherokee that I was returning to Rapid City. In what seemed to be no time at all, Cherokee advised that I had been cleared back to Rapid City at 26,000, and moments later, Casper came on to advise that they had a jet National Guard unit there with attendant jet facilities that could be made available for me. I was pleased to take advantage of these facilities, and terminated my flight at Casper at about 1400, without further difficulty. Mr. John R. Bishop and Mr. Byron H. Clapp were particularly helpful in a number of ways, after I landed there, and I understand that they were responsible for the advisory notices I received regarding facilities at Casper, and in assisting in my approach to the field.

"Your entire organization in that area, individually and collectively, function perfectly, and I assure you that it was very comforting to get such rapid assistance while I was flying on instruments, losing power and altitude, and wondering how much worse it would get in a little while.

"Thanks again, and please pass my thanks to all those who were so helpful".

Note: Cherokee is controlled by Rawlins.

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V. P. P. NOTES

No news is Good news!