REGION 4 NEWS

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SAFETY IN AIR TRANSPORTATION

By
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Air Carrier Safety Division

In reviewing the 1954 year end safety figures for scheduled and non-scheduled air carrier operations we find an outstanding record and we in CAA can feel justifiably proud in being a part of the finest air transportation system in the world.

The figures show that the United States scheduled air carriers set an all time record for safety with a passenger fatality rate of only 0.08 per 100 million passenger miles. The non-scheduled air carriers likewise had a very impressive record beginning their sixteenth accident-free month in December.

It is interesting to compare the air carrier record with that of the railroads and automobiles. These figures show that the fatality rate in rail travel was 0.16 using the same base of 100 million passenger miles. During the same period, according to figures released by the Public Safety Division of the Automobile Club of Southern California, there were 36,300 deaths in the United States involving automobiles.

The records compiled by our air carriers do not just happen; they are the result of a cooperative and coordinated effort involving everyone in the air transporation industry with the air carrier safety agents assuming an important role. In their daily routine the air carrier safety agents work with all management and employee levels continually striving to improve the already high safety record and at the same time to assist management in improving efficiency of operations.

To carry out CAA responsibilites in the field of air carrier safety and to properly serve the industry, Region 4 has established air carrier safety district offices at Seattle, San Francisco, Los Angeles, Burbank and Denver. These locations were selected to coincide with those cities where the carriers maintain their main operations and/or maintenance headquarters or major division points. It is the location of these headquarters that determines which CAA region will assume the responsibility for the air carrier operating certificate and the required inspections. Each district office is assigned a geographical area for the performance of investigations and physical

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inspections and is responsible for overall inspectional activities within this area. Assigned to each district office are agent specialists experienced in the fields of air carrier flight operations, maintenance and electrical/electronics.

The following categories of air carrier operations, which represent all those presently authorized for United States air carriers, are conducted under the supervision of this region:

1. Major transcontinental trunk air carriers
2. Transcontinental scheduled all cargo air carriers
3. Local service air carriers (often referred to as feeder air lines)
4. Major trunk air carriers
5. U. S. Flag air carriers operating beyond the continental borders
6. Scheduled mail and passenger helicopter service
7. Scheduled intra-state air carriers
8. Large non-scheduled air carriers
9. Major maintenance and overhaul bases

Due to the geographical area of Region 4 and the routes of the air carriers under our jurisdiction, practically all possible operating conditions are encountered in their daily operations. Within the boundaries of the region, we have the highest terrain in the United States resulting in numerous problems not found in other areas; there are airports located over a mile high where the thinner atmosphere, particularly during the hot summer months, takes its toll of aircraft performance; areas of extremely hot desert climates; airports located in mountainous localities where instrument approaches often require more restrictions; airports where operation on ice and snow present aircraft handling problems. Those air carriers under our jurisdiction operating beyond Region 4 boundaries are confronted with the operating problems attendant to long over water flights (some of the large irregular air carriers are serving the major portion of the world) and operations deep into the territory of Alaska.

As another example of the scope of our responsibilities in the field of air carrier safety, the following statistics are of interest: At this writing there are approximately 400 aircraft, 2500 pilots, 6100 maintenance personnel, 400 flight engineers and 150 dispatchers employed by air carriers having Region 4 as their main operations and/or maintenance headquarters.

With air carrier safety agents charged with the responsibility for certificating all air carrier airmen and supervising airmen examiners who are designated to assist in this activity, they must be constantly on the alert to spot deficiencies in training programs which might eventually lead to accidents. The Operations, Maintenance and Electrical/Electronic Agents participate in flight and ground training courses to judge trainee and instructor performance and the adequacy of the training curriculum. The Operations Agents either observe or actually conduct continuing flight proficiency checks which the Civil Air Regulations prescribe for air carrier flight crews. The Maintenance and Electrical/Electronic Agents monitor the continued proficiency of ground personnel involved in their respective areas of specialization. All agents conduct at regular intervals enroute inspections to observe crew, aircraft and equipment performance during routine operations.

To provide for the safety of all aircraft operating along the civil airways, the Air Carrier Safety Division is charged with the responsibility for developing standard instrument approach procedures for each civil airport served by a radio navigation

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Regional Administrator's Column

The Regional Administrator's Conference was held in Washington the first week in March. In last month's article I said I would give you a report on that conference. It was the best one we've attended in several years. You know how you sometimes just have a feeling, or sense that conditions are favorable. Well, that's the kind of atmosphere that prevailed at this conference - - an optimistic feeling, and expressions of confidence in the future of CAA programs. It was not a blind attitude because everyone was conscious of the problems facing CAA and we do have a number of serious problems; but it was a forward looking attitude and a belief in our ability to solve these problems. For example, there is light on the horizon that will provide some answers in traffic control. Greater use of radar - - improved communications - - high altitude control - - will help us do a better job in this area. Better coordination of civil and military traffic through joint operation of 18 RAPCONS plus two long range radar installations to be financed by CAA in 1956 will help. The continuing growth of aviation both in the technical advances in the aircraft itself and in operational expansion, Mr. Lee pointed out, necessitated CAA developing its program to keep pace with aviation progress.

Of course there are some things unresolved. Perhaps it is these problems that have pulled CAA closer together internally. For example, the VOR/DME - TACAN conflict is an extremely serious situation. From our agency standpoint it is still unresolved. Fortunately, enough publicity has been given to the controversial issues that people in high places have become aware of the problem. In all probability further investigation will be undertaken before the questions are fully resolved.

Another problem is the effect of high TV towers on aviation safety. How high a tower can be tolerated before it becomes in itself an unacceptable hazard. The military seems to feel that 1,000 feet is the maximum height that should be permitted. In fairness to both the television industry and aviation an equitable decision should be reached.

Our activities in the coming year will not be confined to the continental United States. CAA will play a role in world affairs providing communications equipment and other aids to southeast Asian countries and other locations where it will benefit the United States' international position.

Appropriations in the Airways programs, particularly in the Establishment of Air Navigation aids, are expected to be larger in '56 commensurate with the expanding need.

The FAAP portion of the Airports appropriation for 1956 is as most of you know smaller than in previous years. There is some indication that Congress has an increasing awareness of the need for Federal aid in the development of civil airports and may be inclined to make some adjustments in this budgetary item.

The talk of delegation of responsibility to industry in Aviation Safety continues. However, the level of appropriation is approximately that of our present fiscal year. Certainly no forced reductions are anticipated. There is an item in the budget of $40,000 to provide for a study to identify Government functions which could be performed by private industry. There is also a provision for a study of aviation medical requirements.

There was talk of Fringe benefits. Bills have been introduced for increasing the per diem rate, and there is general acceptance that a pay raise for Federal workers will be passed. This latter item is being adequately covered in the press so you should be

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facility and for establishing minimum enroute altitudes. Compliance with these procedures and altitudes is mandatory on all pilots using the civil airways while operating in instrument flight conditions.

This activity is delegated to the district offices and each office is responsible for the procedures and airway segments within its assigned geographical area. In developing the approach procedures and establishing the minimum enroute altitudes, the air carrier safety agent is guided by criteria which was designed to provide adequate safety and at the same time afford the most effective use of our airports and civil airways. In many instances the agent must supplement this criteria with sound judgment based on his technical experience. Each instrument approach procedure and airway segment must be flight checked by the agent under exacting conditions prior to final authorization for use by the flying public. This is a major task because of the size of our region and the number of navigation aids operating and airways being controlled today. At the present time, Region 4 has in operation 120 VOR ranges, 31 instrument landing systems, 113 low frequency ranges, 6 airport surveillance radar units and 57 DME facilities. In addition there are approximately 14,750 miles of low frequency or colored airways and 15,400 miles of victor airways.

As we progress in the 1955 calendar year we have our sights set on improving the impressive safety record of 1954. With continued diligence on the part of everyone associated with this dynamic industry we can expect to achieve greater safety in the coming years.

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MERITORIOUS SERVICE AWARD

The Department of Commerce's second highest award for individual service has been presented to Miss Sarah Scally, secretary to the Regional Administrator. The award was announced at a special ceremony in Washington, D.C., by the Secretary of Commerce, and presented to Miss Scally by Mr. Marriott at a special ceremony on March 7, 1955.

Miss Scally was given this award based on extremely competent performance of her secretarial duties since her appointment by CAA for the last quarter of a century. She entered Federal Service in November, 1928. She has often been referred to as a "walking CAA personnel directory". Ask any of the important people in the aviation industry who do business with CAA, and you will invariably hear a favorable report about this petite lady.

Because of her overall knowledge of the aviation industry, coupled with a detailed knowledge of CAA, she is known to be extremely adept at relieving top administrative personnel of countless details. By virtue of this, she effectively plans a great deal of the office work and routine for both the Regional Administrator and his Deputy. She does this planning so smoothly and so pleasantly that it gives the impression that her bosses did it. Traits like these prompted the region to recommend her for the coveted meritorious award.

Miss Scally is one of the few ladies who have been presented this honorary award in the Department and is the first lady in Region Four to be so honored.

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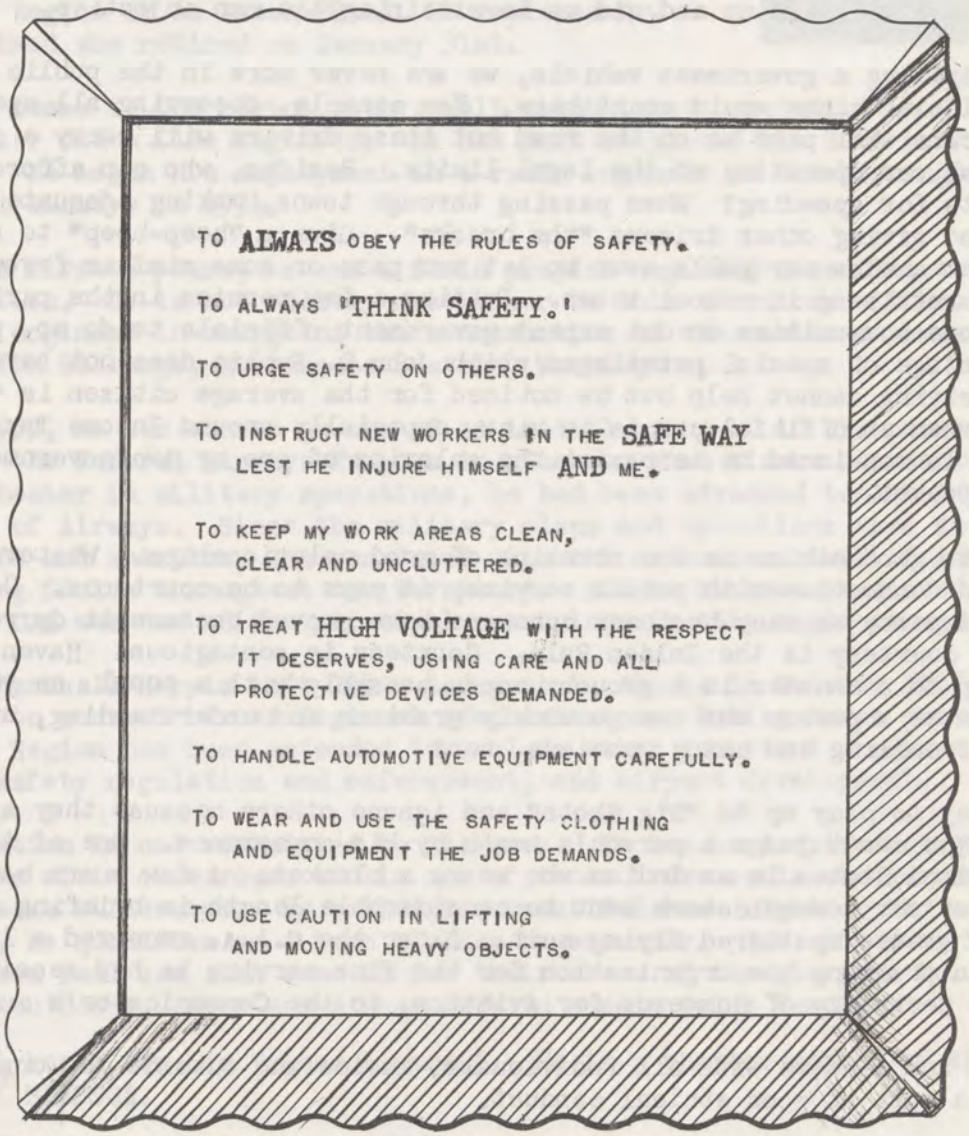
I RESOLVE TO
STAY ALIVE IN '55



REPRINTED IN PART FROM MARCH-APRIL 1955 SAFETY STANDARDS

Quoted is a letter recently received from one of our personnel on "Ethical Practice in Official Conduct".

"The writer recalls those days prior to World War II when every Government employee was looked up to with respect and one felt there was no alternative but to live up to the high standard of integrity and honesty expected of a representative of the greatest government in the world. We are still the same and conduct ourselves accordingly however due to an unethical few and to the prominent publicity given to these cases, it appears the entire governmental staff has suffered, in the public eye.

"We therefore have a task of reselling. In time the public will once again realize they are served by a conscientious and highly patriotic group of Americans. Perhaps by extra effort, we may hasten this return to the normal. Perhaps the observance of the little things will add up and aid us in attaining the man objective.

"When we are driving a government vehicle, we are never more in the public eye. Perhaps the little things would count here. For example, observing all speed limits. Thousands of cars will pass us on the road but these drivers will carry a recollection of the official car operating at the legal limits. Besides, who can afford to pay traffic tickets for speeding? When passing through towns, making adequate stops for pedestrians and giving other drivers "the breaks". Give a "beep-beep" to show appreciation when a slow car pulls over to let you pass or some similar favor. By showing special carefulness in school zones. Putting a few pennies in the parking meters even though some communities do not expect government officials to do so, proving we do not take advantage of special privileges which John Q. Public does not have. These 'ethics' in driving cannot help but be noticed for the average citizen is very much on the alert when an official car is in view, especially around Income Tax time, when each taxpayer is convinced he is paying the salaries of one or two government employees from his own pocket.

"A companion to good ethics is the creating of good relationships. Whatever position we may hold in connection with public service, it pays to be courteous. Courtesy increases efficiency as many business concerns have proved because it decreases friction. The manual of courtesy is the Golden Rule. Courtesy is contagious. Haven't you at some time walked up to a counter in a grouchy mood, possibly with a scowl on your face, only to encounter a person who was genuinely gracious and understanding, at which you found yourself smiling and being gracious, too?

"It doesn't pay to play up to "Big Shots" and ignore others because they appear unimpressive. You can't judge a person's worth by his appearance. One of the richest men in the United States is an Indian who wears a blanket. A few years back, at Oakland, one of our communicators went to considerable length in briefing a pilot garbed in a worn and grease spattered flying suit. Later the C.A.A. received a letter from this gentleman praising the organization for the fine service he had received. He was the Assistant Secretary of Commerce for Aviation, to the Communicator's surprise.

"Being honest and sincere with all individuals, inside and outside the organization, is certainly a part of good ethical conduct.

"The government employee has a special responsibility toward the public, for the taxpayer stand in the same relation to him that stockholders do to employees of a corporation. While we have the honor to represent the government we should never assume we are the government. Every citizen is indirectly our employer. He has a right to expect the service we are paid to give and our attitude toward him should never be that of a superior to an inferior. As representatives of the United States we should never be servile, but take pride in giving intelligent service in a cordial, courteous manner."

WELCOME!

Versatile Walter Plett, CAA's Regional boss in the Alaskan chain since 1945, became the Deputy Administrator of Region IV on March 28th. He replaces Mr. James E. Read who retired on January 31st.

Mr. Plett comes to the region with a well established reputation as a builder, an organizer and a fine engineer. He has just completed his 20th year of service with CAA. He began his employment as a radio engineer in the Washington office of Federal Airways in 1934.

During his first 5 years, he was a field project engineer directing the work of field parties. He is not exactly a stranger to this territory either. He was the radio engineer in charge of the construction of the northern transcontinental airways from Billings, Montana to Seattle, Washington.

In July 1939, he was chosen as one of an initial group of 16 CAA personnel assigned to launch the Federal Airways Program in Alaska. When Alaska became such an important theater in military operations, he had been advanced to the job of Superintendent of Airways. Since the military plans and operations were do dependent on aircraft and aviation, CAA was faced with the monumental task of installing aids and landing fields throughout the Territory. Alaska became air-minded almost overnight and CAA was one of the principal sparkplugs in this rapid changeover.

When Mr. Marshall Hoppin left CAA's top post in Alaska in October 1945, Mr. Plett was named to succeed him as Regional Administrator. During these past ten years, the Fifth Region has been extended to include other important programs in traffic control, safety regulation and enforcement, and airport development.

His reputation is not restricted to CAA work. He has been extremely active in Anchorage's civic endeavours and is one of those brave souls who carved a home out of the Alaska wilderness. By building a beautiful home right on the outskirts of Anchorage, he qualifies as a true Alaskan homesteader. His wife Beatrice and 12 year-old-son Paul can also come in for their share of the glory on Mr. Plett's home construction hobby. He plans a home here in scenic Palos Verdes.

He is well known for his "close harmony". He is a charter member of the Anchorage chapter of SPEBSQA.

The above is just a sample of what our new regional "Straw Boss" has done in his active 48 years. He was born on September 26, 1906, in Boston, Massachusetts. He earned his degree in electrical engineering at Northeastern University in 1927. His first six years, after getting his sheepskin, were spent as a radio engineer with the Westinghouse Company at Springfield, Massachusetts. In this job he designed and supervised the manufacture of radio equipment.

The Region welcomes its new Deputy Regional Administrator.

CONGRATULATIONS

The Aeronautical Training Center at Oklahoma City reports that Talmage M. Lawliss, Electronics Specialist at Oakland is the first person to finish directed study-course 202 (VHF Transmission Lines). As such, Mr. Lawliss will receive Certificate No. 1 issued by the CAA Training Base.

The Center is now offering four courses of the 200 series as follows:

201 - Antenna and Patterns
202 - VHF Transmission Lines
203 - Vacuum Tube Circuits
204 - Special Monitor Circuits

The Region congratulates Mr. Lawliss for his achievement.

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FLIGHT ASSISTANCE - SHORT AND SWEET!

Place: Zuni, New Mexico Station
Time : January 15, 1955, 12:55 PM
Weather: Ceiling 3 hundred feet, Overcast, Visibility 1 mile. Light Drizzle. Fog.

A weather beaten Luscombe sweeps in low, buzzes station and continues circling low overhead. AOS on duty attempts to contact pilot by radio or obtain visual acknowledgement - there is no response.

THE PROBLEM: What to do? The aircraft is obviously in trouble. There is no landing field at Zuni. Other fields in the area are weathered-in.

THE SOLUTION: AOS on duty alerts all available station personnel (both Communications and Maintenance) . It is quickly decided that the only suitable place for a landing is a strip of roadway about a mile from the station. They go there in cars - establish road blocks - keep a mile strip of roadway clear for the landing. Pilot following overhead observes what is going on - makes a neat approach and lands safely.

Good fast work Zuni!

Pilot got caught in bad weather enroute from Winslow to Albuquerque. His radio was out. Weather boxed him in at Zuni and he was looking for the first open spot to "set her down".

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V.P.P. NOTES

During February 117 new members took advantage of the open period to join V.P.P. The fund now stands at $7,880.00. This includes interest that was earned by each group on funds that were on deposit on December 31, 1954.

Chuck Ewing resigned from CAA on February 28, 1955. On that date the Administrative Board elected Bob Denzer as his replacement. Bob is in the Airports Division so we now have each Division represented on the Board. We are happy to have Bob as he is a conscientious worker and we feel his talents will be a real asset to the administration of the plan.

Please send passbooks <u>every time</u> you make any change in your account.

QUESTION BOX ?

Q. Will the Regional Office forward State Withholding forms to personnel located in States where a State tax is withheld?

A. No. The agreement between the Treasury Department and Oregon, Arizona, and Colorado states that the Form W-2 for reporting wage and withholding information may be used in lieu of state tax forms if proper information is reported. The W-2 has now been adapted to show a block for the State tax withheld and no further reporting to employees is necessary because to prepare a state tax form would only repeat the data on the W-2.

Distribution of W-2 is as follows:

Original to Director of Internal Revenue
1st Carbon to employee
2nd Carbon to employee
3rd Carbon to State of employment
4th Carbon retained by Payroll

In cases wherein local state offices demand a copy of the W-2 with state returns, employees can transfer earnings and leave data to a personal record and forward the "2nd Carbon" with the State returns.

Q. 1. How long does it take to process a travel voucher?
2. How can I get faster service?

A. 1. Four to five work days (on the average) after arrival in Audit Section, however, the vouchers are listed to the Disbursing Office in downtown Los Angeles where the checks are written. Mail service to and backlogs at the Disbursing Office (payrolls, income tax refunds, veterans' disability checks, etc.) plus mail service of check to traveler cause a time consumption of another several days. Of course, there is delay in preparing the voucher on the part of the traveler, mail service to the Regional Office, and approval routing in the Regional Office before the voucher arrives in Accounts Branch. Generally, in about three weeks from date of voucher preparation - - the travel check will be received.

2. Prepare your voucher quickly at close of month or period of travel (see A.O. 61, paragraph IV.) Make sure it is self explanatory and prepared in accordance with regulations. Send it direct to approving official (Exhibit 1, A.O. 61.) Claims are processed "first in — first out" — and there is a lull in Audit Section the first few days of each month.

Q. My per diem rate is $9.00. I made a trip on March 8 and 9 which lasted 14 hours. (March 8 11:00 AM to March 9 1:00 AM.) How do I calculate claim?

A. Travel of less than 24 hours is calculated at 80% of the normal rate of $9.00 — or $7.20. The 6 hour intervals begin with actual hour of departure.

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11:00 AM - 5:00 PM	1/4 day	$1.80
5:00 PM - 11:00 PM	1/4 day	1.80
11:00 PM - 1:00 A.M	1/4 day	1.80
		$5.40

Refer to A.O. 61, Paragraph VI D.

Note: It is not necessary to show the 1/4 day intervals on the voucher. It is shown above for the sake of simplicity.

Q. 1. I have an annual travel order. Am I required to submit a travel estimate (Form 1261) before the first trip each month?
2. On a specific trip travel order do I submit a treavel estimate?
3. On a change of headquarters travel order do I submit a travel estimate?

A. 1. Yes.
2. No.
3. No.

Note: See A.O. 61, Paragraph III

Q. Is it necessary to file copies of stationery and forms requisitions in the incoming invoice file?

A. No. They may be destroyed upon receipt of shipment.

Q. Under present instructions does a field station requisition office supplies and forms annually or semi-annually?

A. Semi-annual. See A.O. 201.

Q. Can local purchase be made from a G.S.A. Warehouse on either Form 44 or by Imprest Funds?

A. No. G.S.A. has requested that field purchase orders Form 44 and cash not be used.

Q. How will I be supplied with tubes, fuses, and other supply allowance items for my DME and Phase IVA and V Military UHF equipment?

A. Preprinted allowance forms LA-32 were sent to all SES Sectors some months ago. Submit these forms with your inventory data prior to installation and commissioning of the equipment. If you are unable to locate these forms, request an additional set from LA-180.3.

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IN MEMORIUM

One of the real old-timers of CAA passed away at Salt Lake City on March 13, 1955. Otto F. Harlow has been with this organization long enough to be a member, in good standing, of the Airmail Pioneer's organization and to have friends in practically every branch and office of the C.A.A.

He started his career with the old Lighthouse Service predecessor of C.A.A. at Bosler, Wyoming, on July 1, 1927. After serving several years in Wyoming as a caretaker he was promoted to Assistant Airways Keeper at Laramie, Wyoming, where he served in the same capacity as many of our present communicators.

When the economy wave of 1935 hit the Department of Commerce, Mr. Harlow changed his employment to the U.S. Weather Bureau where he became an "on call" observer. As the organization began expanding again in 1936 he was re-employed as an Assistant Airways Keeper and continued his employment, with several short interruptions, until his recent death.

For everal years Mr. Harlow and his wife were well known to all CAA traveling personnel as the caretakers of the station at Knolls, west of Salt Lake City. When the Knolls field was closed they were transferred to Lucin, Utah, where a good number of their friends continued to look them up. Otto was always friendly and provided the very maximum of service to anyone who happened to stop at his facility.

During his recent years he became a hobby gardener and, through his careful attention, kept the flowers and shrubs around the Lucin quarters in beautiful condition.

All of us who knew him will really miss Otto and his friendly service.

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DIVISION HIGHLIGHTS

GENERAL SAFETY DIVISION

General aviation throughout the entire Fourth Region is continuing to show increased activity in most of the district office areas. In several specific areas activity is reported to be at the highest level in several years. Our Medford Office states that, if the present trend continues, it appears that this will be one of the best years flight operators have had in some time. They further state that some recent itineraries have been the busiest they have experienced in several years.

Aerial mineral prospecting is accounting for a considerable proportion of this increased activity and has attracted a great deal of attention in the mining industry. The Medford Office reports that several promising uranium claims have been located by air, which obviously will result in further intensive exploration. One operator in the northwest is now buying, equipping, and selling aircraft for this specific purpose. Boise District Office also reports a steady increase in aerial prospecting for uranium. In fact, most airports in that district office area now have aircraft which are used for this purpose.

The response to the Flight Clinic Program by the general public during the past several weeks has been most gratifying. Our agents who have conducted these clinics are very

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enthusiastic, and it appears that before the summer season is over, flight clinics will have been conducted in practically every district office area throughout this Region. At the present time, our district offices have indicated that they plan to hold flight clinics at Santa Monica, Tucson, San Diego, Oxnard, Phoenix, Albuquerque, Idaho Falls, and Seattle.

Salt Lake City was host to a flight clinic on February 5, 1955, which proved to be one of the most successful ever conducted in this Region. This clinic was sponsored jointly by the Utah State Aeronautics Commission and the Kiwanis Club. Approximately 160 people drove from all parts of the State of Utah to attend, being unable to fly in because of unfavorable weather. However, the weather cleared up the day of the clinic and the local operators at Salt Lake City rented their equipment to the participants at cost, so that each pilot would have an opportunity to take part in that phase of the clinic. The reaction of the flying public was so favorable that our agents in Salt Lake City are planning to conduct another clinic this fall to take care of many who were not able to attend the clinic in February.

On the same date that the Salt Lake City Clinic was in progress, the Sacramento District Office was assisting the California Flying Farmers in conducting their Second Annual Flight Clinic at Davis, California. Approximately 150 people attended this clinic and our agents report that, as a result, a number of participants enrolled in an instrument flight training course with the local operator.

The Billings District Office has been working closely with various Hangars in the Montana Pilots' Association in their efforts toward safety in aviation. These Hangars appear to be keenly interested in the competition for the Hughes Trophy in the National Safety Program for Flying Clubs and are looking forward to making a good showing in the competition.

The Washington State Aviation Association has announced officially that they will sponsor the first annual convention for flying clubs in Seattle this coming summer. Our district office states that the aviation industry in the Seattle area is very enthused and is working closely with the Chamber of Commerce and other groups in an effort to make the convention a huge success.

Our Portland office reports that their aircraft spot checking program is progressing well with the use of a form designed by that office to record the results of the inspections. After once completing the inspection, a copy of this form is retained in the office for use in later spot checks to determine if noted discrepancies have been corrected. They also report that Skyways, Inc., a repair station in the Portland area, will soon be ready for certification.

The Albuquerque office reports on the excellent DAMI and mechanical service being performed by one of their designees on a remote field in the New Mexico mountains. He flies missions for the United States Forest Service on forest fire fighting activities, for the Fish and Game Commission - herding antelope and hunting eagles and, in addition to this, finds time to take care of the mechanical needs of the aircraft in the surrounding sparsely settled area.

Our Helena office reports that all activities in general maintenance are definitely on the increase, partially due to the industry coming out of winter hibernation after an especially hard winter. (Continued on next page)

Billings ASDO reports a real boom in new aircraft purchases in their district. Some of the dealers have sold all of the aircraft they expect to receive from the manufacturers through the month of May. According to the survey Agent Vandewark has been conducting, they estimate there are over 650 aircraft in their district, which is far in excess of what have been listed for them in past reports. So far they have found only 24 of these aircraft not currently certificated. Four repair stations in their district are now preparing for certification.

The Long Beach office reports that a Messerschmitt, Model 108B, a four-place cabin aircraft with retractable landing gear, was recently rebuilt and test flown at the Torrance Airport. The owners expect to apply for a Limited Type Certificate on this airplane.

Agent Jordan of our Salt Lake City District Office was a guest speaker for a large group of Civil Air Patrol cadets and senior members. The subject of discussion was "Maintenance Problems." This was given in an unusual manner. Agent Jordan first discussed the subject as applied to aircraft. CAA Medical Examiner Preston Burnham then demonstrated how pilots could use a check list to maintain their physical fitness the same as they check their aircraft for airworthiness.

The San Diego office held three safety meetings during February. On February 24, Agent D'Estout addressed the U. S. Coast Guard Auxiliary Squadron 112 on airworthiness requirements for civil aircraft, requirements of CAR 43, and weight and balance problems. Fifteen members attended this meeting. On February 26 and 27, meetings were held for the benefit of all pilots competing in the soaring championships at Torrey Pines to discuss Civil Air Regulations, field rules, traffic patterns, and safety precautions. Each of these meetings was attended by approximately thirty pilots.

AIRCRAFT ENGINEERING DIVISION

Flight tests are continuing on the Aircraft Engineering Foundation's C-46 modification program with Region 4 participating. Approach climbs, enroute climbs, light weight climbs, hot fuel tests, a dive test to V_d, and cruise tests at altitude to check augmenter temperatures remain to be completed, in addition to miscellaneous other minor tests. Various methods for substantiating the reliability and operational characteristics of the power loss indicator are being investigated. Cooling difficulties have not yet been resolved.

In compliance with their request, Boeing has been furnished forms for application for type certificate by personnel of the Seattle District Office. These forms have not yet been executed on the Model 707 aircraft and submitted to CAA. It is understood that Pan American Airways have been negotiating with Boeing for Model 707 aircraft; however, final arrangements depend on AMC approval of commercial production on the military production line. Other airlines also are understood to be negotiating with Boeing.

The Type Inspection Authorization on the Baumann Model B-290 "Brigadier" has not yet been issued; however, CAA personnel have agreed to participate in certain preliminary flight tests in order to expedite the program. These flight tests are scheduled to begin immediately. It is expected that the TIA will be issued in the near future. (Continued on next page)

A final Type Certification Board Meeting was held on the Fletcher Model FU-24 to evaluate revisions made since the issuance of the TIA. The CAA flight test program on this model has begun.

CAA flight tests on the Hiller Model UH-12B to evaluate the modified 9° - 12° main rotor hub which is intended to eliminate "stop banging" problems have been completed and the TIR is being prepared.

Tail rotor tension/torsion bar failures which occurred on two British helicopters owned by Pest Control, Ltd. are being investigated on an expedited basis. Hiller personnel advise that the Air Registration Board has refused to honor U. S. Export Certificates on these helicopters pending satisfactory correction of these difficulites.

Numerous inquiries have been received regarding the possibility of type certificating war surplus C-82's being offered for sale by the Air Force. Several inquirers state they have made substantial bids. One of these, Mr. Davidson representing the International Aircraft Maintenance Company in Burbank, is quite optimistic regarding the procurement of these aircraft. He stated his Company is prepared to spend a large sum of money revising the aircraft if necessary to make it eligible for type certification at an acceptable weight.

Mr. Davideson also has another project under way on his own to convert a C-97 airplane into a Boeing Model 377. In this case he already has procured the C-97 airplane and presently is carrying on negotiations with Boeing in order to obtain their cooperation in this matter. He has informed us that Boeing has indicated their willingness to cooperate in this program.

Personnel from this Division have accompanied Mr. Max Weston of the Australian Dept. of Civil Aviation during several meetings with local aircraft manufacturers. Mr. Weston is collecting information for use by the Department of Civil Aviation in determining the fatigue life to be applied to the various models of American aircraft in use in Australia. It appears that the Australian attitude may be considerably more conservative than the U.S. attitude regarding fatigue.

AIR CARRIER SAFETY DIVISION

Southwest Airways, together with Allegheny Airlines, purchased the assets of California Central Airlines. Southwest Airways obtained one DC-3 and one Martin 202 aircraft, while Allegheny received three Martin 202's. Allegheny Airlines has contracted with Southwest Airways to qualify three of their pilots on the Martin 202 and these pilots will ferry Allegheny aircraft to Washington, D. C. and check out other Allegheny personnel.

Captain Robert Shirley, United Air Lines, established a new commercial speed record from San Francisco to Los Angeles on February 18, 1955. The United Air Lines' DC-6B left the ground at San Francisco International Airport at 9:09 a.m. and one hour and two minutes later, at 10:11 a.m., the plane touched the runway at the Los Angeles International Airport. The airplane averaged 344 miles per hour over the 352 air mile route. Tail winds as high as 80 miles per hour assisted the establishment of this record.

Personnel of the San Francisco Air Carrier District Office have conducted several Flight Engineer examinations at NAS Alameda Squadron VR-2 in the Martin JRM (Mars).

(Continued on next page)

The response has been so great that it has been necessary to appoint a Flight Engineer Examiner for that station. Squadron VR-2 will soon accept delivery of Consolidated R3Y turbo-prop boats, and they have indicated that they desire CAA personnel to assist in setting up some of their procedures.

During the month of February, the Flying Tiger Line conducted 15 round trips between the West Coast and Tainan, Formosa, under contract to the military, which completes this phase. They now have commenced a contract operation of indefinite duration in which the company makes two round trips each weekend carrying passengers between New York and Bermuda. This contract is with BOAC.

Bonanza Air Lines has purchased three DC-3 aircraft to be used over their new route, recently awarded by CAB, from Phoenix to Los Angeles with stops at Riverside, Thermal, and Blythe.

Operations Agent Paul Thornbury proceeded to Albuquerque February 19 to assist in the investigation of the TWA Martin 404 accident. This flight crashed in the Sandia Mountains about 14 miles northeast of Albuquerque. All 13 passengers and crew of 3 were killed on impact. The crash occurred in very rugged terrain at an altitude of ,000 feet. Subzero weather and heavy snow in the area greatly retarded the removal of passengers and crew.

United Air Lines invited representatives from the CAB, CAA, and airports to Denver February 17 and 18 to demonstrate their full-scale mockup of the air dock. A severe snow storm greatly curtailed the demonstration. However, United had an excellent movie of the air dock which adequately demonstrated its operation. The company also conducted a tour of their operations base for all participants in the demonstration.

There were CAM flights four days during February in the Seattle area. Approximately 40 airplanes were involved, and air carrier agents inspected or monitored most of these flights.

AIRPORTS DIVISION

Personnel of the Regional and District Offices are in the process of preparing a list of Class IV and larger airports to be submitted to the Congress covering locations that may be included in the Federal-aid Airport Program during Fiscal Years 1956 and 1957.

Mr. Winger visited the Seattle and Denver Airport District Offices to discuss current pending problems and the anticipated workload for Fiscal Year 1956.

During the past month the Airports Division has received Project Applications from Flagstaff, Arizona; Oakland, San Diego, and San Francisco, California; Elko, Nevada; and Silver City-Grant County, New Mexico. Grant Offers were issued to San Fernando Valley and Los Angeles International Airport, California; Billings and Great Falls, Montana. Notices of Acceptance were received from Fresno and San Jose, California, and Billings, Montana.

FACILITIES DIVISION

The Seattle based Douglas N-20 was delivered to the Aeronautical Center for 1000 hour overhaul. Douglas N-22 replaces the above aircraft.

(Continued on next page)

Our Salt Lake City based Douglas served as an ambulance plane last week. It was used to transport Dave Lewis from Bryce Canyon to a hospital in Salt Lake City. Dave was seriously injured at Bryce Canyon while opening the road to the VOR site.

Establishment Branch

Bob Bowers has realigned operations of the Electronics Shop this month which is resulting in more efficient service to all sections concerned.

Charlie Kohli made an extensive field survey of all our facilities in the New Mexico area during the previous month. Similarly, Bob Triplett surveyed the northern part of the State of California to develop a better understanding of field conditions to assist in the planning fuctions.

Transmissometer locations were developed for Seattle-Tacoma and Portland International Airports in coordination with the Weather Bureau.

Negotiations were completed with the telephone and power companies in the Pendleton area to determine the effect of power and control lines on the operation of the Pendleton VOR. Field tests are anticipated shortly.

After numerous meetings, plans were finalized for space occupancy at the proposed Portland administration building and forwarded to the architectural firm handling the project.

Reviews are being continued, in collaboration with other interested Divisions, of the proposed 1956 EANF Program along with proposed budgets for 1957 and later years.

Fred McCauley and Carl Duncan expect to complete the modernization of air/ground console equipment at Roswell, New Mexico INSAC about April 1. Duncan will then join Jim Cheatham for the dual console installation at Winslow, Arizona INSAC. Sam Rosenfeld will join Fred McCauley at Truth or Consequences INSAC for console modernization.

Jim Cheatham is expected to begin the dual console installation at Winslow INSAC on or about April 1. His crew will consist of Bob Stramp and Carl Duncan.

Dave Hegland made a trip to Winslow to deliver the dual console equipment and returned via the shutdown St. George INSAC where he picked up the air/ground console equipment and brought it in to be used as part of the dual console equipment to be installed at Los Angeles INSAC later this year.

Plans are being prepared for the renovation of the Carlsbad, New Mexico INSAC and the installation of air/ground console equipment.

Riley Harris, Bill Foker, Arnold Hatch and Dave Hegland are continuing the modernization of Van Nuys Control Tower.

Ed Pardee and George Martin are expected to start the electronic modernization of Las Vegas, Nevada CS/T on or about April 1. They are presently completing the installation of Gilpin and St. Xavier fan markers at Tucson.

Jim Crenshaw completed antenna support at Roswell, New Mexico; installed new floor covering in the INSAC at Columbus, New Mexico; and arranged for the transfer of equipment at Silver Lake, California in preparation for the National Contractor to dismantle the facilities at that location. (Continued on next page)

Fred Yandell is at Burley, Idaho, completing the modification of a "H" frame antenna support to a delta frame structure. He will soon go to Baker, Oregon, for installation of a similar modification.

Tom Tarpo dismantled the Fan Marker at Half Moon Bay, completed some remodeling in the tower equipment room at San Francisco and has recently been installing trap doors in delta structures at Mt. Tamalpais, Ukiah, and Montague.

The San Francisco OFACS relocation is progressing on schedule under the able supervision of Paul Allee, assisted by the Preator boys, Darel and Dick, Dell Larsen, Hank Scribner, Joe Shukal, Rafael Lopez, Tommy Bracken, and Tom Carrington. Project Engineers Merle Zeigner and John Tunis visited the installation during the past month and were highly pleased with the progress and quality of the work.

The Seattle-Boeing Tower modernization has been delayed a bit by the telephone company; however, Bob Payne and Clyde Olson have been busy setting up temporary power facilities to be used while a new operating desk is being installed. They lost their temporary helpers, Earl Jobe and John Elwood, who had a hectic trip over to Cutbank,Montana, in order to make a rush teletypewriter installation. From what we hear, weather was bad and the roads worse. Both Jobe and Elwood put in a lot of overtime in an effort to complete the installation and to get the new Trans-Border teletypewriter circuit into operation on the scheduled date. They missed by a few hours but only because they had to repair damaged and defective equipment. Earl and John deserve a lot of credit for rushing this job through as fast as they did. We understand the new circuit relieves quite a bottle neck in the handling of flight plans.

Howard Pyle and Winfred Harvey are hard at work modernizing the Bellingham INSAC and remote receivers. They report most unusual weather at Bellingham.

Engineering has been started for the Oakland INSAC modernization and for the Seattle-Tacoma Tower-Center INSAC modernization. Engineer Entin is presently in Seattle ironing out some of the details of the job.

Construction of the Oceanside VOR facility will begin the first part of April. The contract was awarded to T. A. Kvale of Phoenix, Arizona.

The Los Angeles VOR construction, under supervision of V. O. Vick, will be completed by April 1.

Emmett Whitney and Bob Crookshank are now working on the VOR electronic installation at Los Angeles. This VOR will consist of the MEMCO electronic packaged equipment.

Construction proposal has been issued for bids on the relocation of the Roswell VOR and the bids will be opened on April 4, 1955.

A Goat-proof (we hope) fence is presently being constructed around the Fillmore mountain top facility and improvements are being made on the access road. Work is proceeding under supervision of Marion Duncan.

P. E. Watkins and Boyd Preece have completed all installation work on the Olympia VOR and DME and the estimated date of flight check and commissioning is March 25. Inclement weather has made flight checking uncertain at Olympia.

Emmett Whitney and Bob Crookshank have completed the installation of VOR and DME equipment at Williams. The facility was flight checked and commissioned on March 18.

(Continued on next page)

Chuck Dickow, Maynard Hegland and Erwin Clark have completed the additional testing with portable VOR of the improved site at Fircrest-Tacoma but the results were not within tolerance.

Chuck Dickow and crew set up a portable VOR at the intersection of the parallel runways at the San Francisco Airport and a satisfactory TVOR site test was obtained in record time.

A proposal was issued for repairing the counterpoise roofing and painting the VOR facility building at Lucin, Utah.

Preliminary VOR site surveys were conducted at Grand Canyon, Casa Grande and San Simon, Arizona, and at Farmington, New Mexico.

Bill Beekman has been obtaining survey permits and making the preliminary surveys at San Simon, Casa Grande and Grand Canyon, Arizona for VOR facilities and has established the theodolite pedestal bearings at several VOR facilities in Arizona and New Mexico.

A proposal was issued for the reconstruction of the power line and erection of an 8 x 12 Type "S" building at the Julian MHW facility. Bids were opened on March 22 and work will commence early in April.

Sam Rosenfeld has just completed most of the Conelrad installations of unattended facilities in the Southern California area.

Jim Carr has just completed several Conelrad installations in the Salt Lake City area and is next scheduled for installations at Delta and Milford, Utah.

DME installations throughout the region are progressing very rapidly. It is now contemplated that this program will be near completion by the end of the summer. DME installation in Oregon at The Dalles, Eugene and North Bend have been completed this month by Mike Domitrovich and Glenn Shoop. Installations in California at Bakersfield and the mountain top site at Ukiah have been completed by Chuck Daggy and Jack Williams.

Glenn Kassing and Al Calloway are beginning the DME installation at Hobbs, New Mexico.

Jim Cheatham and Bob Stramp have completed the DME installations at Las Vegas, New Mexico where extensive VOR alignment was required due to the addition of the DME antenna and pedestal. Jim and Bob will complete the DME installation at Winslow, Arizona.

All construction work in connection with the modernization of the buildings of the Los Angeles ASR facility are expected to be completed and ready for Bendix installation the latter part of this month.

The modernization of the false floor in the Los Angeles control tower cab required in connection with the installation of radar repeater scopes is underway, and it is expected to be completed within the next ten days. Frank Dettmer is supervising this work.

Bob Faul, Don Hughes and Vern Hartman will have the Los Angeles PAR indicator, console and tower stub rack relocated for the installation of the ASR-3 by the end of this month. A partial shipment of the ASR-3 components arrived March 22. The balance is scheduled to arrive on the 29th.

(Continued on next page)

Construction work in connection with the Long Beach ASR-3, under supervision of Dave Domaskin, is approximately 80% complete.

John Eagen of Establishment and George Nickelson of Maintenance have been assigned to work with Washington Engineer "Rudy" Rudolph in the acceptance of the Denver ASR-3.

Contract is being awarded to the Western Electric Construction Company, Portland, with Notice to Proceed effective April 4. Gene Newman will be Resident Engineer.

Construction work in connection with the Burbank ASR equipment room is 75% complete. Harry Mellen is Construction Supervisor.

Plans for the Salt Lake City HIALL are about 70% complete.

Preliminary planning and proposal is underway for resealing and repairing Daggett Intermediate Landing Field.

The ILS relocation at Salt Lake City is 90% complete and is expected to be ready for commissioning by April 1. Engineers W. Martyn and F. Beauchamp, assisted by Technicians Brown and Pedri have been having an "exhilerating" time working in snow and slush to complete the project.

The decommissioning of the old Salt Lake City ILS will be carried on by Engineer Beauchamp immediately after the commissioning of the new ILS runway.

Testing of a new site for the TUS glide slope project at Cheyenne is expected to begin April 1.

Installation of the TUS glide slope equipment at Colorado Springs is expected to begin approximately April 20 with Engineer Martyn and Technician Pedri in attendance. Installation of the TUS glide slope projector and new localizer monitor at Albuquerque is planned to start approximately April 4, with Jim Cole and Dave Hafner presiding.

Progress on UHF program: Bids were received March 8 for contract technical services with Technical Services Corporation of Philadelphia as low bidder. This company has been checked by our Washington office for proper qualifications and award of a contract is expected to be made before the end of the month.

Ontario and Los Angeles APTC Towers, The Dalles INSAC and Santa Barbara INSAC were commissioned this month as the first complete Phase V installation. Standby equipment has been furnished for all stations partially completed previously and will be installed as the program proceeds. Orion Betz is now installing it at the Palmdale Tower and INSAC and next at the San Diego Tower.

Wayne Brown with Ed Alfonso and Phil Nicoletti will complete the Oakland Tower by the end of the month and will then install standbys at the San Francisco Tower.

John Rathjen, Carl Weidert, Murry Asilowitz and Joe Carrington are installing the equipment at Long Beach Tower and INSAC and doing some preliminary work at the Van Nuys Tower.

O. MacIntosh with Joe Barnes and Ray Dickenson are completing the Fresno installation.

(Continued on next page)

Bob Miller with Elwood Marsden and Pat McCarty are installing the remote transmitter portion of the Seattle-Boeing Field Tower.

When the Technical Service contract is awarded present assignments will be rearranged to supervise contract work. Orion Betz will supervise two contract crews on INSAC work in the southern area, Bob Miller in the northern area. Wayne Brown will supervise a contract crew on remote VHF/UHF link sites in the northern area, O. MacIntosh in the southern area. John Rathjen will continue his present assignment, and Ed Alfonso will take over the CAA crew in the northern area.

In the construction area: Jim Pace completed modification work at Yuma INSAC and will proceed from there to Trinidad and La Junta for similar work. Clyde Lee completed work at Gila Bend INSAC and is now at work at Columbus, New Mexico. He will then do Douglas, Arizona. Dave Evans is completing work at Hoquiam and will proceed from there to North Bend. Frank Gavin will complete Redmond and then goes on annual leave. Bob Dahms is completing antenna supports and duct work at Farmington, New Mexico and is then also scheduled for leave. Other construction jobs at Spokane, Boise and Arcata are scheduled to start next month.

Preliminary surveys were made by John Reed and Len LaFornara at Bryce Canyon, Cedar City, Delta, Hanksville and Eagle; and surveys were made at Douglas and Gila Bend, Arizona, and Columbus, New Mexico by Bob Frehse, Olin Heikkola and Ted Kurth.

Maintenance Branch

A conference on training was held at Oklahoma City the week of March 7 through 11, attended by a representative from each region, the Washington office and the Aeronautical Center. J. G. Melville, Chief, Facilities Maintenance Branch represented our Region. We believe the meeting was timely and afforded the opportunity to re-evaluate our training programs and the requirements of the agency. You will probably recall that a similar conference was held at Oklahoma City during July, 1949. We believe our meeting was a success and recommendations which were made will set policy for training in the maintenance area for several years. It must be realized that appropriations for this purpose will be the controlling factor; however, the needs of the agency still exist and training will be conducted commensurate with available funds.

It is interesting to note the conferees recommended additional data be included in several of the courses - - and additional time be allocated for presentation of present course material. It is significant to note that unanimous agreement was reached to re-establish the communications equipment course (with slight variations this course was formerly known as the "Indoctrination course"). Upon receipt of the minutes, we shall make the information available to all District Supervisors and District personnel.

V. M. Clayton, Deputy Chief, Facilities Maintenance Branch, made an inspection tour of Needles, Thermal, Las Vegas, St. George, Bryce Canyon, and Salt Lake City during the week February 28 through March 4. We had the search and rescue party alerted but fortunately we did not need to call upon them to locate the flying saucer that Vaughn was captaining.

Mr. Clayton and A. D. Herbert, Chief, OFACS and Wire Communications Section, departed Monday, March 21, 1955 for San Francisco to review and discuss problems of mutual interest on the move of Domestic and OFACS facilities to the new airport administration building. In addition to the foregoing, the Maintenance Branch representatives

(Continued on next page)

have scheduled an area meeting at Boise, Idaho, for maintenance personnel of District 16. Some intermediate points will be visited enroute to Boise and return to Los Angeles.

We are planning to schedule two additional area meetings in the near future at Medford, Oregon and Fresno, California. Another area meeting is scheduled for the extreme southern part of California as soon as time permits.

No doubt rumor has it that twenty SES's were upgraded from GS-9 to GS-10 effective March 13, 1955. The rumor is correct. This is the first stage of establishing a new grade structure for Electronic Specialists. It was possible to implement this part of the structure during F.Y. 1955 because funds were available and all of the sectors concerned meet a more rigid criteria than we believe will actually be established as policy on or about July 1, 1955. As soon as national policy is made available on the new grade structure of Maintenance personnel, the information will be disseminated to all concerned.

Gene Mathews, our international flying ATDS completed his work in Bangkok, Thailand, for the State Department and visited several countries enroute such as, Hong Kong, Manilla, Honolulu, etc., returning to San Francisco on or about March 16. We are happy to have Gene back with us and hope that he hasn't had to change the lenses in his glasses as a result of the beautiful scenery in Hong Kong.

Branch personnel attending various training courses at Oklahoma City are as follows: Leo Morrow, Harry Ledington, Darwin Irons, Russell Fleming, Leland Hahn, Frank Goodlive, John Mackinder, Warren Sharp, Richard Byram, and Donald Kelsey.

The following personnel have graduated from the Teletype School held in the R.O.: William Powell, Irven Porter, Fred Lawson, Francis O'Leary, and Leonard Miller. The men now in attendance are: William Bauer, George Drewes, William Harrison, Allen Pecor, Joe Spivey, and Merton Wisner.

AIRWAYS OPERATIONS DIVISION

Personnel of the Portland-Seattle area with regional office and Washington representatives held a meeting the 7th and 8th of March planning for implementation of radar air traffic control in that area. This was a good meeting which resulted in submitting operational plans for implementing en route radar control by McChord RAPCON and radar departure control by Seattle-Tacoma Tower.

C. W. Carmody, W-390, attended the above meeting after which he visited 6th Region facilities returning via our regional office on the 24th and 25th enroute to Washington. A part of discussion with Mr. Carmody was the proposal to enlarge control areas between San Francisco and Honolulu.

Bob Baker, Chief of McChord RAPCON, has accepted assignment to Spain for a period of two years. Bob has been instrumental in bringing McChord RAPCON program to its present state of operation and is deserving of much credit for the excellent job he has done.

John Garrison attended meetings in San Francisco March 15 with representatives of the International Region and oceanic air carriers. The purpose was to assist in the development of the U.S. position for the forthcoming ICAO Regional Air Navigation meeting which is scheduled next fall in Manila. (Continued on next page.)

Messrs. Butler and Mathews, San Francisco OFACS, have returned from their Bangkok assignment. We understand the air carriers and the International District Office at SFO are most happy with the results of their work. They have made recommendations for a complete new installation which has been tentatively approved by the Aero Siam which is the operating agency for communications and air traffic control in that area.

The Chief of the Pocatello CS/T is participating with the West Virginia Chemical Company to select an appropriate route for their aircraft from Pocatello to La Paz, Baja California, Mexico. Cessna type aircraft will be used in company business over this route.

Service "B" circuit 8111 between the Cut Bank Station and the Edmonton, Alberta Station was commissioned on March 16. This should do much to reduce the lengthy delays in handling trans-border traffic.

On March 3 a meeting was held at Oakland to discuss possible changes in the Oakland Oceanic Flight Information region. Personnel from PAA, ATA, USAF, Navy and CAA attended.

On March 15, approach control started at Castle AFB operated by Air Force personnel. This move represented many weeks of discussion, planning and training and it is hoped that it will improve traffic control in the Merced area.

A comprehensive written examination on SCATER is being prepared for use in training 25th ADD air defense controllers. Portions of the test may be suitable for use at CAA facilities.

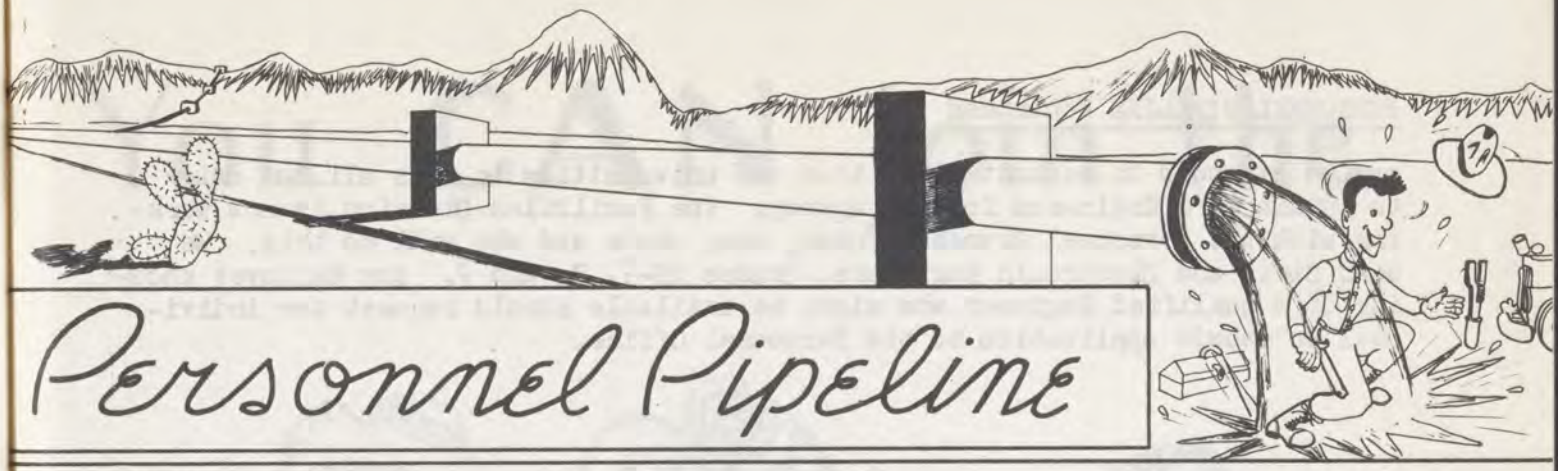
The Air Defense Procedures Briefing Team has again been formed in the 28th Air Division. ADLO Simonson is a member of the team. Since March 1st, the team has lectured to pilot meetings at the following locations: March 9 - Alameda NAS; March 14 - Travis AFB.

During a recent meeting of the 27th Air Division (Defense) with the ATA representative and the Chief pilots of the scheduled and major non-scheduled air carriers, several of the group indicated an interest in a ride in an intercept type aircraft. The Division volunteered to take each of the group for a familiarization flight in a jet intercept as soon as approval could be obtained from Air Defense Headquarters. This approval was obtained and on March 9th two T-33's were sent in to LosAngeles and each of the group were given a 40 minute flight. It was interesting to note that every one of the group accepted the invitation and made the flight. It is understood that the flights were very much appreciated and that the program did a great deal to further improve the understanding of defense problems and the cooperation between the Division and the civil operators.

Fourteen radio frequency analyses which were quite complex and involved were made during the month. These included necessary survey, appraisal and recommendations for improvement.

A survey was completed and recapitulation forwarded to Washington of all instances of interference to CAA radar from military radar positioning activities, fixed or mobile, tactical or training.

A revised list of mobile radio equipment installed in vehicles of 4th Region was prepared and furnished the Washington Office. (Continued on page 24)



Personnel Pipeline

Converting to Wage Board Rates

About 175 of the jobs (most of them CPC) will be changed to a prevailing pay rate along about July 1, 1955. Members of the Personnel Branch have been looking into the Air Force and Army wage boards in shaping the plans for the changeover. There are a few items which may interest those about to be converted:

(1) There will be no loss in salary even though the annual salary now being received exceeds any of the steps of their new rating. In most cases, however, it is expected that the salary rates on the basis of the "going" rate may be higher.

(2) The C.A.A. will tie into the Army-Air Force wage board structure. These two agencies have done a tremendous amount of work already in establishing their wage schedule for all types of trades jobs, so we will not be expected to duplicate what they have already done. They like it that way, and we certainly do!

(3) There are 28 different grades with 4 steps for each grade. If a person is placed in step one, he stays there for three months and then advances to the second step. The second step represents the actual prevailing pay for that type of work in the particular locality. The person stays in step two for one year and then is eligible for a step increase (usually around 10 cents an hour). Promotions to the fourth step are made only in rare and meritorious cases.

(4) The Regional Office is now reviewing all of the old job sheets to see where they're in need of repair and overhaul.

Status of the Examining Program

The C.A.A. Civil Service Board starts the actual rating of applicants for Electronic Specialist during the first week of April. This will permit non-status employees to obtain a career type appointment if they qualify and are within reach on the register. Keep your fingers crossed!

Also, the Airways Operations Specialist Examination Register will be set up around the second week of April.

Recruiting Engineers

This has always been a problem. A new C.A.A. policy may have some worthwhile results. According to it, Field Engineers will be authorized and provided with materials to conduct sessions with University students in engineering. The program

(Continued on next page)

PERSONNEL PIPELINE Continued

may be expanded to contact other than the universities in this all out drive to obtain more Engineers for the agency. The Facilities Division is now working with the Personnel Branch on when, how, where and who will do this. We need Civil and Electronic Engineers, Grades GS-5, 7, and 9. Any employee knowing of a qualified Engineer who might be available should request the individual to submit application to the Personnel Office.

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COMMENDATION

Two C.A.A. men, John J. Masiello and James Bruce were granted the highest honor which the Navy confers to a civilian. The honor was awarded to them Thursday, March 24th, at a special ceremony in El Centro, California, by Rear Admiral C. C. Hartman, Commandant of the Eleventh Naval District.

Mr. Marriott, Mr. C. W. Larsen, Deputy Chief of Airways Operations and Mr. J. G. Melville, Chief Facilities Maintenance Branch attended the ceremony.

Mr. Masiello and Mr. Bruce were given the Navy Distinguished Service Award for their brave and heroic actions in helping to save the life of Captain D.M. Perkins, U. S. Marine Corps pilot. Captain Perkins was knocked unconscious when the aircraft he was piloting crashed and burned on December 8, 1954, at the Imperial County Airport. Masiello and Bruce with two other persons did a split second rescue job on Captain Perkins just a few seconds before his plane exploded and burned.

Mr. Masiello is Chief of the Imperial Communication Station. Mr. Bruce is a Relief Electronic Specialist who was on temporary duty at the Imperial Station when the accident occurred.

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DIVISION HIGHLIGHTS Continued from page 22

Removal of ARINC, Seattle from Service "F" circuit 7871 was postponed to May 1, 1955, because of unforeseen delays in coordination with D.O.T.

New interphone circuit ordered between March AFB, Norton AFB, and Los Angeles ARTCC. This should assist in relieving the traffic bottleneck in the Norton - March - Ontario area.

(Continued on page 26)

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Estimates were obtained from telephone company to provide an interphone drop on circuit 7877 at Roseburg, Oregon for West Coast Airlines.

Coordination with telephone company was completed and a report forwarded to Washington of complete and detailed off-base communication circuitry requirements for number, type, unit, monthly recurring costs, and basic termination charges for all RAPCONs proposed this region.

Analysis was completed and recommendations were forwarded to Washington for discontinuance of type 111A key equipment in eleven stations at expiration of basic termination cost periods and replacement with type 109A equipment at reduced rates. It is planned to use the funds so saved for other urgently needed interphone services within the region.

Coordination completed with San Francisco Oceanic Communications Station and long-lines representative of telephone company for changeover of all land-lines circuitry to new quarters. Target date June 15, 1955.

We have been unofficially informed that change-over on Service "B" circuits is now scheduled for October 3, 1955. This will be verified and changes will be published at the earliest practicable date.

Recommendations were submitted for changes in designation of victor and colored airways in Salt Lake City area.

Worked with LA-330 regarding installation of additional sectors at Salt Lake, Denver, Albuquerque, and Los Angeles Centers and made plans for installation of "F" positions.

A Division representative attended a meeting at San Diego to discuss layout, radio and interphone needs for Miramar RATCC.

C.A.A. may be required to provide airport traffic control service at Klamath Falls. It is likely that combined station/tower operation may result.

Messrs. Larsen and Breniman visited many facilities in New Mexico and Arizona during the month. Mr. Johnson visited all facilities in Idaho, plus Baker, Ogden, and Salt Lake.

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Regional Administrator's Column - continued from page 3

informed of its progress or lack of progress.

As a part of the Conference Agenda two Regional Administrators had been requested to lead panel discussions. Mr. Jurden lead a discussion on the Airways Maintenance Program and the effect of recent reductions in preventive maintenance. I in turn was chairman of a discussion regarding Program Evaluation. How do we find out what is going on and how well do we do our job. Both discussions were well received, and the Washington Office representatives seemed to think they were helpful in highlighting some of our internal management problems and suggesting possible answers.

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It was generally agreed that the increased value and complexity of the cases presented to the Airspace Subcommittees in all of the Regions were of major importance to the agency. This seems to indicate that we have graduated from the minor leagues and are now in the major leagues.

The proposed changes to the National Promotion Plan were discussed briefly, outlining the program to submit the proposal to the field for comment. In this regard I suggest you analyze the proposal carefully and do not hesitate to submit comments and recommendations.

The foregoing are my impressions of the highlights of the conference, and it is a pleasure to pass them on to you.

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