



CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE CAA AND YOU

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The consolidation of Regions will result in a greater decentralization of many of our functions and places increased responsibility on each employee in representing our organization.

The following quotation from the pamphlet "CAA and You" emphasizes the foundation upon which our organization is built and we sincerely trust that all employees will be guided by its intent.

"The basis of your employment by CAA, of course, is the exchange of your services for salary. Beyond placing your talents and time at the command of the government for compensation, however, you are making a definite contribution as a 'public servant' to the development and advancement of civil aviation.

"All of us in CAA share in that type of contribution, in keeping with the Administration's duty, under the law, to 'foster and encourage the development of civil aviation.'

"Some of us, at first glance, may feel that our positions do not allow as direct a participation in that development as do others. Such a feeling may be dispelled by briefly comparing the operations of CAA with those of a large airline organization.

"Successful operation of an airline is comprised of much more than take-offs, flights through the air and landings. It involves the booking of space, sale of tickets, purchases of materials, keeping of accounts, inspections, examinations, public relations, and the construction, operation, and maintenance of facilities, in addition to many other types of activities.

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CREDIT UNION NEWS

This month, we would like to invite the new members of our Region to acquaint themselves with the CAA Region 6 Federal Credit Union. (Incidentally, we are in the process of securing the necessary amendments to officially change our name to CAA Region 4 Federal Credit Union.) Each CAA employee of the Fourth Region and members of his immediate family are eligible to join the Credit Union immediately. The office is located in the Regional Headquarters at 5651 West Manchester Avenue, Los Angeles 45. Mr. Houghton Miller is General Manager, ably assisted by a staff of three, consisting of his wife, Janette, and Marcia Moore and Gloria Redman.

Our Credit Union was organized October 1, 1949. As of May 31, 1953, there were 1,374 members, total assets of \$666,295.20 and \$596,549.81 on deposit by members. In this approximate three and one-half year period, the Credit Union has loaned \$1,914,034.97 and has written off, as uncollectible loans, the amount of \$28.68. Adequate reserves are carried by the Credit Union as required by law for possible bad loans. All officers and employees of the Credit Union are adequately bonded, also as required by law. The Credit Union has paid three yearly dividends ranging from 4.4% to 4.8%. In addition to this very good rate of return on savings accounts, the Credit Union also carries free life insurance on each member to a maximum of \$1,000. This means that, in the event of the death of a member, the Insurance Company matches dollar for dollar the amount on deposit in accordance with an Insurance Policy Contract with the Credit Union. This is a very important feature and every Fourth Region employee should see to it that he is receiving the maximum advantage which may be obtained by this life insurance plan for himself and his family.

All loan balances are insured at no extra cost to the borrower in the event of death or total and permanent disability. Loans are available to members for any provident and productive purpose. Our present rates on loans are as follows:

7/10ths of 1% per month on loans secured by 1952 and 1953 automobiles

7/10ths of 1% per month on all loans of \$2,000 or more.

7/10ths of 1% per month on all loans fully secured by shares.

1% per month on all other loans.

There is a 25¢ entrance fee for each account opened and each member must deposit at least \$5.00 to his savings account. There is no limit to the amount which may be on deposit for any member.

We cordially invite all CAA employees to join the Credit Union and stop in the Credit Union Office when possible. In the event a personal visit is not practical, we shall be happy to hear from you by mail. All mail is given prompt attention. We sincerely welcome your questions or suggestions regarding the Credit Union operation, as it is the desire of all the officers and employees to be of all possible assistance and service to all CAA employees.

"YOU WORK FOR YOUR MONEY, LET YOUR MONEY WORK FOR YOU"



REGIONAL ADMINISTRATOR'S COLUMN

July 1 starts the new fiscal year. It also starts the new Region IV comprising the eleven Western states. First then, from the new Los Angeles Regional Headquarters, GREETINGS to all the members of our CAA family, 3,000 strong.

During the past month, we have had the unpleasant task of separating some of our people from the service; downgrading others, and moving quite a number. The fine attitude which the people who were affected displayed in this economy consolidation program was really remarkable. This attitude of willingness to accept hardship and temporary setbacks in a good cause renews one's faith in people and democracy. We here in this office sincerely hope that the reductions and disruptions are now over and that we can begin the constructive job of building a strong, efficient organization. To this end, it appears appropriate that I take this opportunity to talk with all of you about some of our Regional Headquarter's philosophies and thinking.

What is our creed and what do we believe?

We believe that everyone who works for the Federal Government should do a little more than is expected of him and should give a little more of himself in the successful accomplishment of the task at hand than is requested.

We believe we should have a positive promotion plan recognizing experience, length of service, performance, and advancement capabilities in order to insure the fairest possible treatment of all personnel and the best utilization of talents to advance the interests of the agency.

We believe that the best ideas for improvement with respect to any job come from the person doing that job. We want all of you to tell us, either through your supervisor or through the suggestion plan, how your job and the job of CAA can be done easier and better.

We believe that our individual and agency problems can best be solved within the agency. This means a willingness to listen and a desire to help one another.

We believe that responsibility and authority should be delegated to the greatest degree possible consistent with maintenance of reasonable control. It is our desire that supervisors accept their full measure of delegated responsibility to make those decisions which are within their jurisdiction. We believe a supervisor should not ask a superior to make a decision for him if it is something he should decide; and if it is something he has to refer to higher authority, the desired and recommended answers should accompany the request.

We believe that all supervisors should have a thorough understanding of regulations, policies, instructions, and procedures. This understanding should include a knowledge of the purpose behind the policy, the intent of the instructions, and the objective of the procedure. The supervisor who can interpret instructions and policies in terms of the desired objectives, and authorize action which will accomplish the objectives even though it deviates from some detail in the book, is the most valuable kind of a supervisor. (Continued on next page)

We believe that all supervisors should recognize their important and significant role as personnel managers. In this regard, they have the responsibility of recognizing and commending superior performance as well as taking proper action toward eliminating incompetent performance.

We believe that we are all a part of civil aviation; that we should, individually and collectively, encourage its development as a part of our job and our daily lives. It will be increasingly necessary for us to take a part in these kinds of activities because the headquarters staff of Aviation Development specialists and Aviation Education advisors has been reduced. Suggested programs in these areas will, however, be distributed for general background guidance on which to base your own initiative and action.

We believe in coordinating our programs with other aviation interests including the military. We believe this assistance includes advising the military regarding ways in which we think we could help them do a better job than that which they may have proposed. Here as in all of our programs we believe in analyzing proposals to determine the best method to accomplish the desired result rather than a blind acceptance of a suggested program.

We believe in CAA and that it has a fine future of service to the aviation industry and the flying public.

Finally, we believe in Divine guidance and that prayer can help us solve our problems. We should not hesitate to use this avenue of assistance.

Based on the foregoing philosophy and with everyone's support I am sure we can build a Region of which we will all be proud.

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THE CAA AND YOU (continued from page 1)

"CAA, like the airline, has many kinds of work which may appear to have little or no direct connection with the advancement of civil aviation. They are as essentially a part of that advancement, however, as the 'non-flying tasks' in an airline organization, without which actual flying operations could not be conducted and they are on a much larger scale, encompassing wider fields of activity.

"CAA, like the airline, can perform its over-all functions with greatest effectiveness only through the efficient performance of each of its component parts and each employee is a 'component part' of CAA."

It is our desire to impress upon the aviation industry and the public that our services, guidance and assistance will not be curtailed as a result of the consolidation. Through personalized contacts of field personnel, we will be able to make greater contributions in this area of activity. It will be the responsibility of each employee, as a component part of the CAA, to redouble his efforts in conducting the finest type of public relations and services, thereby developing even a greater respect for our organization which will result in a mutual benefit to the CAA, its employees, the industry, and the public.

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The following letter was received from Reid B. Thatcher, EMT, Gila Bend, Arizona, who was separated from the service as a result of the reduction in force:

"It is with regret that I leave the employ of CAA. I have only been with you for eighteen months, and eight months of that time has been spent in the Facilities Branch Schools in Oklahoma City. I feel that I have received much more from CAA than it has from me and I wish to express my appreciation for the schooling which I have received.

"I am glad to see that our government is at last becoming aware of the burden which its waste and unnecessary functions have placed on the taxpayers and is doing something about it.

"Good luck in the task of reorganization that lies ahead of you."

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SUPERVISORS' RESPONSIBILITY FOR EMPLOYEES UNDER THEIR JURISDICTION

Quoted below is a letter from S. A. Kemp, Assistant Administrator of Civil Aeronautics (Adm.) on the above subject:

"We have encountered, recently, a number of cases which have clearly shown the failure of supervisors to exercise their responsibilities for disciplining or removing employees. This situation indicates that the Administration does not have the reasonable assurance of efficient and effective operation which it has the right to expect.

"The total efficiency of the Agency cannot be any greater than that made possible by the proper discharge of the supervisor's responsibility. The extent to which any supervisor permits or tolerates a known case of incompetence, inefficiency or misconduct to continue in the employ of the Agency is the extent to which that supervisor is impeding the progress of the Administration.

"In order that this view be clearly understood by the supervisors under your jurisdiction, it is requested that they be informed of this position and that you assure yourself that they recognize the extent to which they will be held strictly accountable for any such failures in this area. Therefore, it will be to the supervisors' interests as well as those of the Administration to take such corrective action as may be appropriate in any particular case.

"It is the policy of this Office to assist in the placing of any employee whose qualifications and record meet the requirements of the job. However, it is imperative that the supervisors exercise their responsibility for the appropriate disposition of the problems mentioned above."



DO YOU KNOW THAT:

1. The total area of the Fourth Region is 1,185,753 square miles. This is slightly more than one-third of the total area of the United States.
2. There are approximately 3,100 employees in the new Fourth Region? 2,800 of these employees will be located in the field.
3. Airways Operations has a total of 156 facilities: 7 ARTC, 2 OFACS, 26 Towers, 111 INSACS and 10 combined towers and insacs. These facilities will be supervised by 14 District Supervisors.
4. There are 55 National Monuments and 16 National Parks in our new Region.
5. There are 6 District Airport Offices in the new Region. Formerly there were 11 District Airport Offices covering the same area.
6. The U. S. Continental Divide lies wholly within the Fourth Region.
7. There are 36 Aviation Safety District Offices in the Region; 25 in General Safety, 5 in Air Carrier, 5 Manufacturing Inspection and 1 Aircraft Engineering.
8. Maintenance of facilities will be supervised by 18 Electronic Maintenance District Supervisors and 12 Airway Maintenance District Supervisors.

50 YEARS OF POWERED FLIGHT

JUNE

- June 1, 1919: The first organized and sustained aerial forest fire patrol initiated in California.
- 1934: Army Air Corps terminated air mail operations.
- June 2, 1941: CAB gives first helicopter route certificate to Los Angeles Airways.
- June 3, 1946: World's record for helicopters set by Lt. Col. Keith S. Wilson in R-5A. Flew 20 kilometer course at 110.5 miles per hour average.
- June 4, 1907: Cpl. Edward Ward, the first non-commissioned air officer in the new balloon organization, which later became the Aeronautical Division of the Signal Corps, detailed for instruction in balloon manufacture.
- 1920: Army Reorganization Bill approved creating an Air Service with 1,514 officers and 16,000 enlisted men. New rating of "Airplane Pilot" superseded former ratings, flying pay of 50 per cent above base pay was authorized.
- 1927: First nonstop flight to Germany, Clarence D. Chamberlin and passenger, a distance of 3,911 miles in 43 hours, 49 minutes, 33 seconds.
- June 5, 1909: The first National Balloon race won by John Berry and Paul McCullough; Indianapolis, Indiana, to Fort Payne, Alabama, a distance of 377.9 miles in 25 hours, 35 minutes.
- 1912: Lt. Col. C. B. Winder became the first National Guard pilot.
- June 6, 1936: First production of aviation gasoline (100 octane) by the catalytic cracking method.
- 1938: Daniel Guggenheim Medal for 1938 awarded to A. H. R. Fedden, for "contributions to the development of aircraft engine design and for the specific design of the sleeve valve aircraft engine."
- 1944: D-day effort of the U. S. Air Forces unprecedented in concentration and phenomenal in size.
- June 7, 1908: First aviation column in an American newspaper was begun in the Sunday editions of the Philadelphia Inquirer by John Trevor Custis, managing editor.
- 1912: Demonstration of first airplane machine gun in U. S., designed by Col. Isaac N. Lewis.

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- June 7, 1936: All-instrument transcontinental flight completed by Maj. Ira C. Eaker and William E. Kepner between New York-Los Angeles.
- June 8, 1907: First aeronautic exhibit building in history devoted exclusively to aviation dedicated at the Jamestown Exposition.
- 1911: Connecticut state air regulation was the first state air law.
- 1920: New world record of parachute jump from altitude of 19,800 feet established by Lt. John H. Wilson.
- June 9, 1949: Sikorsky S-52-1 flown by Capt. H. D. Gassis sets world altitude record of 21,220 feet for helicopters.
- June 10, 1908: Aeronautical Society formed in New York and Morris Park airfield was later obtained -- the first of its kind.
- 1909: President Taft presented the Aero Club of American medals to the Wrights at the White House.
- 1948: Air Force confirms repeated attainment of supersonic speeds by X-1 (formerly XS-1) flown by Capt. C. E. Yeager.
- June 11, 1930: 11 June-4 July -- World endurance record of 553 hours, 41 minutes and 30 seconds, was established by John and Kenneth Hunter.
- 1951: Navy D-558-2 Douglas Skyrocket sets new world speed and altitude records at Edwards Air Force Base, Muroc Dry Lake, California. Exact figures withheld--speed unofficially estimated at nearly 13,000 miles per hour, altitude estimated at 70,000 feet.
- June 12, 1913: Signal Corps No. 21, the first Curtiss tractor was accepted by the Army.
- 1918: The first AEF day bombing was done by the 96th Aero Squadron from Amanty airdrome in France on Dommery-Baroncourt yards.
- June 13, 1910: 13-18 June--The Indianapolis Meet held on the Speedway where the Wright Exhibition team flew for the first time.
- 1910: Charles K. Hamilton flew from New York to Philadelphia and return for the New York Times prize of \$10,000, 149.5 miles in flying time of 3 hours, 27 minutes.
- June 14, 1912: Cpl. Vernon Burge, the Army's first enlisted pilot.
- 1934: Mackay Trophy for 1933 presented to Capt. Westside T. Larson for his contribution to aerial defense.
- June 15, 1917: First aviation detachment ordered overseas.
- 1919: Sir John Alcock and Sir Arthur Whitten-Brown made first nonstop airplane flight across Atlantic, Departure: St. Johns Newfoundland, Destination: Clifden, Ireland in a Vicky-Vimy Bi-plane. A distance of 1960 miles in 16 hours and 12 minutes.

- June 16, 1922: Henry Berlinger of Washington, D. C. makes vertical flight in a helicopter.
- 1928: Successful tests were made at Wright Field, Dayton, Ohio, of superchargers designed to give sea level pressure at 30,000 feet, and of a new liquid oxygen system for high altitude flying.
- June 17, 1909: Congressional Medal was presented to Orville and Wilbur Wright.
- 1952: ZPN-1 world's largest non-rigid airship, 324 feet long, was delivered to the Navy at Lakehurst, New Jersey, by Goodyear Aircraft Co.
- June 18, 1928: Amelia Earhart, first woman to cross the Atlantic by air, arrived in England in airplane piloted by Wilmer Stultz; 2000 miles in 20 hours and 40 minutes, from Trepassy Bay, Newfoundland, to Burryport, Wales.
- June 19, 1911: The second Army plane, arrived at College Park, Maryland, from the Wright factory.
- 1947: World speed record of 623.8 miles per hour was established by Col. Albert Boyd flying a P-80R, U. S. Army jet-propelled airplane.
- June 20, 1923: First flight of all-metal plane, Galloudet Co., 1 Liberty 400, designed by the Air Corps engineering Division and made at McCook Field, Dayton, Ohio.
- 1934: Daniel Guggenheim Medal presented to William E. Boeing for his achievements in transportation and aircraft manufacture.
- 1941: Creation of the Army Air Forces.
- June 21, 1908: The June Bug, third plan of Dr. Bell's Aerial Experiment Association, was designed and flown by Glenn H. Curtiss.
- 1912: Tiny Broadwick was the first woman to jump in a parachute from an airplane in the U. S.
- June 22, 1909: The first airplane sales agency in America was established by Wyckoff, Church, and Partridge, New York automobile sales concern.
- 1915: Wisconsin State Forester E. M. Griffith, was flown by Jack Vilas in the first air forest patrol.
- 1946: Jet-powered air mail delivery in two Army P-80's from Schenectady, New York, to Washington and Chicago.
- June 23, 1924: Daylight transcontinental flight, New York to San Francisco, by Lt. R. L. Maughan, 2,670 miles in 21 hours, 48 minutes, 30 seconds.
- 1938: President Roosevelt signs Civil Aeronautics Act.
- 1942: The first flights under BOLERO (build-up of the U. S. Air forces in Europe) left Presque Isle, Maine.

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- June 24, 1914: The first Curtiss J. Tractor, Signal Corps No. 29 was received at San Diego, the first of the "Jennies."
- 1931: Wiley Post and Harold Gatty begin round-the-world flight in "Winnie Mae."
- 1943: Lt. Col. William R. Lovelace made a record parachute jump of 40,200 feet, near Ephrata, Washington.
- June 25, 1934: Richard C. duPont made a glider distance record of 158.299 miles from Elmira, New York, to Barking Ridge, New Jersey, in a duPont Bomber Sailplane.
- 1937: First nonstop transcontinental amphibian flight by Richard Archbald in a PBV-1 Catalina from San Diego to New York.
- June 26, 1909: Glenn H. Curtiss made his first exhibition flights at the Aeronautic Society's meet at its Morris Park aerodrome in the first Curtiss plane-- were the first airplane flights in New York City. This is the first flying field established in the United States.
- 1909: First airplane flight across English channel, Louis Bleriot.
- 1923: First refueling between two airplanes is made by Lt. Smith and Lt. Richter at San Diego, California.
- 1948: Berlin Airlift (Operation Vittles) is initiated. 1,200,000 tons carried.
- June 27, 1909: Three New York Newspapers--The Sun, Times, and Herald, printed the first advertisements in the world of a practical airplane for sale.
- June 28, 1927: 28-29 June -- First nonstop Hawaiian flight, from Oakland, California, to Wheeler Field, Honolulu, by Lts. L. J. Maitland and A. F. Hegenberger in a Fokker C2-3 Wright 220. The distance of 2,407 miles was flown in 25 hours, 50 minutes, and the navigation was accomplished by directional beacons of San Francisco and Maui. In 1929 the Mackay Trophy, and DFC were awarded for this flight.
- June 29, 1909: Trail flights of the new Army airplane were begun, with Orville Wright at the controls.
- 1927: Lt. Comm. Richard E. Byrd, Lt. Balahen in giant airplane America establish a record four passenger flight on June 29-July 1, 1927, by flying from Roosevelt Field, New York, to Ver-Sur-Mer, France, about 125 miles from Paris, an airline distance of 3,477 miles in 46 hours and 6 minutes.
- 1936: World's airline distance record for amphibians was set by Maj. Gen. Frank M. Andrews and Maj. John Whiteley and crew in a Douglas YOAS-2 Wright 800 in flight from San Juan, Puerto Rico, to Langley Field, Virginia, a distance of 1,429.685 miles.

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June 30, 1928: 30 June - 1 July — International Gordon Bennett Balloon Race, Detroit, Michigan, was won by U. S. for the third successive time, insuring permanent possession of trophy; pilot Capt. W. E. Kepner, aide Lt. W. O. Eareckson for a distance of 460.0 miles.

1940: C.A.A. established.

JULY

July 1, 1924: Through transcontinental air mail service begun by U. S. Post Office.

1941: First AAF overseas air transport service opens with flight of B-24 piloted by Lt. Col. C. U. Haynes from Bolling Field to Scotland via Montreal and Newfoundland.

1946: B-29 Dave's Dream dropped Nagasaki type atom bomb from 30,000 feet on 73 vessels off Bikini Atoll on Able Day of Operations CROSSROADS. Results show five ships sunk and nine heavily damaged.

July 2, 1919: British Dirigible R-34 completes first Atlantic Crossing in 108 hours from Firth of Forth, Scotland, to Roosevelt Field, Long Island, New York.

1926: The Air Corps Act became law and the Air Service was redesignated Air Corps. A five year expansion program was initiated for 1,514 officers, 16,000 enlisted men, and 1,800 serviceable planes.

1952: Air Force discloses new supersonic jet fighter, the Lockheed F-94C Starfire, first AF fighter to be armed solely with rockets.

July 3, 1936: Henry Ford buys for Greenfield Village exhibit the old shop in Dayton, Ohio where the Wright brothers invented the airplane.

1937: 3 July-3 Sept. Regular trans-Atlantic service test by Pan American Airways.

1949: B-29 Enola Gay, plane which dropped atomic bomb on Hiroshima, presented to Smithsonian Institute.

July 4, 1908: The first American air trophy offered by the Scientific American for the first official flight of 1 kilometer was won by Glenn H. Curtiss at Hammondsport, New York, in the June Bug in 1 minute, 42.5 seconds. This trial was the first official test of an airplane ever made in America, timed and measured by a representative of the F.A.I.

1939: Lt. Robert M. Stanley, U. S. Navy, sets American Altitude record at Elmira, N. Y., for single place gliders when he soars to 17,263.743 feet.

1942: The first AAF Combat bomber mission to Europe was flown by six crews of the 15th Bombardment Squadron (S) in American-built Bostons belonging to the RAF against four airdromes in Holland.

July 5, 1912: First "Military Aviators" who Qualified for this rating were, 2d Lt. H. H. Arnold, Capt. C. deF. Chandler, and 2d Lt. T. DeW. Milling.

1952: World's record of 124 parachute jumps in one day was set by Neal Stewart.

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- July 6, 1908: An Aeronautical Board of the Signal Corps was appointed "for conducting tests of dirigibles, balloons, and airplanes under existing contracts."
- 1915: Capt. V. A. Clark, the first air officer to graduate from MIT as a Doctor of Aeronautical Engineering, reported at North Island.
- 1950: James H. Doolittle is named aviator of the decade by the Harmon International Aviation Awards Committee. Jacqueline Cochran is named outstanding aviatrix. Vice Admiral Charles E. Rosendahl is cited as top aeronaut (lighter-than-air man).
- July 7, 1920: F-5L Navy seaplane flown by radio compass from Hampton Road, Virginia to U. S. S. Ohio, at sea.
- 1929: Forty-eight hour transcontinental train-plane service inaugurated.
- 1942: An AAF plane attacked and sank a German submarine in the first sure "kill" on the Atlantic coast by aircraft.
- July 8, 1908: Madame Therese Peltier, a French sculptress, was "First woman in the world to have an airplane flight", at Turin, Italy.
- 1913: First long distance cruise on a flying boat begun by Beckwith Havens in a Curtiss--805 miles on the Great Lakes.
- July 9, 1910: First aviator to fly to height of one mile -- Richard Brookins -- attained height of 6,176 feet in Wright biplane at Atlantic City, New Jersey. Won Atlantic City Aero Club prize of \$5,000.
- July 10, 1911: National Balloon Race, Kansas City, Missouri won by Lt. Frank P. Lahm, landing at La Paz, Indiana, a distance of 772.486 kils.
- 1938: Howard Hughes, pilot, and three man crew began flight around the world. 3 days 19 hours 8 minutes 10 seconds. New York, Paris, Moscow, Omsk, Yatutsk, Fairbanks, Minneapolis, New York -- 14,791 miles.
- 1943: American and British airborne troops landed near Gela and Syracuse, Sicily in the first large-scale airborne operation attempted by the Allies in World War II.
- July 11, 1914: National Balloon Race, St. Louis, Missouri, won by R. A. D. Preston, landing at Pt. Pleasant, Kentucky, a distance of 485.732 kils.
- 1927: An army airplane carrying six machine guns first tested in the air at Mitchell Field, Long Island.
- 1935: Laura Ingalls flew nonstop from New York to Burbank, California, in 18 hours, 23 minutes, making east-west transcontinental record for women.
- July 12, 1915: A board of officers at San Diego adopted Aviation Mechanician examinations requirements.
- 1940: Pan-American "Alaskan Clipper" makes first commercial flight from the United States to Alaska (Seattle-Juneau).

- July 13, 1916: The First Aero Company, S. C. National Guard, N. Y. was the first National Guard air unit to be taken into the Federal Service.
- 1921: 13-21 July. In a series of Army-Navy bombing tests on the captured German destroyer, G-102, light cruiser Frankfurt, and battleship Ostfriesland were sunk, proving vulnerability of naval craft to aerial attack.
- 1946: War Department announces the creations of Air University with headquarters at Maxwell Field, Alabama.
- July 14, 1922: Aeromarine Airways started Detroit-Cleveland flying boat service.
- 1926: Armstrong seadrome model demonstrated at Wilmington, Delaware to Air Service.
- July 15, 1925: Dr. A. Hamilton Rice Expedition, first to employ planes, in exploration, returned from Amazon; Lt. Walter Hinton, pilot, in Curtiss Seagull.
- 1933: Wiley Post began the first solo round-the-world flight. Distance, 15,596 miles. Time, 7 days, 18 hours, 49-1/2 minutes.
- July 16, 1918: Air Service Office at Milan, Italy, established.
- 1922: Berliner Helicopter Rises 12 ft. and hovers successfully for officials at College Park, Md.
- 1927: Dive bombing first employed against ground units in combat when Major R. E. Powell, Marine Corps. led planes in an attack against Sandinistas in Nicaragua.
- 1940: First bombardier training in Air Corps Schools begun at Lowry Field, Colorado, with the entrance of the First Class of bombardier instructors.
- July 17, 1908: The first air ordinance was passed by Kissimmee, Fla.
- 1908: World's first aviation legislation (Municipal ordinance regulating aircraft within the city limits) was published at Kissimmee, Fla.
- 1952: Record transoceanic mass jet flight from Georgia to Japan completed by 58 F084G thunderjets.
- July 18, 1914: The Aviation Section (Signal Corps) was created by Congress.
- 1938: Douglas (Wrong-Way) Corrigan arrived in Ireland in nine-year old Curtiss Robin.
- 1947: President Truman designates a 5-man Air Policy Commission with Thomas K. Finletter of New York as chairman to submit by January 1 a broad plan to give the U. S. "greatest possible benefits from aviation."
- July 19, 1911: The first Navy Wright airplane was delivered at Annapolis by Orville Wright.

- July 19, 1913: Sky writing was initiated on this day by the Bryant brothers when Milton J. (Johmy) Bryant wrote "SP" in fire over Seattle on the last night of the Seattle Pottach celebration.
- 1934: 19 July-20 August - Flight from Bolling Field, D. C., to Fairbanks, Alaska and return accomplished by 10 Martin bombers, B-10's, Lt. Col. H. H. Arnold, commanding. Distance, 8,290 miles. Flying time; northbound, 25:30:00; southbound, 26:00:00. Mackay Trophy and DFC awarded to Lt. Col. H. H. Arnold.
- July 20, 1948: Sixteen F-80's reach Scotland in first west-to-east trans-Atlantic flight by jet planes. Time from Selfridge Field, Michigan: 9 hours 20 minutes.
- July 21, 1910: Experimental flights were made at Dayton by Orville Wright with a wheeled chassis comprising a set of twin wheels attached to each skid.
- 1930: Captain Arthur H. Page, USMC, made a successful "blind" flight of approximately 1,000 miles from Omaha, Nebraska to Washington, D. C. The pilot was completely inclosed in the cockpit, flying entirely by instruments and the radio beacon.
- 1946: First U. S. jet to operate from carrier, U. S. S. Franklin D. Roosevelt.
- July 22, 1930: Air Mail plane was catapulted 250 miles out en route to New York; 198 such ship-shore flights 1929-1938.
- 1935: Collier Trophy for 1934 was presented to Capt. Albert F. Hegenberger for development and demonstration of a successful blind landing system.
- July 23, 1908: The Army's first airship and a hydrogen plant were delivered by Thomas S. Baldwin at Fort Myer, Virginia.
- 1914: SO 171 appointed a board of officers at the North Island, Aviation School to examine candidates for the new aviation mechanic rating.
- 1949: Defense Secretary signs final order making Air Force fully independent of the Army.
- July 24, 1917: First great air appropriation of \$640,000,000. The Aviation Section, was authorized to expand to 9989 officers 87,083 enlisted men.
- 1919: 24 July-9 November. Coastal and border-circuit flight of U. S. accomplished by Lt. Col. R. S. Hartz and Lt. E. E. Harmon and crew in Martin Bomber-2 Liberty 400 for a distance of 9,823 miles with flying time of 114 hours, 25 minutes.
- July 25, 1909: Louis Bleroit accomplished first flight across English Channel.
- 1912: Navy airplane specifications were published.
- 1918: First airplane owned and piloted by Americans crossed the Alps from Milan, Italy to Lyon, France.

- July 25, 1927: World airplane altitude record established by Lt. C. C. Champion, USN, 38,484 feet.
- July 26, 1915: First Aero Squadron under Captain Foulois left San Diego for Fort Sill, Oklahoma for fire control operations with the Field Artillery.
- 1937: Jacqueline Cochran sets women's U. S. speed record of 203.895 m.p.h. for 625-mile course.
- July 27, 1909: Orville Wright made a new two-man world endurance record of 1:12:40 with Lt. Frank P. Lahm as passenger, fulfilling the condition of one hour's flight with a passenger in the first official test flight of Army's first airplane.
- 1917: Secretary of Navy authorized a Naval aircraft factory at Philadelphia.
- 1917: First DH-4 arrived in U. S. and was the model for the first American service planes put into production with Liberty engine.
- July 28, 1917: The first American Aero Squadron to arrive in the AEF, the 29th Provisional (later 400th Construction Squadron) docked at Liverpool.
- 1934: 60,613 foot altitude reached in Air Corps National Geographic Society Stratosphere Balloon Flight by Major W. E. Kepner and Capts. A. W. Stevens and O. A. Anderson: all received DFC.
- 1938: 278 m.p.h. average speed in trans-continental flight achieved by Lt. H. L. Neely in a Seversky P-35 in 9 hours, 54 minutes flying time. Elapsed time 11 hours, 29 minutes.
- July 29, 1912: 29 July-7 August. A series of airplane radio-telegraph tests were carried out by Lt. B. D. Foulois in an Army Wright B at College Park. Messages were received over a distance of 10 miles.
- July 30, 1909: The second test of the Army Wright plane was completed. A 10-mile cross-country flight from Ft. Myer to Alexandria and back, over a stipulated course, a speed of 42.583 miles per hour for which the Wrights received a bonus of \$5,000 -- 10% for each mile over 40, making the purchase price \$30,000.
- 1939: U. S. regained world record for payload-carrying when Maj. C. V. Haynes and Capt. W. D. Old flew the Army Boeing B-15 to 8,200 feet with payload of 15-1/2 tons at Wright Field, Ohio.
- 1951: USAF discloses all-jet, swept-wing version of B-36 (YB-60).
- July 31, 1908: Henry Farman made his first exhibition flights in the U. S. in his farman plane.
- 1909: Aeronautical Division of US signal Corps accepted its first airplane fabric-covered airplane built by Wright Brothers of Dayton, Ohio. Speed 40 MPH one pilot, one passenger, contract price \$30,000.

July 31, 1912: Catapult launching from deck of Battleship was demonstrated by Navy pilot Lt. T. G. Allyson -- the first trial. The catapult was designed and built by Capt. W. I. Chambers, USN.

1952: Two U. S. MATS Sikorsky H-19 helicopters completed first trans Atlantic helicopter flight, having flown in five stages from Westover Field to Prestwick, Scotland.

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INCIDENT REPORT

Aircraft V4494 departed Hill AFB and, after climbing to 26,000 feet in the vicinity of Rock Springs, decided to return to Hill AFB. At 0208M, Ogden Station first contacted the aircraft at which time the pilot reported his position in an unknown N quadrant of Ogden range. The Station advised the pilot that he was northeast or southwest of Ogden and requested him to observe the signal strength and if the signal became weaker, to reverse his course. During the period until 0350, Hill DF Station was attempting to fix the position of the aircraft and guide it to Hill AFB. They were unable to maintain continuous contact with the aircraft and the pilot advised Ogden Station he was unable to read the Ogden range signals as he approached the station because of heavy static which made it impossible for him to complete normal range approach or orientation. After Hill DF station lost contact with the aircraft over mountains east of Hill Field, Ogden Station took over. At this time, the pilot stated his position as inbound on North leg at 16,000 feet in rain and snow with heavy precipitation static. The Station suggested that the pilot reverse his course to a heading of 332 degrees and when this was accomplished, the pilot reported he was again in N quadrant. The station then suggested a heading of 270 degrees to intercept the north course and was informed of the Promontory Point Homing Facility at which time the pilot reported "Out of gas".

The Station then requested the pilot to report immediately any landmarks or lights visible during his descent. At 0357, pilot reported to the station he was over three flashing lights on line at 10,000 MSL. The Station then informed the pilot that he was WSW of the airport and flashed runway lights. The pilot replied that the runway was in sight and the station furnished landing information with the pilot landing his aircraft on Runway 7 of the Ogden Municipal Airport.

Close contact was maintained during the emergency with ARTC and Hill AFB on interphone. The alertness of AOS Thomas M. Martin resulted in saving this aircraft.

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DIVISION HI-LITES

AVIATION SAFETY:

A Type Certificate was granted to Lockheed Aircraft Corporation for the Model 1049C on June 9. Washington representatives, Miss Katharine Stinson of W-295 and Mr. M. W. Numbers of W-305, participated in the Final Type Certification Board meeting. The first airplane was delivered to KLM.

We have been advised that the Air Force is releasing Consolidated-Vultee Model L-13A aircraft. It is expected, therefore, that a number of requests will be received to certificate these airplanes under Part 8 category.

The Douglas Model DC-7, Prototype No. 1, was issued an experimental certificate on May 15, and the initial flight of over two hours was conducted on May 18. The No. 2 Prototype is nearing completion, and the No. 3 Prototype, which will have standard interior and accessory components, is approximately 80 per cent complete. It is anticipated that the type certification tests will be under way by July, 1953.

The Douglas throttle reverse lock mechanism has been approved. The Douglas Co. is releasing parts for 500 assemblies. This mechanism will be available for use on both DC-6 and DC-7 airplanes.

A trip was made by Manufacturing Inspection Agents to El Centro, Imperial and Brawley airports for the purpose of inspecting three home-built aircraft designed by S. L. Cooke, Dick Johnston and C. Hatfield respectively. Although the owners of these aircraft do not expect to have them type certificated, they want them to meet the requirements of CAR 3 as nearly as possible.

Southwest Airways successfully completed proving runs on the Martin 202 aircraft and commenced service between San Francisco and Los Angeles. On May 26, Southwest Airways conducted a demonstration flight between San Francisco and Medford, Oregon, and was approved for flights between these two terminals commencing June 1, 1953. The Agent-in-Charge of Southwest Airways participated in this demonstration flight.

North American Airlines, an irregular air carrier located at Burbank, California, has completed installation of rearward facing seats in one of its DC-4 aircraft. The first flight departed from Burbank on May 29, 1953. The reaction to this type of seating and evaluation of the installation has not been obtained at this time.

The Flying Tiger Line is experimenting with a Lockheed PVI engine installation in a C-46 airplane. The carrier expects that this installation will result in better cooling, fire prevention and lower power losses.

United Airlines has completed the radar installation in one of its Douglas DC-3 airplanes and will begin its survey of the thunderstorm areas.

Agent Thornbury attended the Ninth Annual Forum of the American Helicopter Society at Washington, D. C., on May 14, 1953. He then assisted Los Angeles Airways in ferrying one of its Sikorsky S-55 rotorcraft from Washington, D. C., to Los Angeles. (Continued on next page)

The initial presentation of the Hughes Aviation Trophy for Safety and Achievement in private aviation took place in Fresno, California, on May 26, 1953. At the fifth annual dinner of the Central Valley Empire Association, and in commemoration of the fiftieth anniversary of powered flight, the Porterville Area Pilots' Association, a member of the Associated Flying Clubs, Inc., was given the award. The presentation was made by Robert O. Cummings, well-known star of radio and screen and private pilot, in the presence of more than 1500 people, including the acting Governor of California and those who flew in from Florida to attend this event.

AIRWAYS OPERATIONS DIVISION:

District Supervisors are in the process of moving to their new locations in the field. At present, three will be domiciled in Seattle, two in Oakland, three in Los Angeles, two in Salt Lake and one each at Great Falls, Denver, Albuquerque, and Phoenix.

There have been several discussions and meetings concerning the operation by the National Guard of temporary control tower service at Casper, Wyoming. National Guard will provide control service for all aircraft as soon as they have obtained junior tower ratings for Casper and provided for civil control frequencies.

Plans have been completed for closing and moving personnel from Santa Barbara, Salem, and Helena towers. Mr. Gerald O. Crowley, Chief of the Santa Barbara Tower, is retiring due to physical disability. Plans have also been completed for the closing of the Kalispell Station. These actions are to be effective June 30.

Informal meetings were held with representatives of Oxnard Air Force Base, 27th Air Division (Defense), Navy - Point Mugu, Southwest Airlines, Oxnard-Ventura County Airport, and CAA to further investigate the possibilities of delegation of approach control authority to Oxnard Air Force Base Tower. The Navy and civil interests generally oppose this delegation if it involves the control of Navy and/or civil aircraft. Further details will be considered before final determination is made in regard to the agency which will operate approach control.

The Medford Station/Tower was recently combined in a new tower structure which will result in a full combination after an appropriate training period.

Due to curtailment of Weather Bureau funds, the CAA has been asked to assume observation duties at several locations. At present we are definitely committed to make weather observations at Rock Springs, Wyoming, with other commitments pending final determination as to the number of stations the Weather Bureau must close.

Messrs. G. L. Rand, C. W. Carmody, and G. Dyke of the Washington Office Airways Operations Division visited the Region June 18-22, traveling by CAA aircraft. They stated that communications and air traffic control services as observed from the air appeared to be in tiptop shape. Mr. Carmody arranged for an Airport Use Panel meeting to convene about July 9 to consider airport and traffic control problems in the San Francisco-Oakland Bay area.

Mr. C. D. Ewing attended Washington conference June 12 in regard to a proposed military exercise. He returned to Washington for June 22d meeting on VOR planning.

A traffic survey was conducted at Stockton June 5-7; traffic there is still below criteria for establishing a control tower. (Continued on next page)

A fastline to Thermal was discussed with officials of the Palm Springs Airport; it was determined not justified at this time.

In a meeting in Sacramento on June 8, a program was started with State Highway Patrol officials to handle flight plans from remote areas by State Highway Patrol communications facilities.

A discussion was held with PT&T representatives in San Francisco in regard to the possibility of cutting cost of trans-bay interphone services.

A meeting was held June 2 at the Oakland Airport with all users of airspace in the Oakland-San Francisco Bay area regarding traffic problems and proposed expansion of the Hayward Airport.

FACILITIES DIVISION:

The Division office has been actively engaged during the past month in preparing the 1954 S&E fiscal program and the S&E and EANF estimates for 1955. These data were completed and transmitted to the Washington Office June 19. The significant fact affecting the S&E program is the reduction in the amount of Maintenance personnel which was authorized in the Call for Estimates since a 13.5% reduction had to be applied after calculating manpower requirements from the Maintenance formulas. This fact alone resulted in the separation of some thirty people from the existing Maintenance staff in the eleven states. We have also been notified that we will be required to maintain the new facilities to be added during the coming year without any appreciable increases in manpower or costs. It is obvious, therefore, that we are going to have to revise our thinking on the frequency and extent of some of the Maintenance procedures which are now prescribed in Washington and Regional instructions.

We can expect a marked reduction in the level of EANF appropriations during the coming years. There will however be a considerable lag in the impact of this reduction on our workload since we have a backlog of unfinished EANF work already assigned to the Region or included in the approved program. Further, Phase V of the military UHF program which will essentially duplicate existing VHF air/ground services on UHF at all INSACS, TOWACS, towers and centers, will take up the slack in our construction and establishment workload over the next 2 or 3 years as the EANF program diminishes.

Mr. Mackie, Chief, Facilities Division, and Mr. Melville, Chief, Facilities Maintenance Branch, assume their duties in Region 4 on June 22, and Mr. Simonson, Deputy Chief, Facilities Division, will EOD June 29 as will most of the rest of the former 7th Region personnel who are assuming positions in the 4th Regional Office.

The Facilities Maintenance Branch is organizing to start operation under the District Supervisor plan as of July 1. The District Supervisors have been in conference with Regional Office Division and Branch personnel June 23, 24 and 25. They will all be sufficiently informed on Branch policy and procedures to enable our organization to start functioning efficiently under this plan July 1.

Progress on Establishment projects during the past month:

VOR/DME

Elko, Nevada:

Mountain top facility--construction completed June 2. Installation of electronics delayed until fall due to shortage of equipment.

Fresno, Calif. Construction work on relocation to Fresno Air Terminal completed. Installation work on VOR relocation and DME is in progress.

Tucson, Ariz. Construction work was completed June 11.

Pt. Reyes, Calif. Work by short form contract was completed on June 9 for fencing the VOR facility. VOR was commissioned June 22 and DME has been installed and is ready for commissioning.

Fillmore, Calif. Survey work is underway on a mountain top VOR facility near Fillmore, following preliminary flight check which indicated good possibilities.

Battle Mt., Nev.) VOR modernization has been completed.
Wendover, Utah) DME installation complete except for tuneup.

Miles City, Mont. DME has been installed and is ready for commissioning.

Reno, Nev.)
Sod House, Nev.) DME tuned and ready for commissioning.

Site survey is in progress at Los Alamitos NAS for relocation of Long Beach, Calif. VOR and DME.

Intermediate Landing Fields:

Furnace Creek, Calif. Lighting project was completed on June 19.

Battle Mt., Nev: Runway resealing job was readvertised and one bid received. Contract award will be made and work started in the middle of July.

Instrument Landing Systems:

Denver, Col. Effective date of notice to proceed was June 1. It is estimated that construction work will be completed August 4.

Oakland, Calif. Installation of new IIS monitor equipment is underway. DME installation completed and ready for commissioning.

HIALL

San Francisco, Cal. Threshold lights and wing bars - expect completion late this month.

PAR:

Oakland, Calif. Bids were received June 10. It was necessary to request an additional allotment of funds and pending receipt of funds notice to proceed must be withheld.

San Francisco, Cal. Notice to proceed with construction issued effective June 25.

INSACS:

- Montague, Calif.: Construction of antenna support and related work is being accomplished by force account. Bids previously taken exceeded funds available.
- Phoenix, Ariz. Installation of acoustic tile in the teletype room at the INSAC has been completed.
- Wendover, Utah Installation completed--135.9 mc receiver, RUP receiver and band change, TUQ and BC-640 transmitters.
- Elko, Nev. Installation completed--135.9 mc receiver, wind instruments, and band change--TUQ and BC-640 transmitters.
- Battle Mt., Nev. Installation underway of 135.9 mc. receiver, wind instruments and band change--TUQ and BC-640 transmitters.

Combined Station/Tower:

- Reno, Nevada Teletype installation in Weather Bureau modernized to provide dual remoted SECO.
- Las Vegas, Nev. Teletype installation in Weather Bureau being modernized to provide dual remoted SECO.
- "C" position established at Reno and Las Vegas TOWACS.

ARTC Center:

- Oakland, Calif. Remote transmitters and receivers being relocated to Mt. Tamalpais. Oakland portion of installation completed insofar as equipment is available. Mt. Tamalpais installation is underway.

Miscellaneous:

- Arcata, Calif. Standby Power Plant - Satisfactory bid has been received. Notice to proceed will be issued as soon as we have engineer available. Estimated date July 1.
- Vail Lake, Calif. Air Force Fan Marker and "H" facility - contract has been awarded and construction will start immediately.
- Los Angeles, Calif. SRA Radio Range. Work is underway to relocate site fence and related work to allow street widening adjacent to facility.
- Belmont, Calif; OFACS. Work begun to strengthen and raise dike around transmitter station.
- Burbank, Calif: Steel structure of new Lockheed ATCT has been erected. Work is in progress on framing and duct.

Canoga Park, Calif: Fan Marker. Facility flight checked satisfactorily June 24.

Los Angeles, Calif: Installation of remoted 3105 and 3023.5 kc receivers for tower is near completion.

AIRPORTS DIVISION:

Through the combined efforts of all Regions affected by the consolidation, Grant Offers for all projects within the new boundaries of Region 4, which were approved by the Administrator, were successfully processed, with the last offer being placed in the mail on June 25. At the present time, advice has been received which indicates that all Grant Offers, with possibly one exception, will be accepted by the respective sponsors before the deadline of June 30.

The City of Salt Lake opened bids for the second stage of development of the new runway at Salt Lake Municipal Airport No. 1 on June 9th. Gibbons and Reed submitted the lowest of six bids for paving. Six bids were also received for lighting, Capitol Electric Company being the lowest bidder.

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RED CROSS FIRST AID TRAINING PROGRAM

The following letter was received from the Personnel Office in Washington, D. C.

"Recently the Department sent us a copy of a letter from the Secretary of Labor, Honorable Martin P. Durkin, to Secretary Sinclair Weeks soliciting the cooperation of the Department's field offices in the American National Red Cross First Aid Training Program.

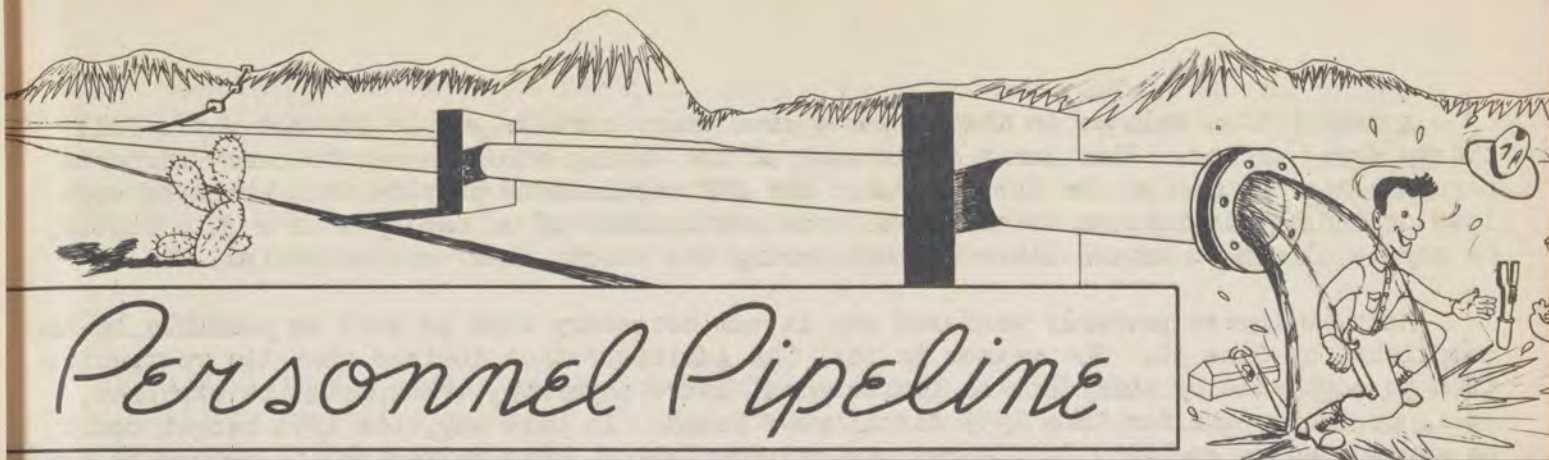
"An excerpt from that letter is quoted below:

"In accordance with program plans for 1953, as outlined in the Annual Report of the Federal Safety Council, we are now actively engaged in a cooperative effort with the American National Red Cross to stimulate and promote first aid training in all field operations of the Federal Government.

"The Red Cross will conduct these courses, and through the Field Safety Councils, classes will be organized for either individual agencies or cooperating establishments, depending upon the number of enrollees . . ."

"It is requested that all offices participate with the Federal Government Field Safety Councils in promoting this program. Please urge as many of your employees as possible to take an active part in this first aid training."

To the extent practicable, all employees are urged to contact their local chapter of the American Red Cross and participate in this worthwhile program.



Most of the chatter one hears now throughout the Region evolves around the recent reduction-in-force program. For this reason, a few comments are made which may help in explaining some of the ramifications of this whole program.

One item concerns the area of competition which was regionwide for certain positions and local for others. It was decided by the Washington Office that most jobs at grade GS-5 (principally clerical and stenographic) should be on a local commuting basis. This was basically premised on the fact that this type of employee is recruited on a local basis as opposed to the majority of our technical positions (Maintenance Technicians, Airways Operations Specialists, Safety Agents, etc.) where recruitment is regionwide. This had the effect of secretaries in the Seattle area competing only for the continuing jobs which would exist in that particular area rather than competing for their counterpart positions in the new regional headquarters at Los Angeles. However, we are happy to say that an offer has been made to every clerk and stenographer in the Seattle area who (1) is being displaced, and (2) desired a Los Angeles position.

Another contentious item relates to "bump" rights. When can you bump and when can't you bump? Under RIF regulations, individuals have two basic rights:

- (1) the right of reassignment to another type of job provided the incumbent of such job is in a lower retention subgroup, (e.g. A permanent status veteran could bump a permanent non-veteran provided the former is qualified for the position.) Length of service credits under these circumstances do not come into play.
- (2) "Retreat" rights. A person can retreat to a job provided he was promoted from such job and if the position is held by an employee with lower retention service points.

A third item of some concern relates to the question of why it is that so many field personnel became wrapped up in this reduction in force program, particularly Electronic Maintenance Technicians. The answer is simply that the reduction of field technicians resulted from a budgetary cut imposed in fiscal year 1954. This problem is not tied into the consolidation of regions, but it was appropriate to run the regional consolidation, the elimination of Airports positions, and the elimination of some Facilities positions concurrently. (Continued on next page)

A fourth item relates to the Airports area where certain people did not get a full thirty days' notice. This was a plain case of not having enough money to carry Airports personnel to the end of the fiscal year. The RIF regulations provide that whenever workload or budget limitations do not permit the continuance of an employee in a duty status, he may be placed on annual leave or LWOP during the thirty days' notice period.

Many employees probably wondered why it was necessary that as much as possible be accomplished by June 30. The reason is that the Administration desired that the reorganization be completed by this date so that terminal leave payments, transportation expenses, etc., could be paid for from 1953 fiscal year funds. In this way, the 1954 budget could be considered as applying to the reorganized complement, thus relieving the necessity for separating additional personnel in fiscal year 1954.

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EXCERPTS FROM THE MINUTES OF THE ADMINISTRATOR'S STAFF MEETING - 6-23-53

1. Recent Organizational Changes: Mr. Lee announced that recent organizational changes in Washington and the Regions are going as smoothly as can be expected under the circumstances. He pointed out that our organization is now essentially set and our main effort should be devoted to getting our people to settle down to doing their jobs. He asked all present to endeavor to allay the fears of any of their employees on the question of further drastic changes.
2. Regional Administrators' Conferences: The Administrator said he plans to hold Regional Administrators' conferences approximately four times a year; the first one will be held about October. Meanwhile, Mr. Lee plans to visit each of the Continental Regions sometime during the month of July.
3. Budget Matters: Mr. Lee announced that the conferees on the '54 budget would not meet before June 26 and that we will probably not have a final answer on our '54 budget until some time after the beginning of the new fiscal year.

Mr. Basnight reported that we have been able to meet the cost of the Regional consolidation out of Fiscal 1953 money for everything except the moving of household goods and effects. This latter expense will necessarily have to be paid out of our '54 funds.

Mr. Basnight also reported that the Secretary of Commerce has sent a letter to the Heads of all Bureaus setting forth a number of basic principles which will govern the Department's consideration of fiscal '55 budget requests. Among these are: (a) further reductions and economies can and must be made in fiscal years '54 and '55; (b) the Department wants greater efficiency with fewer people and with fewer dollars expended; (c) Government activities which can or should be carried out by industry should be transferred to industry; (d) the Department favors private ownership of aviation and marine aids wherever feasible. Mr. Basnight will have copies made of the Secretary's letter and also a similar letter received from the Bureau of the Budget and distribute them to the Heads of all Washington Offices. (Continued on next page)

Mr. Basnight indicated that for F. Y. 1955, CAA proposes to submit to the Department a simplified budget consisting of four schedules, with varying levels of expenditure indicated, (depending on policy decisions), showing a breakdown by principal areas of activity, i.e., airways, safety, airports, and executive direction, with all general staff costs allocated insofar as practicable to one or the other of these major categories. As an example, the W-60 enforcement costs would be allocated to safety.

General Items:

The Administrator indicated that from time to time Regional Administrators send in recommendations on policy matters. It appears that in some instances these recommendations have been ruled upon and dealt with by personnel below the level of the Office Director here in Washington. Henceforth, the Office Director concerned is to make sure that he personally clears any letter replying to a policy suggestion made to his office by a Regional Administrator.

Mr. Stern announced that the CAA exhibit prepared for the 50th Anniversary of Flight celebration will be on display in several places in the U. S. during the summer and fall and that plans are being made to have it exhibited in the Commerce Building lobby during the month of December.

Mr. Lee announced that Joe Tippets is accompanying Mr. Lewis of the Bureau of the Budget on a tour of CAA's Alaska facilities during which they will inspect Shemya. He also reported that we have recently concluded an arrangement with Ohio State University under which we are moving our medical research activities from Oklahoma City to the University, in Columbus, Ohio. This will prove to be an exceedingly advantageous arrangement for CAA inasmuch as Ohio State apparently has considerable funds they are willing to devote to aviation medical research and our people will have the benefit of free use of their extensive facilities.

* * * * *

TAKE FIVE MINUTES!

How long has it been since you have really taken five minutes to figure out an idea which would help to improve the agency? All of us are aware that we have a formal suggestion program, and that there is some real money to be realized together with a lot of self-satisfaction. But most of us don't do enough about it. In order to be submitted for consideration, an idea does not have to be earth-shaking. It should be well thought out and it is quite essential that the idea be presented clearly. What you may consider a routine type of thing which needs improvement may be just the thought to really help the agency.

As yet, the Region Four suggestion committee has not been named. Despite this, you should not be discouraged from submitting your ideas as the Region has ambitious plans for a constructive program. We propose, through the medium of the Region IV News, to keep employees informed of the status of the program. Each month, we will give you a current box score as to how many suggestions have been received, how many approved or rejected; of those approved, what the suggestion was and what type of cash award was made.

To the extent that we can keep an open mind to short cuts and better ways to do our jobs, we will continue to make top drawer contributions to the development of aviation.

Be alive and take five minutes!



QUESTION BOX ?



- Q: I am a permanent status veteran with ten service points (Group IA-10). The position which I occupied was abolished and I was offered a reassignment to displace a non-veteran (Group IB-15) in a different location. There is a IB-18 at my present location occupying a lower graded job which I desire. Shouldn't I have been offered the opportunity of displacing this person if I wanted to?
- A. No, not necessarily. Two basic things must be remembered in conducting a reduction in force: (1) an employee does not have a prior right to any particular job, and (2) the basic regulation provides that any person who is to be affected must be the low person at any given point in time in his reduction in force group. In the case above, the person occupying the eliminated job could not pick any position at any location. In order for him to displace the IB-18, the IB-18 must be the low person in his competitive group. The IA-10 has the right of displacing the IB-15 as he is vulnerable by being the low person in his RIF group, and the IA-10, because of his veteran status, had the legal right to be reassigned to such job.
- Q. To what extent does the official job sheet of record become involved in a reduction in force program?
- A. The official job sheet is the real basis for determining whether your job is fundamentally in competition with other jobs. It is also the basis on which the personnel technicians evaluate what you are doing and what you are legally paid for. It is obvious that job sheets should reflect current duties at all times. As a result of the reorganization, many job sheets are now obsolete and will need revision. A program is now being developed which is geared to bring these job descriptions current. Regional employees will be notified when their jobs should be either reviewed or revised.
- Q. In moving household goods, am I allowed any day of free storage at either point of origin, or at destination?
- A. No. Rates of storage are about \$1.60 cwt for first thirty days, plus 40 cents for next thirty days at either point.
- Q. Is it important to keep track of returned empty drums?
- A. While the amount of the money involved is small, it is necessary, from an accounting standpoint to obtain receipts for all empty drums returned and to forward such receipts to LA-110. Receipts should indicate whether loaned or Armed Service contract drums and whenever possible the order number under which it was received. (Continued on next page)

- Q. My requirements of unleaded gasoline frequently exceed \$100. Contract information lists no award for my sites. Am I authorized to make award on the basis of bids which I obtain, and issue SF-44 for the gasoline which I require?
- A. White gasoline required for sites has been made an exception to the \$100 limitation imposed upon field buying. If there is no contract coverage, obtain bids and place SF-44 to the lowest bidder meeting your delivery requirements. A tabulation of bids received should be attached to or written on the reverse of the No. 4 copy of the order. (Caution: In case of doubt as to contract coverage, write or dispatch LA-170 for information since the contracts impose a mandatory obligation to purchase from the contractor.

Item 12 on my travel order, Form CD-29, for change of headquarters shows travel to begin on or about June 25, 1953 and to end on or about June 28, 1953. Authorization for transportation of my dependents and shipment of my household effects is covered under Item 16. Because of suitable living accommodations at my new official station, the transfer of my dependents and the shipment of my goods will be accomplished some time after I have reported for duty at my new station.

- Q. Is it mandatory that my dependents travel and that my goods are shipped within the dates show under Item 12?
- A. No. You are expected to travel within this period which is scheduled sufficiently in advance of the date you are expected to report for duty at your new station. When practicable, your dependents should travel with you; otherwise, you will justify their separate travel on your expense voucher.
- Q. What is the time limit on the transportation of my dependents and household goods?
- A. Within two years of the effective date of the transfer which is shown under Item 3 of the travel order.

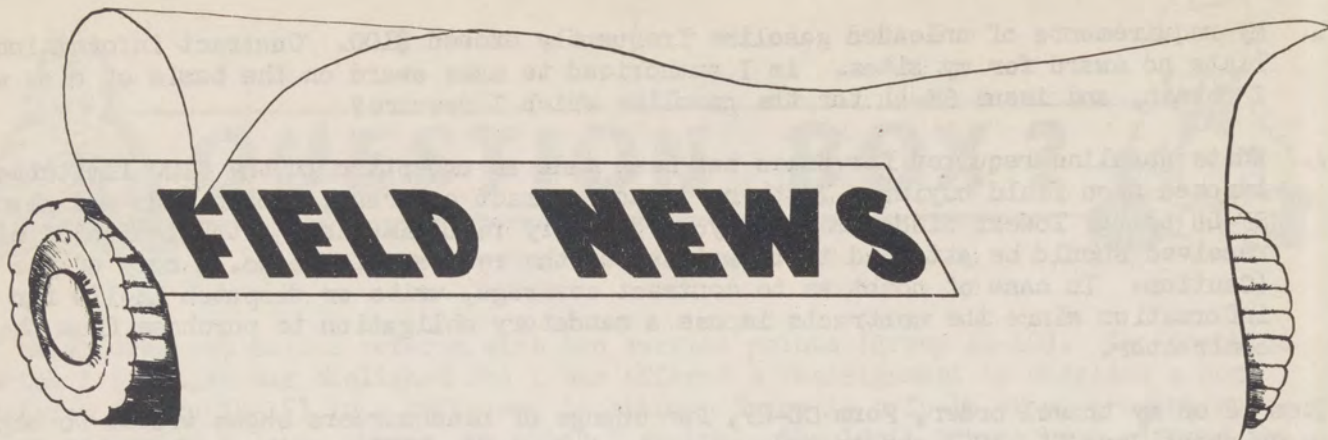
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"AIRLINES STUDY NEW CLIMB PROCEDURE TO MINIMIZE NOISE NUISANCE"

"Demonstrations were conducted this week at Newark Airport by the National Air Transport Coordinating Committee of a newly proposed airline operating procedure whereby aircraft will take off and climb to an altitude of 1,200 ft. in a shorter interval of time and thereby minimize the noise nuisance in communities surrounding major airports. Five trial flights using an Eastern Air Lines Super Constellation were conducted for the benefit of the Mayors' Committee of Newark Airport, group representing northern New Jersey communities to protest airport's reopening last November.

"Basis for new airline procedure was developed by a joint committee of Air Line Pilots Association and Air Transport Association formed at the request of the CAA and CAB. Committee's recommendation now being studied by individual airlines spells out four considerations in arriving at optimum anti-noise takeoff procedure, including lesser rates of acceleration after take-off; lower climb airspeeds; use of higher power settings in climb; and revised wing flap management, all to produce a steeper climb gradient."

American Aviation Daily - 6/19/53



This portion of the News is reserved for the use of field employees. It contains news items concerning activities at various field locations, which are of interest to all personnel.

These news items are solicited on a scheduled basis by letter from three or four locations each month. However, if you know of some item of interest from an aviation standpoint in any area, please feel free to submit it to LA-65 at any time.