REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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SITTING IN CLOVER

By

Santa Monica Hangar Personnel

In a field of "Clover" some five miles north of Los Angeles International Airport, ten miles southwest from the foot of the Hollywood Hills and two miles east of the Pacific Ocean in the Town of Santa Monica lies Clover Field, home of the CAA Aircraft Service Branch Hangar.

We are a little-known service organization of the 4th Region Civil Aeronautics Administration and together with other divisions of the 4th Region feel we are part of a team contributing to the safe operation of our whole Federal Airways System.

Our basic mission is to keep the 4th Region CAA aircraft maintained in an airworthy condition to meet flight operation schedules and reservations. These aircraft are utilized for three purposes: - - (1) calibration and flight checking of the Federal Airways Navigational System amounting to approximately 80% of the total flight hours allotted to this region; (2) pilot proficiency by Aviation Safety and other personnel; and (3) travel when funds permit and it is more economical to travel in CAA aircraft than by other means.

The airplanes assigned exclusively for Federal Airways Flight Inspection duty are actually platforms to transport expensive and sensitive electronic equipment to the right place in the sky to make sure that the electronic navigational aids of our Federal Airways are operating satisfactorily and calibrated with a precision that allows transit aircraft to pinpoint their location at any time.

Since 1950 to the present time 4th Region CAA Aircraft have logged 11,229 hours, a distance flown totaling 1,796,640 miles without injury to flight personnel or passengers, and now cover an area approximately one third of the United States in their flight operations.

Our staff of aircraft maintenance personnel consists of a shop foreman, full time inspector, and certified Aircraft and Engine mechanics, representing a total of 142 years combined experience in aircraft maintenance. (Continued on next page)

Although the operation and maintenance of aircraft is sometimes called a "nervous" occupation, most of the people engaged in this field will tell you this is a fallacy - - the days of dare-devil stunt pilots are just about gone and this is true of the haywire repairs practiced in days gone by, particularly when the barn-storming pilot's tried to keep their crates flying.

Aircraft are now comparatively complicated and the problem of keeping modern aircraft operating efficiently is basically that of following a set of rigid standards developed over a period of years by trial and error. CAA owned aircraft are no exception - - the theory of "do as I say and not as I do" is no more, and we in the CAA Hangar are governed by Standard Practice and Maintenance and Operation Manuals developed by the CAA Aircraft Control Division in Washington, D. C.

CAA Douglas and Beechcraft aircraft are returned to the CAA Aeronautical Center at Oklahoma City approximately every 1000 hours for major inspection. While assigned to the regions these aircraft are given periodic inspections by Aircraft Service Branch personnel every 75 hours of flying and the type and degree of maintenance performed is listed on standard inspection forms designated #2, #3, and #3A.

A very important part of aircraft maintenance is the smooth flow of parts and material from the source of manufacture to the mechanic doing the work. The CAA Hangar is no exception. We have a smooth-running, efficient, and up-to-date stock and tool section. A system of automatic stock replenishment is now in operation based on a running type of inventory coordinated with the Aeronautical Center Warehouse. Aircraft stock and stores now available at the hangar amount to approximately $200,000.

It would be difficult to say one section is more important than another at the CAA Hangar, and again teamwork is the secret of an efficient branch. The Federal Airways Electronic Laboratory located in the CAA Hangar is another section of the Aircraft Service Branch team.

The airways of the eleven western states (Region 4 territory) has in their network 122 commissioned visual omni-range stations, 57 distance measuring units, 105 low frequency radio ranges, 31 instrument landing systems, 5 airsearch radars and 1 precision approach radar, not to mention a host of marker receivers, homing transmitters, control towers and communication stations, all of which must be flight checked in one manner or another, with equipment installed and maintained by the CAA Hangar Electronics Laboratory. The electronics laboratory was designed and is set up to test, repair, and adjust every piece of equipment in the airplane with the impressive array of all types of test equipment.

So - - when you see that big airliner boring into the blue overhead or slipping down the Instrument Landing System at Los Angeles International Airport, remember we're on the team that "keeps them flying."

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7/1/55

Regional Administrator's Column

On the second day of June a small group of top ranking Reserve Officers departed Travis Air Force Base on a special military mission for two weeks temporary duty working out of Headquarters, Far East Air Forces (FEAF), Tokyo, Japan. Your Regional Administrator was a member of this group - - in fact he was the "rankest" member of the group. We were given briefings on our U.S. military mission at each of the principal Air Force Headquarters in the Orient, including Far East Air Forces, Tokyo; 5th Air Force, Komaki Air Base, Nagoya, Japan; the advance bases at K-55, Osan, Korea and K-16, Seoul, Korea; Headquarters, 314th Air Division, Kadena Air Base, Okinawa; Headquarters, 313th Air Division, Naha Air Base, Okinawa; 13th Air Force, Clark Air Force Base, Philippine Islands; Far East Air Logistic Force and the 315th Air Division at Tachikawa Air Base, Japan; and Headquarters, Pacific Air Force, Hickam Air Force Base, Honolulu.

We travelled to Tokyo and back via Military Air Transport Service on a passenger version of the Boeing C-97. Incidentally all of these planes have rearward seating. On the outbound flight we went by way of Honolulu and Wake and on the return flight refueled at Midway.

In addition to inspecting military establishments and installations, our mission included a look at the industry and economic situation of the countries visited. We visited the Mitsubishi Aircraft factory which is presently overhauling and repairing aircraft under contract with the United States Air Force; the Noritake China Company in Nagoya, and the Benbo Lacquerware factory in Naha. Both of these cities, Nagoya and Naha were virtually destroyed by bombing during World War II, and both have been almost completely rebuilt as modern western type cities with wide streets and well constructed buildings. Of course many of the native type one and two story frame structures are also prevalent.

One of my most positive impressions of the Japanese is that they are a very industrious people. For example, the waitresses in the hotel dining room actually run from your table to the kitchen. They are willing and do work long hours to accomplish results. Contrary to some reports in the press, I got the impression from the man on the street that the presence of the United States forces is not unwelcome, although I think we can anticipate the time when they will desire to take over their own responsibilities in the matter of air defense, and we are actually helping them to prepare for that time.

Korea is a destitute country. The government has a tremendous problem maintaining its defense structure and in trying to develop a sound national economy.

Our friends in the Philippines have rebuilt much of Manila, notably a number of fine government buildings; and universities and churches are being rehabilitated. Here we flew over Corregidor and viewed the wreckage of the buildings above ground.

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CAA AGENTS EVEN READ SMOKE SIGNALS
AS PART OF LIGHT PLANE SAFETY PROGRAM

"How," asked an astonished bystander, "can you learn anything from that?"

He was staring at the tangled wreckage of a small aircraft, and talking to the Civil Aeronautics Administration agent responsible for investigating the accident.

Actually, the CAA general safety agent spends only a small part of his time in accident investigation, but he has a neat bag of tricks available when he needs them.

In order to prevent recurrence of accidents, the CAA investigates all which involve aircraft under 12,500 pounds. Chief responsibility for investigating large aircraft accidents rests with the Civil Aeronautics Board. Every incident in which damage exceeds $100 comes under the definition of an "accident". There were about 3,000 small-plane "accidents" last year, of which only a small portion resulted in death or serious injury.

Results of these investigations serve many purposes. They indicate, for one thing, the areas in which the CAA can most profitably focus its accident prevention efforts. They give clues to needed changes in the Civil Air Regulations, and to improvements which can be made by aircraft manufacturers.

As might be expected, the causes are obvious in a relatively high proportion of the accidents, and these require little time for investigation. But the CAA agents are trained not to jump to hasty conclusions.

Early last August, for example, a two-passenger airplane crashed at takeoff at Van Nuys, California. It looked like the familiar loss of control - - maybe a stall too low for recovery. Nevertheless, the general safety agent went over the wreckage inch by inch.

When he had nearly finished, he noticed a broken control cable. Cables commonly break on impact - - but wait! The strands were corroded - - all but two or three with shiny ends. Had the cable failed in flight?

The CAA Office of Aviation Safety took immediate action. Its engineers confirmed the agent's diagnosis. Simultaneously, orders went out to spot check other planes of the same kind in the vicinity.

The spot check revealed more frayed and corroded cables at a point where the cable makes a rather abrupt turn. Word was flashed to the Washington CAA offices, and a national directive went out ordering immediate inspection of control cables. Press and radio helped carry the word, and within a few days almost every plane of that make had been inspected.

The result? Scores of dangerously corroded cables were discovered and replaced by owners, some of whom may owe their lives to a CAA general safety agent who took a little extra care in a "routine" investigation.

At least one general safety agent in each CAA office has been through a special investigation course at the CAA Aeronautical Center in Oklahoma City. This may not

(Continued on next page)

make him a super-sleuth, but it gives him a good basic knowledge of investigative procedure.

Many tricks of the trade are obvious - - after they are pointed out. One of the first things an agent needs to determine, for example, is whether the airplane engine was developing power at the time of the accident. How does he do this? He merely looks at the propeller.

If the propeller blades are bent or broken in a direction opposite to rotation, the engine was developing power. As additional evidence, a power-driven propeller usually makes deep gouges or scratches at right angles to the direction of the aircraft. A propeller which bends or breaks in the direction of the tail is evidence of power failure in the air.

Metal breaks in various ways; each leaves its record for the agent. A fatigue failure, for example, leaves a typical wave-form or clamshell pattern on the broken end. A piece breaking in tension is narrowed at the point of break, with a cup-cone formation and velvety appearance. A shear failure produces a surface which looks like cake sliced with a dull knife.

Instrument readings after an accident are notoriously poor evidence, since they frequently change on impact. Often, however, the indicator hand, on impact, will make a mark on the dial showing what the true reading was at the time.

Even smoke signals give clues to alert investigators. Did a fire cause an accident, or did fire result from impact with the ground? The investigator studies the direction of the smoke streaks on the wreckage. If every streak is vertical, he can be quite sure that the fire occurred after the parts were on the ground. Any non-vertical smoke streaks will point unerringly to the area of in-flight fire.

Altogether, CAA's 270 general safety agents spend perhaps ten to fifteen percent of their time in accident investigation. The rest of their time is devoted to inspection of aircraft, certification of pilots, and carrying the gospel of safety to the owners of the 50,000 executive, private, and industrial aircraft.

Constantly improving safety statistics show how well their work is paying off.

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FORMER CAA EMPLOYEE PASSES AWAY

On June 4, 1955, George C. Wilcox passed away due to a sudden heart attack. The deceased was one of the original tower operators at the time the Port of Oakland started traffic control in April, 1937 at the Oakland Airport.

Mr. Wilcox became a Federal employee in March, 1942 when the CAA assumed operations of the Oakland Tower. On December 1, 1943, he was appointed Chief Controller at the Palm Springs Tower, and remained in that position until November, 1945 when that facility was decommissioned, at which time he returned to Oakland Tower as a Controller. On July 1, 1946, he transferred to the Facilities Division as a Radio Technician at Oakland, later transferring to the Alameda Naval Air Station as a civilian supervisor of radio and radar technicans, which position he held at the time of his death.

Many CAA personnel will remember George as a pleasant and congenial co-worker, and his death is mourned by those who knew him so well at Oakland.

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QUESTION BOX?

Q. Can overtime be listed on the T/A prior to completion of 40 hours worked in any particular calendar week?

A. Yes as a tentative entry. Work on a Regular Day Off (RDO) is normally your sixth day of duty during the week even though it is the first day of the week. The only way it would not be an overtime day is for you to separate or go on LWOP before your regular 40 hours were completed. When you are in regular duty or leave with pay status for 40 hours, your RDO is an overtime day. Time & Attendance reports should indicate 2 RDO's for each week so the Payroll Section will not have to question what your established work week was.

Death Benefits

Q. How much survivor annuity will the widow of a deceased employee receive?

A. She will receive one-half of the annuity earned by her husband at his death. To illustrate:

Annuity earned by husband at death	$1,608
Annuity payable to widow (one-half)	804

Q. When does the annuity due the widow of a deceased employee begin?

A. If no eligible children survive, it begins on the first day of the month after she reaches age 50, or on the first day of the month after her husband's death if she is then beyond that age. If an eligible child survives, the widow's annuity begins on the first day of the month after the employee's death, regardless of her age.

Q. How long will the widow of a deceased employee continue to receive the annuity?

A. It will be paid to her until the end of the month before she remarries or dies.

Q. How much survivor annuity will each child of a deceased employee receive?

A. (a) If both the widow and an eligible child (or children) survive, each child will receive the least of these amounts: (1) one-fourth of the annuity earned by the father; (2) $900 divided by the number of surviving children; or (3) $360.

(b) If no widow or widower survives, each child will receive the least of these amounts: (1) one-half of the annuity earned by the deceased employee; (2) $1,200 divided by the surviving children; or (3) $480.

To illustrate:

Deceased employee survived by widow and 2 children	
Annuity earned by employee	$1,536
Annuity payable to widow	768
Annuity payable to each child	360

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Another impression of the Orient, particularly Japan, is the combination of the ancient and the modern, side by side. Here are men with "A" frames on their backs carrying burdens that appear beyond human ability. Bicycles and motor-cycles - - bicycles with trailers - - three wheel passenger and cargo vehicles - - and a goodly number of late model automobiles and trucks. As you drive by the rail terminal, modern electric trains. In dress, everything from the Japanese Kimono, piled up hair-do, and wooden (geta) shoes, to all styles of western dress, including school girls in middy blouses and skirts. Another example was at the Noritake China works where there are many hand processes combined with mechanical conveyors and machines, and even an IBM accounting system. Truly a land of contrast, but a people of energy and ambition.

One of the things which favorably impresses the taxpayer is the extent to which the military is utilizing native help at a substantial saving. In many places the estimate was over 50% of indigenous personnel performing both skilled and unskilled jobs. In the repair bases, in the supply warehouses, in the motor pool, in the post exchanges, and just everywhere savings are being effected by the use of civilian natives instead of military personnel.

In Tokyo we enjoyed a sukiyaki dinner - - removing our shoes to enter the house - - sitting on the floor - - drinking hot saki wine -- watching the preparation of the meal - - and being entertained by music and dancing - Geisha girls no less!

In the Philippines we visited a native village, Angeles. It was Sunday and the natives were out making use of the many horse-drawn passenger carts - - calissas. The horses are miniature - - hackney size, and the fare is 10 centavos a mile. We saw gamecocks being prepared for the afternoon fiesta. We also visited the pigmy tribe of Negritos in Bologna Village, just outside the side gate of Clark Air Force Base. This is a primitive tribe that makes bows and arrows and fancy knives with bamboo sheaths for sale to anyone who will buy. They wear little or no clothing from the waist up, and not much more below.

Both in Seoul and in Manila many jeeps have been converted to taxicabs and even buses. In Manila they have been converted to a rear entrance and a canopy top. The buses operate over fixed routes for a 10 centavo fare. The taxis will carry you anywhere. I saw as many as eleven people in a jeep bus.

Enroute we saw our own CAA Station at Wake Island and it appears well operated and efficiently directed by "Dud" Mussen. We saw the gooney birds at Midway. Had luncheon with Hal Carrick and Dick DeLamarter and their wives in Tokyo. Saw Ed Smith, Bud Olson, Ted Johnson, and several others in Honolulu. We visited the Veterans' Memorial Cemetery in the Punchbowl Crater overlooking Honolulu. Ernie Pyle is buried here among 14,000 World War II veterans. We saw the beautiful flowers and shrubs of Honolulu. But - - - the most beautiful sight was early Thursday morning, June 16, when as the sun rose, we sighted on the horizon the Farallon Islands, Mt. Tamalpais, and Mt. Diablo as we approached the California coast and the good old USA.

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TRINIDAD, COLORADO

COMMUNICATION STATION: This might be appropriately entitled "Lowlights Report" as the Trinidad Communications Station experienced almost total communications failure during Trinidad's worst flood in history.

Rain showers started Tuesday (17th) at 5:00 PM turning to steady rain at midnight Wednesday with continuing light or moderate rain until 5:15 PM the 19th. During this period we recorded total precipitation of 4.79 inches.

Wednesday afternoon the Raton, New Mexico VOR reported out and SES Githens departed for same. Last information received by station at 6:30 PM was that he was stuck between highway and VOR and State Patrol going in after him. He eventually returned home to Trinidad the next evening after travelling 450 miles due to highways south of Trinidad washed out (regular distance 53 miles.) During the night (early Thursday morning) the Purgatoire River, which splits Trinidad into northern and southern sections, and Raton Creek, south of Trinidad, began flooding rapidly and by 8:00 AM all 3 bridges across the Purgatoire in Trinidad were closed. The new Freeway overpass remained open until about 10:00 AM. Necessary workers were transported across the river in high-wheeled National Guard trucks until approaches washed out. Both railroads and all highways, with the exception of US 350 for a few miles to the northeast (our airport road), closed due bridges out and other damage.

182310M - commercial power off to airport and range station and remained off until 212200M. Range and control station operated on standby power plants during this time. We were without airport lighting, water, sanitation facilities and refueling during the period of commercial power failure. Station phone, interphone circuits GFP-7746 and 7775 and teletypewriter circuits 8009 and 8181 all failed at 190548M due complete cable break across the river. During the latter part of the mid watch, erratic range operation (mostly off) resulted due engine-generator trouble. Sourk and Rushton relieved shivering Spencer (no heat) at 0800M (still 19th) but Rushton returned home in order to be available for evening watch in case Janik could not report (he couldn't, being marooned on north side of the city.) ET Jamieson restored normal E/G operation at 0954M and Range operation was normal thereafter. At this time, an enroute Navy aircraft was utilized as a relay station and arrangements were made to have Pueblo guard our low frequency range and we guard Pueblo range for handling necessary communications such as Notams, IFR Progress Reports, Circuit Notices, etc. This voice channel remained our only means of surface or point-to-point communications until interphones returned to operation next day 201338M. VHF air/ground communications remained normal at all times.

After 191000M the two sections of the city were isolated without means of transportation between them. City officials requested the services of a helicopter for emergency transportation. (Continued on next page)

At about 2030M PUB advised Rushton that the helicopter had left Fort Carson, and should arrive about 2145M. Rushton informed PUB to advise the aircraft that he would have his car and CAA truck on the ramp with lights on (total airport lighting consisted of 2 desk lamps in operating room plugged into the emergency power circuit.) Sourk monitoring at home called the sheriff and asked him to send out a car equipped with spot light, also to provide transportation for crew. No communications between the airport and city. Helicopter arrived okay. Early next morning six additional Army emergency aircraft arrived.

After the rain stopped about 1700M the 19th, flood waters started to slowly recede. At about 200700M one bridge was reopened to one-way passenger car traffic, and later in the afternoon to two-way traffic. A second bridge opened late the 21st. Two bridges in city still out.

Friday morning advised Continental Airlines Station Manager we would handle essential company messages on our voice emergency communications circuit in order that their morning flight (120) due at 1120M could operate into and out of Trinidad. He returned to the city to phone various messages (at 0800M) and arrangements were made to have surface mail handled into and out of Trinidad on this flight. No mail had moved into or out of Trinidad since late Wednesday night. This flight was also the first commercial transportation in and out of Trinidad since Wednesday night. Before time for the afternoon flight our interphones were back in at 1337M and CAL was permitted to handle essential company data by interphone. CAL remained without any type or means of communications, including phone, until late the 21st. During this time they handled their routine traffic by phone in the city.

Our interphones and circuit 8009, Service "A" were restored 201338M. Commercial power at 212200M. Station phone restored 221100M. With restoration of circuit 8181, Service "B", at 231214M, we were completely back to normal operations.

Estimates of damage range from two to four million dollars.

BRYCE CANYON, UTAH

COMMUNICATION STATION: Beacons, a navigational aid, for what? The experience we just had at Bryce Canyon was certainly out of the ordinary. Mr. Kittams, a gentleman visiting this area from Great Falls, Montana came into the station at 9:30 PM and advised John Keith, AOS on duty that he had lost his two small sons, ages 8 and 5 at about seven thirty, in the rugged terrain east of the station, while searching for petrified wood. After questioning Mr. Kittams, Mr. Keith was able to identify their location.

The Park Service and the City of Panguitch were both alerted to this emergency, and gratifying to us was their wonderful cooperation shown in this emergency. Cars came by the dozens to help with a search for the two missing boys.

The missing boys walked into the airport and knocked on the door at eleven forty PM under their own power, attracted by the beacon light first, and later by the field lights. Rather than follow any unknown roads, these boys had taken the most direct route, over some pretty rugged terrain to get here.

Result: Two very weary, scared little boys and two very happy parents, thanks to a beacon light.

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SUGGESTION PROGRAM

With the Pay Raise now an accomplished fact, there are a lot of smiles going around -- but there are some special smiles being flashed by a couple of surprised Facilities Division employees. Both John O. MacKinder of Los Angeles Radar and John Eagen of the Establishment Branch are $125 richer because of recently adopted suggestions - - -

John O. MacKinder	Radar Technician in the Facilities Maintenance Branch whose headquarters are at Los Angeles, received a $125 Cash Award for his suggestion concerning the modification of Medel DTB Distance Measuring Equipment. His idea was adopted by Washington on a National basis and an appropriate circular letter was issued directing that this modification be installed.
John R. Eagen	Electronic Engineer received his "Green Paper" for suggesting "Manual control of individual transponder identity keying". This suggestion has been adopted nationally.
Howard S. Pyle	Electronic Engineer in Seattle designed an access platform for the Delta type antenna structures on UHF and VHF antennas. Mr. Pyle was granted a $50 Cash Award for this safety design.
Edgar J. Durbin	Supervisory Electronic Specialist in the Facilities Division, Denver, was granted a $50 Cash Award for his suggestion to modify the multiple reperforator set associated with CA-1120 Medis Equipment.
Thomas F. Dowling	Assistant Station Chief at Albuquerque, New Mexico, under the Airways Operations Division was granted $50. The Board also recommended his suggestion be forwarded to Washington for further study. Mr. Dowling's suggestion concerned "Weather Display Boards". These Boards are being installed at eleven stations in the Region.
David J. Lindberg	Supervisory Electronic Specialist at Ephrata, Washington under the Maintenance Branch of the Facilities Division was granted a $50 Cash Award. Mr. Lindberg's suggestion concerned "Washington State Patrol reporting of burned-out beacon lamps". This idea has proved to be a time saver and may be used at other locations.
C. W. Larsen	Deputy Chief, Airways Operations Division, was granted a $10 Cash Award for detecting that hot water could be piped into the Regional Office's rest rooms for greater employee welfare.

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Stanley O. Styles	Electronic Technician (Piloting) in the Flight Inspection Branch of the Facilities Division with headquarters in the Regional Office was granted a $10 Cash Award. Mr. Styles' suggestion concerned "Ozalid Reproduction-manhour savings and greater utilization of Ozalid machines".
Jerome L. Tonkin	Electronic Specialist at Redwood City, California, under the Maintenance Branch of the Facilities Division was granted a Certificate of Commendation. His suggestion concerned "Modification of cover of Radio Frequency Shift Exciter Type CA-1271". A Certificate of Commendation was recommended inasmuch as it was placed into effect at the Belmont Station.

Recognition has also been given to the following for their adopted suggestions:

Audrey Hooshagen	Clerk-Stenographer, Property Management Branch. Her suggestion concerned "Ventilation" in the Regional Office.
Richard W. Bullard	SES, Pueblo, Colorado. Mr. Bullard's suggestion concerned "Rental of Post Office Boxes".
Edward J. Ball	Electronic Specialist, Phoenix, Arizona, suggested "A DME/DTB Modification to Permit Identity Keying by turning on a switch".
E. P. Simonds	Chief, Budget and Management Branch. His suggestion resulted in a joint Facilities Division and Airways Operations Division memorandum regarding minor maintenance of equipment.

As you read the above suggestions, some of you may have thought about them before too but did not take the time to type them up and mail them in.

We urge you to submit any worthwhile ideas that come to your mind. If you failed before, don't be discouraged - try again won't you?

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V. P. P. NOTES

During the month all facilities were provided with copies of a composite of all the rules pertaining to V.P.P. There are a few extra copies available through LA-381.1 if needed.

Our fund is at about $7500.00.

We have a limited supply of a printed form addressed to new employees which briefly explains V.P.P. and how to join. If you need some they can be supplied by LA-381.1. LA-90 (Personnel) is forwarding one of these with the Oath of Office and other papers to all new personnel but you may want a few on hand.

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DIVISION HIGHLIGHTS

AIRPORTS DIVISION

Mr. Charles S. Benson was appointed to the position of Deputy Chief, Airports, Division, and officially took over his duties on June 16, 1955.

Mr. T. Edward Davis has been appointed Chief, Airport Operations Branch to succeed Mr. Arthur E. Aldrich who is retiring. Mr. Davis will officially take over the position on July 5, 1955. He was formerly Chief of the Airport Operations Branch in the old Fifth Regional Office, Kansas City, and following consolidation in 1953, to the present time, he has served as Legal Assistant to the Regional Attorney in Kansas City.

All District Airport Engineers attended a conference in the Regional Office on June 22 through 24. Mr. Herbert H. Howell, Director, Office of Airports, Washington, D. C. was also present during the conference for the purpose of discussion of the tentative 1956 Federal-aid Airport Program.

All Grant Offers included in the approved 1955 Federal-aid Airport Program were issued prior to the deadline date of June 30, 1955, with the exception of Twin Falls, Idaho. This project was tentatively withdrawn pending continued service by United Airlines at this site.

Mr. Charles J. Winger, Chief, Airports Division, attended a public hearing called by the Navy regarding joint military-civil use at the Hillsboro, Oregon Airport.

GENERAL SAFETY DIVISION

The upward trend in over-all General Operations activity has apparently continued during the month of May in spite of comparatively poor weather in many areas of the region. Several district offices report a sharp increase in student training activity and ID card issuance, which provides a fairly accurate barometer of general activity and interest.

The Boise, Medford, Portland, Yakima, Helena, and Albuquerque offices report working closely with operators and state and federal forestry officials in final preparation for the 1955 Forest Spraying Program, which will begin shortly. The magnitude of this activity can best be appreciated by considering the schedule of operators in the Yakima area, as reported by the Yakima District Office.

> Central Aircraft Company of Yakima has recently finished a 33,000-acre Gypsy Moth control project in Michigan, using five Stearman aircraft and have yet to complete the following projects under contract: New Brunswick Spruce Woodworm control project, 300,000 acres to be completed by ten Stearman aircraft; New Mexico, 171,000 acres Spruce Budworm control; Oregon 230,000 acres Spruce Budworm control, using approximately fourteen Stearman aircraft and one Boeing 247; Montana, 170,000acres Spruce Budworm control, using three B-18's and four Stearman aircraft; New York, 38,000 acres Gypsy Moth control, using five Stearman aircraft. Westaire, Inc. of Yakima has a contract for 200,000 acres Spruce Budworm control in the Sawtooth Mountain area of Idaho, using two tri-motor Fords, one Fairchild, one TBM, and approximately six Stearman aircraft.

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Very successful flight clinics were conducted during the month by the Van Nuys, Seattle, Portland, and Albuquerque offices and will be reported on individually. Plans are under way for the conduct of several more during the month of June.

The Sacramento office reports that four flight instructor meetings were held throughout the district during the month of May, with approximately forty flight instructors in attendance. Such meetings provide an excellent opportunity to review CAR and CAM 20 with the instructors, to achieve greater standardization in their application, and to apply emphasis to those critical areas identified in our accident investigation and follow-up program.

An increase in uranium prospecting, using airborne detecting equipment, was noted by the Reno ASDO during the month, with the expectation that it would remain quite intense throughout the district during the summer months. It was determined that the majority of these aircraft were based outside the Reno district, with some coming as far away as Seattle.

The Ontario office reports the successful completion of a private pilot air race from Hayward to Tucson on May 28-29. There were forty-five entrants, with four aircraft involved in accidents, although no one was injured.

Our Spokane office, in cooperation with the Spokane Junior Chamber of Commerce, has been active in an "Air Age Education" program in which the local high schools participated. Upon completion, examinations consisting of 100 questions were given to all of the Juniors and Seniors, with results indicating high grades by most students. The highest grade was 98%, turned in by a girl student. Agents Gillis and Beyer took a very active part in this program and, in addition, corrected some 3500 examinations.

Considerable interest in home-built aircraft is reported by the Van Nuys ASDO. One experimenter in the desert area is converting an Ercoupe to a flying wing. This promises to be a very interesting project. The Glendale College Mechanic School graduated 41 students, all of whom took mechanic examinations for power-plant ratings.

A safety meeting was held in the San Diego district, which was attended by 25 members of the Experimental Aircraft Association. This is a new chapter recently organized in that area. The meeting was followed by a question and answer period conducted by Agent D'Estout.

During a special inspection of an Ercoupe, Agent Outcen discovered serious corrosion. This aircraft had been on the coast for some time. Numerous photographs were taken and added to an album of other aircraft defects, malfunctions, and failures. This album is being used very effectively by Agent Outcen in his preventive maintenance program and mechanic training projects. Several mechanic schools have compiled a collection of photographs of failed parts and components, which are used in classroom work with very satisfactory results.

Our Boise office reports a noticeable scarcity of certificated or experienced mechanics in their area. The repair stations throughout their area have a considerable backlog of work and could use a number of experienced mechanics.

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AIR CARRIER DIVISION

An indication of the tremendous increase in air carrier operations during 1955 is shown by the traffic figures recently released by United Air Lines for March, 1955. 292,000,000 passenger miles were flown -- an increase of 42% over March, 1954. Airplane miles totaled 8,800,000 -- up 23%; freight, 3,400,000 ton miles -- up 36%; express, 1,000,000 pounds -- up 36%; and mail (including first class), 2,400,000 pounds -- up 28%.

Our irregular air carriers are increasing their activities and are in the process of acquiring additional aircraft to meet the demands for more passenger and cargo business. At the present time, the Air Coordinating Committee is reviewing the matter of leasing aircraft to commercial air carriers; and should the leasing arrangements be conomically feasible, this move will have a definite effect on the immediate future of many of our air carriers.

Slick Airways has procured C-54 aircraft for use in their operations. This type aircraft has not heretofore been operated by Slick.

Pacific Southwest Air Lines has placed an order with Capitol Air Lines for delivery of another DC-4 aircraft. This is the third DC-4 purchased by Pacific Southwest Air Lines from Capitol Air Lines.

As a result of aircraft added to the fleets of several irregular air carriers and scheduled air carriers, training activities have been accelerated to qualify flight crews for these operations.

United Air Lines' Denver training center continues to be one of our major activities in the training area. The present Flight Engineer graduate rate approximates 25 each month. Pilot training at this center continues to require more man hours on the part of agents assigned to the Denver ACDO, and from all indications, this activity will continue to increase for some time to come.

United Air Lines is scheduling a Weather Mapping Radar Training School, and the first class will be June 6 through 10. The purpose of this training will be to bridge the gap between radio and radar for personnel now employed in radio overhaul and maintenance at the San Francisco base and who are not now familiar with radar principles. This will be a preliminary class to be followed by other sessions to be held in the fall of the year.

Training classes are also being programmed for June for United Air Lines' employees to be conducted by RCA at Santa Monica, California, and will involve instruction on the RCA AVQ10 model airborne radar. These training courses will be monitored by Electrical/Electronics Specialists.

Bonanza Air Lines has concluded an extensive pilot training program in operations, utilizing ILS and VOR facilities for which they have now been authorized.

Slick Airways' training activities for the month involved transition on the DC-4 for 23 pilots and co-pilots. In addition, a training course was established, utilizing the C-46, for recently employed pilots.

Northwest Airlines continues to be active in the field of training by upgrading and transition flight training for Seattle-based pilots.

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Pacific Northern Air Lines' L-649 training has been closely monitored by agents of the Seattle ACDO who conducted 10 rating checks during this period on the new Lockheed equipment.

In preparation for military dependent flights to the Orient, California Eastern Airways conducted wet ditching drills under the direction and with the assistance of the Coast Guard. Our agents participated in this exercise.

An Electrical/Electronics Agent is working closely with United Air Lines in their program of installation of airborne radar equipment in the Convair 340 aircraft.

Continental Air Lines will soon be embarking on a similar program as a result of their contract with RCA for C-band radar equipment for installation in their Convair aircraft. In addition to this expenditure, Continental Air Lines has appropriated ten million dollars for new aircraft which includes 5 DC-6B's and 3 Convair 340's.

The Continental Air Lines-Pioneer Air Lines merger has been accomplished with very few difficulties; and where difficulties have been encountered, corrective measures have been taken expeditiously. Continental has decided against operating the Martin 202 aircraft formerly used by Pioneer Air Lines. Officials of Continental Air Lines have indicated some interest in the Fokker and Viscount aircraft, two of the aircraft studied during a recent European trip.

As a result of recent CAB actions, it appears that greater stability will be realized in operations by States-Alaska air carriers. This action will permit Alaska Air Lines and Pacific Northern Air Lines to strengthen their financial positions and acquire needed aircraft and equipment.

Approval has been granted by the Port Commission to General Airways of Portland, Oregon, for the construction on the Portland International Airport of a hangar suitable for housing of a DC-4 aircraft.

Several flight tests have yet to be accomplished on the C-46 experimental aircraft by the Aircraft Engineering Foundation. However, there have been indications that this organization may present an application in the near future to use the aircraft in cargo operations as a service test.

United Air Lines are planning to establish a satellite maintenance base at Denver. A study of the available space and available manpower at their Overhaul Base at San Francisco indicated that neither were available to accomplish the anticipated workload. A survey of all available hangar space along the system was made, and it was decided that Denver had hangar space available and also manpower available locally. It is planned to operate the Denver Base out of San Francisco. Engineers and supervisory personnel will be transferred from San Francisco, and approximately 75 mechanics will be hired locally. It is planned to start operation about October 1955, when the summer schedules are cut back. At the present time, it is anticipated that this base will be in operation for approximately two years. Special engineering projects only will be accomplished, such as new interiors, installation of C-bank radar, etc.

Pacific Northern Airlines is employing cargo speed paks on the Constellation aircraft which have recently been placed in service. These speed paks, obtained from Delta Air Lines, are capable of a cargo capacity of 8,000 pounds and can be used with a

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sacrifice of only 5 knots airspeed. This innovation is important for the transportation of cargo to the Territory of Alaska.

An interesting report has been received from the Boeing Aircraft Company disclosing that on a recent test hop, their B-52 lost a section of flap during the take-off climbout. This section measured 4 x 8 feet, and the loss required a "flaps up" landing. The landing was executed utilizing less than 7,000 feet of runway at Boeing Field.

Westair Transport was engaged in the air lift of approximately 3,200 Mexican National farm laborers from El Paso to Saginaw, Michigan. Four C-46's were used in this operation. The operation was handled at El Paso where Westair facilities were inspected by an agent from the Seattle ACDO who also conducted an en route inspection over the El Paso-Saginaw route.

The contract for transportation of British West Indian laborers from the Caribbean Islands to the United states by the Flying Tiger Line is being expanded, and the air carrier contemplates the assignment of additional aircraft and crews to this operation.

The Los Angeles ACDO concluded the investigation of the TWA accident at Albuquerque, New Mexico.

Agents of the Denver ACDO assisted Air Force personnel in planning facilities and instrument procedures for the landing strip that is planned at the new Air Force Academy. Recommendations were made for integrating operations at this landing strip with those at Petersen Field, Colorado Springs.

West Coast Airlines is installing throughout their system new Western Union teletype equipment and is currently training station employees in the operation of this equipment. West Coast is anticipating a reduction in communications workload at their one-man stations, as well as a speed-up of all communications. This air carrier has installed a company VHF frequency of 127.1 mc to allow a continuous guard of company communications while working INSACS, tower, approach control and RAPCON facilities on other channels. This additional frequency in the ARC-1 equipment will eliminate the break in dispatcher-pilot communications when the aircraft is communicating with other than company stations.

Los Angeles Airways, Inc. is planning on expanding helicopter passenger service, and is presently involved in the site selection of additional heliports to supplement their present service.

Agents are busily engaged in the review of all departure procedures in cooperation with personnel of Airways Operations. Considering workload and other priority assignments, this work is progressing satisfactorily. All departure procedures for the states of Idaho, Montana, Oregon, and Washington have been reviewed to date.

Slick Airways reported increased cargo loads during the western states trucking strike.

Mr. G. V. Hughes, Airways Surveyor of the Australian Department of Civil Aviation, whose headquarters is in Melbourne, Australia, visited the Regional Office during the month to discuss air carrier operations. Mr. Hughes also visited the Burbank ACDO where he was escorted on a tour of Lockheed Air Terminal which is being considered as an alternate for Qantas Airlines. (Continued on next page)

AIRCRAFT ENGINEERING DIVISION

Aircraft Engineering Foundation personnel have advised that they plan to obtain approval of the prototype C-46 airplane in its present configuration on Form ACA-337 under CAR 3, after which the airplane will be returned to Flying Tigers for cargo use. The Foundation also has advised us to disregard all data submitted to date on the SR-406 modification program as they intend to submit a complete new data file.

Torsional vibration surveys have been conducted on the latest configuration of the Aerocar propeller drive system incorporating a Houdaille-Hershey torsional vibration damper and Hartzell HA12UF1/L8032-4 propeller. A 4-1/2 hour test run was conducted at critical second order RPMs. Magnaflux inspection following these tests indicated cracks in the extension drive shaft spline roots and in universal joints. Further modifications and tests are planned by the manufacturer.

The Boeing Model 707 returned to flight status after extensive repairs to the brake system. The damage reportedly was caused by overheating during the brake tests which caused fires and tire explosions after the gear was retracted. The test operations which caused this damage were abnormal and Boeing personnel do not consider that a design deficiency exists in the brake system. The airplane has completed two hours of test flying with the revised rudder installed. The results of these tests have not yet been released. The airplane is scheduled to be removed from flight status for approximately two months beginning the middle of June for installation of the in-flight refueling system.

The Douglas Model DC-7B was type certificated on May 25th. The first DC-7B airplane was delivered to PAA with saddle tanks installed. The second airplane, without saddle tanks, is an Eastern Air Lines version of this model. Considerable controversy has developed over the matter of a 1" HG increase in manifold pressure in high blower operation of Wright TC18-DA3 and DA4 engines. The issue first arose for the DC-7B airplane with DA4 engines installed; however, identical considerations apply to the Lockheed 1049G with DA3 engines installed. During the DC-7B flight tests, engine power calibrations showed an appreciable loss in horsepower. In order to achieve rated power, 1" additional manifold pressure was required. Wright had advised Douglas that the 1" increase in manifold pressure was satisfactory. This matter was coordinated with the Washington office with the recommendation that an appropriate engine specification change should be made. On the assurance from Wright representatives that this would be done, and the concurrence of Washington, Douglas was permitted to compute performance information on specification powers. Recently it has been learned that Wright has deferred action in obtaining CAA approval for this change. It was indicated that this delay was due to the possible requirement for engine tests to substantiate this manifold pressure increase. Wright chose to give this increase their approval by endorsement rather than by official specification change on the grounds that a 1" increase in manifold pressure was of minor significance. Several discussions have occurred between Washington Office, Wright, and Regional personnel regarding this matter. If no increase in manifold pressure limits is approved, the DC-7B Flight Manual will have to be revised to show performance based on calibrated power actually obtained during flight tests with the present specification limits on manifold pressure. Douglas is aware of this and reportedly are preparing to supply the necessary data in the event Wright is unable to obtain approval of the increase.

A considerable amount of basic data pertaining to the Douglas Model DC-7C has been submitted for CAA evaluation. Activity on this project is expected to increase rapidly in the immediate future.

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Douglas has announced that a decision has been reached to go ahead with the DC-8 airplane. Tentative plans call for flight tests in December 1957 with an estimated delivery date to the airlines of 1959. Information released describes the airplane as having four J57-type engines with provision for between 80 and 125 passengers. It is expected to cruise at 550 mph at altitudes above 35,000 ft. Its range is reported as being at least 3700 miles. Maximum take-off weight for overseas versions was reported to be 257,000 lbs., whereas the take-off weight for domestic versions will be 211,000 lbs. The airplane is expected to be operable from existing airports.

Flight tests on the Fletcher FU-24 airplane have been resumed. Preliminary indications are that several of the items previously considered unsatisfactory have been corrected. Additional marginal or unsatisfactory items discovered are excessive carbon monoxide and bad engine-propeller surge characteristics. These matters are being further investigated.

On the HJ-1 helicopter, Hiller personnel have prepared a proposal that this aircraft be evaluated in a combined fashion as a single and as a multi-engine helicopter. The purpose of this proposal is to achieve acceptance of the power-off autorotation landing characteristics which are considered unsatisfactory for a single engine helicopter. The Hiller proposal involves numerous policy matters which may require co-ordination with the Washington office and/or the CAB.

The TWA version of the Lockheed 1049G airplane has been type certificated. Clean-up items and the preparation of a TIR on this model are under way.

Lockheed has announced that AAL has issued a Letter of Intent for the purchase of 35 of their Model 310 "Electra" airplanes. This is reported to be a turboprop airplane having four British or American turbo-prop engines installed. The delivery of the first airplane is scheduled late in 1958. The Lockheed announcement described the airplane as follows: gross weight - 98,500 lbs.; crusing speed - over 400 mph; range - 2000 miles; passengers - 70; fuel - 4178 gals.; cruising altitudes - up to 30,000 ft. An expedited engineering program is under way on this project and an Application for Type Certificate is expected in the immediate future.

It was recently learned that the previously established "transport settings" for carburetors on Pratt & Whitney R-2800 engines has developed into a potentially serious and currently unsatisfactory situation. In order to protect against engine cylinder service difficulties, Pratt & Whitney apparently have established initial fuel metering characteristics for carburetors in the "rich" range to a degree that significant power losses can occur in the auto-rich mixture control position, and that manually "leaning" by reference to fuel flows appropriate for maximum continuous power must be accomplished in order to obtain maximum rated power from the engine. This becomes a serious safety item because, under emergency conditions with one engine inoperative, it is assumed that airplane flight manual performance at maximum continuous power can be realized with the mixture control set in auto-rich. It is understood that the initially rich setting prescribed for new or overhauled carburetors has been adopted to compensate for "leaning" of carburetors as service time accumulates, in order that "leaning" into the detonation range at maximum power may be avoided. This matter has been discussed at length with Pratt & Whitney and Washington personnel and several letters have been exchanged on this subject. It is understood that corrective action will be taken by the Washington office in the immediate future.

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AIRWAYS OPERATIONS DIVISION

The Division Chief is on a field trip visiting CAA facilities in the states of Oregon and Washington.

The Deputy Division Chief, in cooperation with Chief, General Safety Division, served as "OA-55" during Operations Alert, 1955. Much preliminary planning and many reports were required prior to, during, and following the exercise. There were pre-arranged simulated attacks on Seattle, Portland, and Oakland where one simulated bomb was dropped and one attack at Los Angeles where three simulated bombs were dropped simultaneously. There was a surprise attack on San Francisco on the same day, June 15, where one simulated bomb was dropped. The Regional Administrator has been furnished with complete details regarding these, including recommendations and results of our experience in this exercise.

A meeting was held in office of ADLO Claar attended by Messrs. Dettman, ATA, Melden, Chief Pilot, and Pereira, Dispatch Manager, American Airlines, and 27th ADD personnel for the purpose of reviewing AAL procedures and practices occasioned by large number of intercepts of AAL aircraft. AAL agreed to several procedural changes to result in reducing number of unknowns. The Company promises corrective action.

A letter was supplied to United Air Lines over General Andrews', 27th ADD, signature commending Company on past period of several months with no unknowns. United has shown much improvement over past few months, credit for which goes both to the Company and to ATA.

ADLO Swanson arranged jet indoctrination rides with 25th ADD for Washington State Director of Aeronautics Charles Chester and Don Leonard, a member of his staff. The 25th ADD is also initiating a jet indoctrination program for local CAA personnel (RAPCON).

ADLO Simonson attended ADC conference at Colorado Springs June 7-10 concerning SCATER and related matters. He began annual leave June 20, returning July 21.

ADLO Firebaugh will be on annual leave from June 20 to July 2.

During the last 12 months the Los Angeles tower experienced 202 emergencies due to such things as failure or malfunctioning of engines; suspected faulty landing gears or brakes; suspected fire on board, etc. Most of these emergencies, of course, were precautionary measures only wherein the tower alerted the rescue equipment, fire equipment, etc. It does not indicate lack of safety but merely adequacy of preparation just in case something should be done to the aircraft. Charles Carmody, Washington Airways Operations Division, visited the commercial Boeing, Douglas, Lockheed, and Consolidated aircraft companies during the latter part of May and first of June to discuss jet operations and to try to correlate information between our operational requirements and whatever the manufacturers had in mind with regard to jet transports.

The Seattle Center is giving instruction to Larson AFB tower controllers preparatory to establishment of approach control. CAA regional office has recommended to Washington the establishment of approach control at Ontario, California.

The region prepared comments, together with personnel and technical requirements, for the new proposed ADIZ program which will become effective around September 1. The ADIZ concept will provide perimeter ADIZ around the United States with two north/south ADIZ - one towards the eastern part of the country and one out West. Free flight

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areas will then exist - one around the West Coast, one on the East Coast, and one between the western and eastern Defense Areas. The Albuquerque ADIZ will remain as at present. This will require rearrangement of certain AMIS lines and possible shift of personnel as well as some increase in our Center complements.

A meeting was held in the McChord area June 17 to discuss the proposed Victor Airways system between Portland, Olympia, Seattle, and Bellingham. Tentative agreement was reached by all concerned and the case will be presented to the Airspace Subcommittee in the near future.

We are getting ready to move into the new OFACS with "cut-over" scheduled to begin at noon June 29. We expect some publicity shortly on this new communication station since it is the most modern in the Service.

From June 17-19 Trinidad, Colorado experienced 4.79 inches of rain. Refer to the special report under Field News for additional information.

On June 15, C. Church, C. Van Horne, and J. Garrison of this region, together with representatives from 2nd and 3rd regions, visited the 15th Air Force at March Field to discuss SAC jet operations. As a result, we are presently studying the jet instrument approach and departure procedures which were presented at that time. SAC representatives were most cooperative and considerate of CAA's position and requirements with regard to their demands on our air space facilities.

Messrs. Taylor and Shivers from the Washington office began a visit of regional facilities on June 17. They visited the Regional office, Nellis AFB, Las Vegas, the Bay area, Seattle, and back to Washington.

Construction of a new Administration building at Ephrata, Washington was started June 11, 1955. The north wing of the old building has been removed and excavation for the new site has commenced.

A meeting was held in the Regional office on June 14, 1955, attended by airline representatives, the military, industry, etc., to review the region's long range navaid program. While ATA officially represented most of the airlines, there were 16 members of the industry and the military present. Conferees expressed general satisfaction and endorsement of the region's program.

In connection with our traffic flow chart study, we have found that only one other region has such a chart and it is several years old.

Plans have been initiated to implement proposed Fairchild RAPCON as a sector of the Seattle Center.

Initiated project on establishing high altitude sector at Los Angeles Center; also began plan for rearrangement of Los Angeles Center.

A survey is being conducted to determine current use of remote receiver antennae and sites which, in some cases, were installed many years ago.

Plans for new tower structure were returned to City of Reno for final preparation.

Arrangements were made to obtain 7 day traffic count at Stockton, California.

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AOS Kusrow is making preparations to go to IR assignment at Santiago , Chile. Indications are transfer will be effected June 30.

AOS Shaw has been selected for transfer to the Army at Fort Huachuca where he will assist in planning and coordinating traffic control and nav-aid experiments.

Made radio frequency studies of four locations involving multiple assignments.

CAA Frequency List, Part V - Mobile Units brought up to date for Fourth Region mobile units and current list forwarded to Washington.

A meeting was held in the regional office with telephone company and CAA representatives from Washington to explore with P.T.& T. and CAA field people simpler procedures for ordering services we want, methods of reducing paper work, and way to reduce amount of red tape to accomplish service and payment therefor. Results were good.

Service "A" and "C" receiving-only extended into Missoula W.B. quarters.

Coordination continues for change-over to new Western Union Type 54A message relay equipment in new OFACS quarters, San Francisco, June 29.

Coordination continues with Facilities Division for establishment new Service "B" area relay stations. Daggett and Lovelock are still in contention due to tight quarters and inadequacy of operating room.

Plans are being prepared for the removal of interphone circuit switching at Las Vegas, Nevada. These lines will be extended and the duties assigned to Needles station.

FACILITIES DIVISION

The Facilities Division conducted a familiarization tour of its facilities for the Clerk-Stenographers of the Division. Mr. W. K. Barry, SES at the Los Angeles International Airport, conducted the tour of one group the morning of June 21, and the second group on the 22nd. They visited the Mountain Top VOR, Localizer, UHF, ASR, PAR, Tower and INSAC. We were fortunate in having Mr. Graffins of American Airlines conduct the groups through a DC-7 where they observed on the panel of the aircraft the instruments used in flying the CAA navigational aids. Mr. Barry deserves a vote of thanks for the well organized fashion in which he conducted this tour, and for his most comprehensive and interesting explanation of the function and operation of each facility and what makes it tick. Our stenos thus saw, in third dimension, the facilities and the component parts, which they have been writing about. They returned to the R.O. inspired by a better understanding of our contribution to aviation and the nation.

Flight Inspection Branch

Earl Littleton, Recorder Operator who has been working with Claude Brand at Salt Lake City, has transferred to Honolulu to accept an Airborne Radio Technician position. We wish Earl the best in his new location.

Flight Inspector Joe Duncan has returned from two weeks active duty with the Navy at North Island.

Casa Grande, San Simeon and Deming VOR site tests have been completed. Flight checks indicated these locations satisfactory for permanent installations.

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Establishment Branch

At the time of writing, Mr. Triplett is in the State of Montana investigating our proposed improvements in the area. We have made various Administration Building studies within the Region including Portland, Oregon; Salt Lake City, Utah and San Diego, California, in regard to contemplated relocations and improvements. We have investigated and furnished recommendations concerning varying airport development proposals at Long Beach, Los Angeles, Fresno, San Francisco and Sacramento, California; Colorado Springs, Colorado; Billings, Montana; and Portland, Oregon. Details were developed regarding our overall program for the next year of problems that would be encountered and must be solved.

We participated in discussions of the EANF program with industry to determine their views so that they might be considered for changes in the program. A revised program of Category III projects for F.Y. 1956 was prepared and furnished the Washington Office.

Final details of the engineering student trainee program have been completed and these personnel are now entering on duty for employment during the summer months.

Jim Crenshaw completed installation of a delta antenna structure at Salinas, California on June 17; he is now at Hanksville, Utah supervising improvements in the water and sanitary systems of the station and quarters.

Frank Dettmer, Construction Supervisor, did a speedy job of installing a delta antenna structure at Cedar City, Utah, completing it June 3rd. He then proceeded to Carlsbad, New Mexico, where he is now in charge of the communications station remodeling, and building of the UHF and VHF antenna structures on the roof of the adjacent airplane hangar.

Ed Pardee and George Martin are continuing the modernization of electronic equipment at Las Vegas, Nevada CS/T. They have been joined by Fred Hempt. The installation of a new control desk has been added to their project.

Riley Harris, Bill Foker and Dave Hegland are modernizing electronic equipment in the Los Angeles ARTC Center. They have been joined by Murry Asilowitz.

Jim Cheatham and Carl Duncan are installing CONELRAD equipment in New Mexico until the Carlsbad INSAC renovation is completed and ready for A/G console installation. Bob Stramp was called to military duty this month.

Fred McCauley and Sam Rosenfeld completed Truth or Consequences INSAC modernization and completed the temporary move of the 3-rack operating position at Carlsbad INSAC to make way for construction of partitions.

Paul Allee and his crew, consisting of Earl Jobe, Dell Larsen, Dick Preator, Darel Preator, Rafael Lopez, Tommy Bracken, Tom Carrington, Hank Scribner, Max Harvey, and John Elwood have been very busy with installation of a dual console at Oakland and with final preparation for the move of OFACS operations into the new Administration Building at San Francisco. San Francisco INSAC operations are scheduled to be transferred to Oakland this week, with the OFACS move following next week. It has been a long stay in the Bay Area for most of the crew. They have been working hard and when the job is done we anticipate that most of them will heave a sigh of relief.

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Bob Payne and Clyde Olson have just completed modernization of the Control Tower at Boeing Field. The pictures Bob sent in indicate that he and Clyde did a fine job. Chuck Welchko and his tower crew seem to be quite happy with their new tower.

Howard Pyle and Jim Carr, with the assistance of some temporary help, are working on relocation of Seattle INSAC A/G console equipment to the fourth floor and on rearrangement of the teletype equipment for more efficient operations.

Fred Yandell finished modifying the Dubois, Idaho antenna structure and has moved to Dillon, Montana to inspect construction on a similar support.

Fred Lopez is winding up the leases for the Consolan facility which is to be installed in the San Francisco Bay area. This project has called for a maximum of diplomacy and sheer leg-work since the area involved consists of quite valuable farm land and prospective oil territory. We are sorry to report that Fred is leaving us at the end of June for a position with the Air Force. We wish him well in his new job.

Bill Beekman has been busily engaged in shaving off the top of a mountain in the Utah Lake area and constructing a road to this area. He reports the site is now ready for the VOR portable test unit.

V.O. Vick is supervising construction of the relocated San Diego VOR. This facility is somewhat unusual in that it will be placed on piling so that the floor will be about 6 feet above the present ground level.

During the month Tom Tarpo completed relocation of the Huntley Fan Marker building to Sheridan, Wyoming, where it is to be used as a storage shed. He also prepared the Kearney, Wyoming airway beacon for commercial power which is expected to be available early in July. Tom is now at Grand Junction, Colorado, where he will supervise the dismantling of the Grand Junction VAR. He will then move to Pueblo where he will supervise construction of the relocated VOR during the period Marion Duncan is on annual leave.

Marion Duncan is winding up construction of the Roswell VOR. He will next take a well-earned vacation and then return to Pueblo where he will relieve Thomas Tarpo as Supervisor of construction for the relocated Pueblo VOR.

Chuck Dickow, assisted by Maynard Hegland and Erwin Clark, completed the San Simeon and Deming VOR site tests. While in that area they also re-worked the antenna system of the San Xavier Fan Marker and shipped surplus electronic equipment stored at Tucson. The new Fan Marker antenna system turned outto be satisfactory and the San Xavier facility is now commissioned. We understand Erwin Clark was overly energetic in moving equipment around and as a result was on the sick list for a few days. We trust he is fully recovered by now. The next project for this crew is the site testing of the Utah Lake mountain top VOR site. This will be quite a change of scenery for them.

Emmett Whitney and Bob Crookshank finally conquered the gremlins infesting the Los Angeles VOR so we now have the sand dune VOR fully commissioned. Emmett and Bob have moved to Roswell where they are now busily engaged in reinstalling the VOR electronic equipment. They have been joined by Victor Beacken who completed Conelrad installations at Hassayampa and Cochise. Before going to Roswell, Emmett and Bob started the installation of the Prescott DME, but were forced to leave the installation at the 50% mark due to suspension of the DME installation program.

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Boyd Preece and Glenn Shoop continued with the VOR/DME/Conelrad installations at Lucin. They will need a rest before completing this project so they will be on annual leave for about 3 weeks.

Chuck Daggy, John Williams and Al Calloway completed relocation of equipment at the Oceanside "H" facility and are now installing the Oceanside VOR electronic equipment. In between John Williams is installing replacement equipment at the Julian "H" facility. He is being assisted by the newest member of our field installation force, Electronic Technician Donald Robb. We wish to extend our welcome to him as a member of the Facilities Establishment Branch.

Glenn Kassing and Herb Happoldt completed the Santa Fe DME installation and are now converting the Grants VOR antenna system to a 4-loop array and completing installation of the DME equipment. They will next take over the Lucin VOR/DME/Conelrad installations while Boyd Preece and Glenn Shoop are on annual leave. We understand Herb found the altitude at Santa Fe a bit disconcerting. Perhaps he is pleased that the Kremling DME assignment had to be cancelled.

Jim Cheatham and Carl Duncan are finishing the Raton DME and Conelrad installations. Jim says he had a session with the flu but believes he has conquered the bug.

Fred Hempt is now at Las Vegas, Nevada, where he is getting some first-hand field experience under the supervision of Ed Pardee. This crew is working on modernization of the Las Vegas CS/T.

Contract was awarded for resealing the taxiway at the Daggett, California Intermediate Landing Field to Protective Coating Engineers, Buena Park, California. It is planned to proceed with the work immediately. Dave Domaskin will supervise the work.

Contract was awarded for dismantling the neon approach light lane at Stapleton Field, Denver, Colorado to T. R. Jacks of Denver. Harry Mellen is supervising the job.

Plans and specifications are being prepared for the installation of high intensity approach light lane and ILS engine generator facilities at the Salt Lake City Municipal Airport.

Work is underway for locating and installing ASR-2 corner reflectors at Oakland, and San Francisco. This work is being supervised by Dave Domaskin.

Gene Newman, Construction Supervisor for the construction phase of the Portland PAR-2 installation reports satisfactory progress with the project approximately 85% complete.

The Portland IFR Room installation has been closed down due to the carpenter strike in the vicinity of Portland. It is anticipated that the strike will be settled shortly and work will proceed on this facility. The estimated completion date is about July 15, 1955.

The preparation of plans and specifications for the Cheyenne ILS have been completed and a proposal has been issued for the relocation of the Cheyenne ILS glide slope and middle marker facilities. Also, a satisfactory TUS site survey was completed at Cheyenne by Engineer Wes Martyn, Technicians Doug Brown and Red Pedri, and the wheels started rolling in the direction of relocating buildings and equipment.

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Frank Beauchamp and Bob Faul will lengthen their stay at Seattle/Tacoma installing new receivers, antennas, and a teletypewriter at McChord RAPCON upon completion of their ASR installation.

Don Hughes is representing the Establishment Branch as an observer of the acceptance of the Los Angeles ASR-3. It is estimated that the inspection will be complete on July 16.

John Eagen and Dave Earley represented the Regional Office in the preliminary acceptance of the Denver ASR-3 on June 17, 1955. Several problems to be resolved at the Washington level, plus the communications installation and training of personnel remain, prior to commissioning.

Conditional acceptance of the San Francisco ASR-2 Repeater was held on June 23 and 24. The equipment was commissioned for departure use only pending modifications to be resolved in Washington. John Eagen has handled the field installation with the cooperation of the radar maintenance personnel at San Francisco.

Joe Shukal is on sick leave recuperating from a lung operation. He reports he is recovering rapidly and hopes to be back on the job about the middle of July.

The UHF Program is starting to show some of the results of program expediting as a result of the addition of contractual services. The greater portion of the backlog should be taken up in the next few months.

Remote control equipment for the Phase V VHF links has not been received for Portland, Oregon; Los Angeles, California, Oakland and San Diego. Installation work at Los Angeles and Portland has been delayed because of non-receipt of this equipment.

UHF electronics work, supervised by O. F. Betz, was completed at Columbus, and Truth or Consequences, New Mexico. Crews assigned under supervision of Ed Alfonso completed work at Ellensburg, Washington and Redmond, Oregon and have moved to North Bend, and Eugene, Oregon.

The crew under the supervision of "Mac" McIntosh finished installation of UHF equipment at the remote site for the Los Angeles Center and INSAC. This project is now held in abeyance awaiting control equipment from AFS.

The crew under Wayne Brown stopped work at the Portland, Oregon station due to lack of control equipment, and is now in the process of installing UHF equipment at the Boise, Idaho CS/T.

The crew under the supervision of Phil Nicoletti completed work at the Spokane, Washington Tower and moved to the Seattle-Tacoma area for work at the INSAC and Center.

The crew under supervision of John Rathjen completed the Las Vegas, Nevada installation and has moved to Phoenix, Arizona.

"Mac" McIntosh was released to the Maintenance Branch and has departed for Butte, Montana where he is assuming Maintenance duties. We regret the loss of Mac's services to this section and feel that Maintenance has gained some valuable assistance.

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Orion Betz was reassigned to supervise Mac's crew at Oakland. Carl Weidert is temporarily filling in as contract crew supervisor at New Mexico. Elwood Marsden has been assigned as contract crew supervisor and is presently with Ed Alfonso for indoctrination in such supervision. Preliminary surveys were completed by Jack Riebe, John Reed and Bill Frehse at Daggett, Thermal and Blythe, California

Preliminary surveys are in progress and are being made by Olin Heikkola and Jack Riebe at Ft. Bridger, Rock Springs, Rawlins , Laramie, Casper and Sheridan, Wyoming.

Carl Hand returned from leave on June 20 and proceeded to Cedar City and Hanksville, Utah to conduct final inspections.

Final inspection at Delta, Utah was completed by Len LaFornara.

Construction work is in progress at Burbank, California; Bryce Canyon, Utah; and Trinidad, Colorado. Bob Nicholls and Bill Chambers investigated possible remote high sites at Monida Pass, Idaho and Bozeman, Montana. Also preliminary surveys were completed at Lewiston, Idaho, Bozeman and Dillon, Montana.

Mel Garfinkel and Jack Coogan conducted the final detailed survey for the Monida Pass, Idaho site location and access road. Mel Has since departed for New York on a transfer to Region 1 and a trip to the Altar. Our best wishes go to Mel.

Frank Gavin, after returning from annual leave, began construction at the Seattle-Tacoma Airport.

Dave Evans completed construction at North Bend, Oregon and is starting construction work at Crescent City, California on June 27,1955.

Monty Montague is running preliminary surveys of existing power and standby installations at Idaho Falls and Lewiston, Idaho; Bozeman and Dillon, Montana.

M. E. Zeigner is acting as Chief of the UHF Section.

Maintenance Branch

One of our series of field conferences was completed this month at Fresno. Mr. Melville conducted this meeting, which was attended by the following:

Henry Bertuleit, ATDS; Thurman Duncan, ES; Wallace E. Ward, ES/Radar; from Oakland. George McCarthy, SES, Stockton. Bruno Koven, ES; Charles Biberstine, ES; and John Barrett, ES; Sacramento. Leslie Rose, Electro-Mechanical Specialist; Francis Canning, SES; and Frederick Grode, ES; Santa Barbara. Oliver Cox, SES; William Warr, ES; Merton Wisner, Electro-Mechanical Specialist, and William Rotramel, ES (Relief); Fresno. Jack Hammond, SES and Harrison Carter, ES;

(Continued on next page)

Bakersfield. Robert Lobnow, ES (Relief), Los Angeles.

There is one conference remaining in our field series for this area which will also be conducted by Mr. Melville in the Southern California area. This will complete our discussion of branch field problems with technicians from every sector in the Region. The series have been so informative to regional office and field people that they will be continued during this coming fiscal year, although we hope it will not take two years to again make contact with all field personnel in the region.

Two of our ATDS's are attending the Aeronautical Center ILS/VOR class: Hans Andersen and Cody Lehr. In addition, the following men are attending classes: James H. Gibson, ILS/VOR. Lorin Demerritt, William Eastwood, Delbert Walmer, DME. Rudolph Fogelsanger, Glen Hursey and Lou Mitchell, ASR/PAR.

Our teletype training school which was originally set up for the purpose of indoctrinating Electro-Mechanical Specialists in teletype maintenance procedures has been discontinued for the summer after having accomplished our primary objective. All of our Electro-Mechanical Specialists, except for a few newly hired men, and most of the integrated General Mechanics have completed this course which was conducted by Harvey Berry. Mr. Berry thereupon took off for active duty with the Navy. The last time we heard from him he was on his way to Japan by canoe and will return to the regional office shortly to resume his duties.

The following men graduated from the final class of the teletype school for Model 15: H. Allen Robbins, James A. Mock, Stanley S. Woodin, Ernest C. Shirley, Harold A. Sutton, and John McDaniels (the latter from Operations.)

Excellent progress is being made in the conversion program for CPC personnel to Wage Labor Board. A meeting of personnel classifiers was conducted in the Washington office and CAA grades were developed for the Structures and Grounds, and integrated mechanical personnel, as well as for many of our Shops people. Implementation of the conversion program will be accomplished during the month of July according to the present schedule.

Field news from Maintenance personnel has been rather limited and we would welcome any items from you.

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CAA TOASTMASTERS CLUB ACTIVITIES

CAA TOASTMASTERS presented formal talks on the subjects listed below during the past month:

WALT BLANKMAN	Hurricanes
JOHN McDANIEL	Elements of Humor
	Misdirection as a Tool
IRVING SHEDD	Formation of the Oceans
	Choosing Your Boat
HAROLD SMITH	Let's Do Away With Income Taxes
	Forgotten People
KIRK BARRY	The Happiest Man in the World
HOWDY MILLER	A Woman's Second Love
STEVE PARKER	My First Assignment with CAA
RILEY HARRIS	Effective Application
VAUGHN CLAYTON	Modern Movies
JIM VAN VOORHIES	Ice-Boating -- Tops in Sports
HARRY McCONNEL	Man's Ability to Speak
HAROLD ORVILLE	Freedom is Your Responsibility

CAA TOASTMASTERS 1004 meets Wednesday, July 6th, and each alternate Wednesday at Kim's Restaurant, starting at 5PM. A meeting will also be held June 29th at the Regional Office starting at 4:35 PM. Regional Office meetings will not be held during the months of July and August. Watch for the starting date in September.

* * * * *

Question Box Continued from page 6 - Death Benefits

Illustration continued:

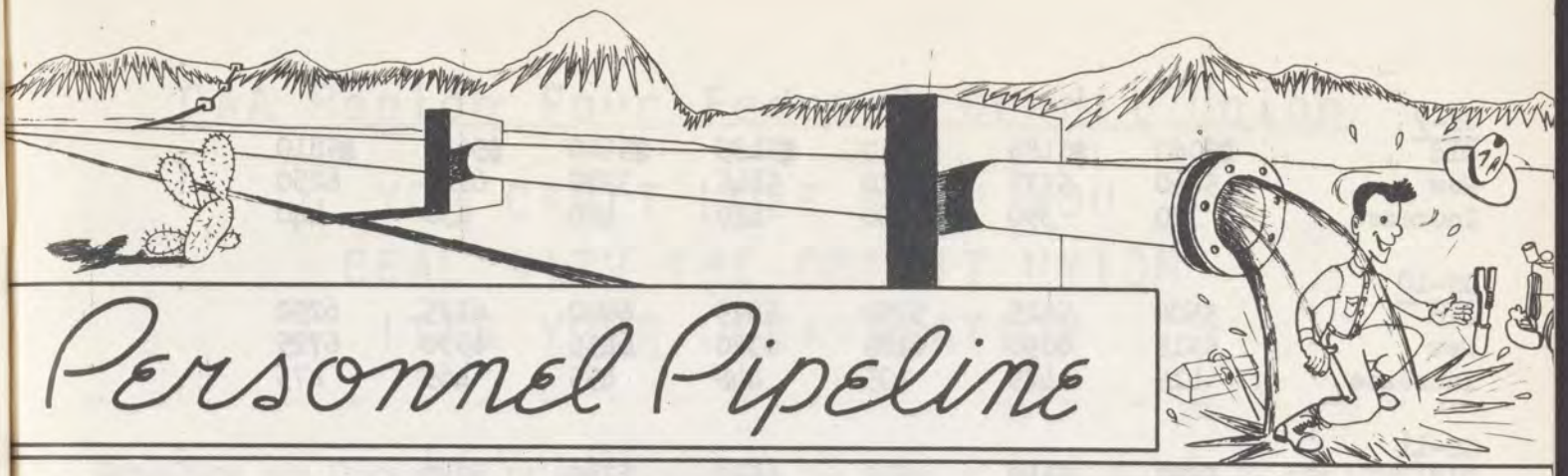
Deceased employee survived by widow and 3 children:

Annuity earned by employee	$624
Annuity payable to widow	312
Annuity payable to each child (one-fourth)	156

Deceased employee survived by 4 children - no widow or widower:

Annuity earned by employee	$1,368
Annuity payable to each child ($1,200 ÷ 4)	300

* * * * * *



Personnel Pipeline

We are listing below a chart which shows the exact amount of the pay raise for each person in a classified position:

GS-1							
Old	$2500	$2580	$2660	$2740	$2840	$2900	$2980
New	2690	2775	2860	2945	3030	3115	3200
Increase	190	195	200	205	210	215	220
GS-2							
Old	2750	2830	2910	2990	3070	3150	3230
New	2960	3045	3130	3215	3300	3385	3470
Increase	210	215	220	225	230	235	240
GS-3							
Old	2950	3030	3110	3190	3270	3350	3430
New	3175	3230	3345	3430	3515	3600	3685
Increase	225	230	235	240	245	250	255
GS-4							
Old	3175	3255	3335	3415	3495	3575	3655
New	3415	3500	3585	3670	3755	3840	3925
Increase	240	245	250	255	260	265	270
GS-5							
Old	3410	3535	3660	3785	3910	4035	4160
New	3670	3805	3940	4075	4210	4345	4480
Increase	260	270	280	290	300	310	320
GS-6							
Old	3795	3920	4045	4170	4295	4420	4545
New	4080	4215	4350	4485	4620	4755	4890
Increase	285	295	305	315	325	335	345
GS-7							
Old	4205	4330	4455	4580	4705	4830	4955
New	4525	4660	4795	4930	5065	5200	5335
Increase	320	330	340	350	360	370	380
GS-8							
Old	4620	4745	4870	4995	5120	5245	5370
New	4970	5105	5240	5375	5510	5645	5780
Increase	350	360	370	380	390	400	410

(Continued on next page)

GS-9							
Old	$5060	$5185	$5310	$5435	$5560	$5685	$5810
New	5440	5575	5710	5845	5980	6115	6250
Increase	380	390	400	410	420	430	440
GS-10							
Old	5500	5625	5750	5875	6000	6125	6250
New	5915	6050	6185	6320	6455	6590	6725
Increase	415	425	435	445	455	465	475
GS-11							
Old	5940	6140	6340	6540	6740	6940	
New	6390	6605	6820	7035	7250	7465	
Increase	450	465	480	495	510	525	
GS-12							
Old	7040	7240	7440	7640	7840	8040	
New	7570	7785	8000	8215	8430	8645	
Increase	530	545	560	575	590	605	
GS-13							
Old	8360	8560	8760	8960	9160	9360	
New	8990	9205	9420	9635	9850	10,065	
Increase	630	645	660	675	690	705	
GS-14							
Old	9600	9800	10,000	10,200	10,400	10,600	
New	10,320	10,535	10,750	10,965	11,180	11,395	
Increase	720	735	750	765	780	795	
GS-15							
Old	10,800	11,050	11,300	11,550	11,800		
New	11,610	11,880	12,150	12,420	12,690		
Increase	810	830	850	870	890		

The compensation schedule for the Crafts, Protective, and Custodial Schedule shall be as follows:

Grade	Per Annum Rates						
CPC-1	$1945	$2010	$2075	$2140	$2205	$2270	$2335
CPC-2	2600	2675	2750	2825	2900	2975	3050
CPC-3	2745	2830	2915	3000	3085	3170	3255
CPC-4	2955	3040	3125	3210	3295	3380	3465
CPC-5	3200	3285	3370	3455	3540	3625	3710
CPC-6	3440	3525	3610	3695	3780	3865	3950
CPC-7	3695	3805	3915	4025	4135	4245	4355
CPC-8	4020	4155	4290	4425	4560	4695	4830
CPC-9	4460	4595	4730	4865	5000	5135	5270
CPC-10	4905	5040	5175	5310	5445	5580	5715

You will note that the increase is a flat 7-1/2 percent rounded off at the next highest $5.00 level. The new law provides that the increase will become effective retroactive to the first full pay period after February 28, 1955. March 1 is the earliest possible date. In the case of CAA the effective date is March 13.

(Continued on page 32)

CAA Region Four Federal Credit Union

YOU CAN'T LOSE WHEN YOU DEAL WITH THE CREDIT UNION IT'S YOUR ORGANIZATION

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Questions are frequently raised concerning the types of security used by the Credit Union. The most common forms are as follows:

1. Character is the key and prime factor of any Credit Union Loan.

2. Shares or deposits in the Credit Union.

3. Co-signers or co-makers.

4. Chattel mortgages on household goods, or particular articles which have been purchased, such as an automobile, refrigerator, TV, etc.

5. Assignment of savings account stocks or bonds, etc. (Not including war or defense bonds, Series "E", "F", and "G", as they may not be pledged against a loan.)

6. Cash or surrender value on life insurance.

Remember though that each loan application is considered on it's own merit. If you would like to make a loan and the collateral you have to offer doesn't seem to fit in the list above, contact the Credit Union for more specific information.

WHY NOT JOIN YOUR CREDIT UNION NOW
Fill in and mail this blank today

- -

CAA Region Four Federal Credit Union
5651 West Manchester Avenue
Los Angeles 45, California

__________ Yes, I desire to become a member of the Credit Union. Please send me membership signature card and additional information.

__________ Also, I wish to apply for a loan of $__________ to be repaid in __________ monthly payments.

Name ______________________________

Address ______________________________

NOTE: Loans up to $400 may be granted on signature alone if employed by CAA 3 years or more. Higher loans are available provided adequate collateral is furnished, such as automobile, co-signers, etc.

(over)

Continued from Page 30

Employee must be on the payroll as of the date the President signed the bill into law. However, retirees who retired during the b ack pay period will get the increase in cash and families of employees who died during the period will also get it.

What does the new pay bill mean to you in take-home pay? You can soon figure it out. Take the new annual pay and divide by 26 = - this will give you the gross pay per pay period. To compute the net, multiply the gross pay period by 6 percent, if you are subject to retirement, or 2 percent, if you are under Social Security. Use Attachment "E" to Administrative Order 171 to find your tax. Next, figure your Life Insurance coverage, which is 25 cents for each $1,000 of Life Insurance. Add your retirement (or Social Security), withholding tax and insurance coverage, and subtract the total from the gross pay and you have your new take-home figure. If you are also buying bonds, your pay check will, of course, be reduced by that amount.

The pay bill also has other benefits. A great many employees will get an additional $1,000 in Life Insurance coverage, as the insurance is based on the next highest $1,000 of basic salary. Also, future retirees will get larger annuities as their pensions are based on their highest average salary for 5 years.

Longevity steps are not shown in the above charts. To compute the first step add the in-grade increment - $85 - $135 - or $215 - to the top step of each grade.

We are unable to give a firm date as to when the retroactive pay will be received. It will depend on action by the Bureau of the Budget and probably require a supplemental appropriation to finance.

The Payroll Section has a monumental task ahead of it to make all the adjustments and changes necessary. If - and we do mean if - everything proceeds as planned, the adjustment will be made in Pay Period No. 2 and will be reflected in the pay check to be received Friday, July 29th.

Please do not direct inquiries to the Payroll Section since it will only slow up their work.

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