

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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AIRPORT - COMMUNITY RELATIONS

By

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Approximately 15,000 pilots were trained by the Armed Forces during World War I. At the end of hostilities many of these pilots were determined to continue their flying activities and were also determined to convince the public that airplanes had practical value. The Government sold many surplus planes at low prices and the era of barnstorming began. Pastures, wheat fields and other level areas were used for landing fields. As aviation developed and its acceptance by the public became more general, it became apparent that areas must be set aside and developed as airports. Many of the fields used by the barnstormers became the nuclei for modern municipal airports. In the beginning, the right of cities and other public agencies to acquire and operate airports was challenged. This right has now been well established by statutes and court decisions of the various states.

Most of these airports were removed from the congested areas of communities and there was no conflict between normal community life and aviation activities. The country's rapid expansion during the past few years, however, has created many problems pertaining to airport-community relations. Airports have been encompassed by industrial and residential sub-divisions. In many instances, new communities have been established contiguous to airports; communities over which the airport owning agency has no control. This industrial and residential development and the increase in airport activities have appeared, in too many instances, to be in conflict with each other.

Periodically airports have been plagued with hearings, injunctions, and law suits initiated to restrict and curtail their activities, or to close them down entirely. Nearly every major field in the country, as well as many smaller ones, have had to spend considerable time and money in an attempt to appease individuals or groups of citizens who have objected to the airport and related operations. It is ironical that many of the complainants settled in the vicinity of established airports, knowing full well that the aviation activities were quite extensive. Many of the complaints have been resolved amicably, but too frequently disputes have been taken to court for settlement.

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One of the most recent suits is expected to have far reaching effects on the future of airports. Some months ago the Village of Cedarhurst, New York, located off the main runway at New York International Airport, passed an ordinance against low-flying over the community. This ordinance made it a misdemeanor to fly over the Village at altitudes lower than 1,000 feet above the surface and carried a fine of \$100 or six months in jail for violators. The air transport industry and the Government challenged the ordinance charging that it conflicted with Federal laws and regulations, invaded a field pre-empted by the Federal Government, and constituted an undue burden on interstate and foreign commerce.

Federal District Judge Walter Bruchhausen recently ruled against the Village and permanently enjoined it from enforcing the ordinance. The Judge ruled that Congress, by the Civil Aeronautics Act of 1938, pre-empted control over the airspace, including that below 1,000 feet. This decision is said to be the first Federal Court ruling specifically dealing with the authority of communities to control the airspace below 1,000 feet. Judge Bruchhausen, in rendering his decision, quoted an opinion by the late Associate Justice Jackson which states in part as follows:

"Aviation has added a new dimension to travel and to our ideas. The ancient idea that landlordism and sovereignty extended from the center of the world to the periphery of the universe has been modified. Today the landlord no more possesses a vertical control of all the air above him than a shore owner possesses horizontal control of all the sea before him. The air is too precious as an open highway to permit it to be owned to the exclusion or embarrassment of air navigation by surface landlords who could put it to little real use."

The Jurist also pointed out that the Supreme Court had previously ruled that:

"We own so much of the space above the ground as we can occupy or make use of in connection with the enjoyment of our land. This right is not fixed. It varies with our vaying needs and is co-extensive with them. The owner of the land owns as much of the space above him as he uses, but only so long as he uses it. All that lies beyond belongs to the world."

Judge Bruchhausen pointed out that the evidence established that most of the flights over Cedarhurst exceeded 1,000 feet and that only on occasion, and then only under unusual conditions, did planes fly over the village as low as 450 feet, but never lower. There were no claims made that flights interfered with the enjoyment of the land beneath.

A somewhat similar case is pending in connection with the Newark, New Jersey Airport which is owned and operated by the Port of New York Authority. Although no ordinances have been passed, the Newark Mayor's Committee, representing several communities, and six individuals have filed suit against the airport and its airline users to prevent low-flying. The plaintiffs have asked for a court order granting title to the airspace to the surrounding communities with compensation paid for the airspace rights. The individual property owners have asked for \$20,000 damages each and have demanded that the PNYA initiate condemnation proceedings to acquire title to the navigable airspace over their property.

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REGIONAL ADMINISTRATOR'S COLUMN

During the past several years a number of people interested in the advancement of aviation have devoted time to the community relations aspect of aircraft operation. This group included representatives of the aviation organizations, executives of the airports, airlines, and aircraft manufacturers. When Admiral Reeves was Director of Airports for the

City of Los Angeles he held a series of meetings of aviation groups to impress upon them the importance of maintaining cordial relations with residents who live in the vicinity of airports, and being a good neighbor. Many of us in CAA have participated in such meetings, helping to foster aviation by eliminating or alleviating to the maximum extent possible the real or fancied annoyance caused by aircraft noise. Everyone of us in CAA can and should participate in this opportunity to sell aviation.

To illustrate how important aviation leaders consider this matter it is pointed out that in the New York area the aviation industry finances a paid staff to work full time on these community problems. Several months ago a meeting was held in Los Angeles to consider this matter as it relates to the entire metropolitan area. After lengthy discussion, investigation of the New York methods, and several subcommittee meetings, it was agreed to try to accomplish the desired objective by establishing a voluntary standing committee to be available on call rather than to employ a paid staff. The following agencies and organizations consented to serve on this community relations air coordinating committee: The Air Transport Association, The Aircraft Industries Association, The Air Line Pilots Association, The Los Angeles County Sheriff's Aeronautic Detail, Los Angeles International Airport, Lockheed Air Terminal and CAA.

It was recommended that the Regional Administrator of CAA serve as Chairman of the group with the thought that possibly problem areas might come to CAA's attention more promptly than to some of the other member groups. Recently this committee met with a group of residents living in the vicinity of Santa Monica Airport. As a result of the meeting and the subsequent action taken by members through their own organizations it is believed constructive results will be forthcoming.

It seems to me that this type of committee is a fine example of democracy in action. Here we have a group of individuals volunteering their own time to assist in solving problems affecting a segment of the public. They have no legal enforcement authority. The strongest position in any situation is one reached by common consent because enforcement action is not required. Of course, some may say the motives of the committee are not completely unselfish because they are attempting to promote the interests of aviation. To an extent this may be true, but on the other hand the committee, by its very existence is recognizing the effect of aviation on the general public, and attempting to have aeronautical operations conducted in such a manner that they will be acceptable to all who may be affected.

I mentioned above that everyone in CAA could participate in this general program. To better equip some of our people in the Regional Office who have had limited aviation experience, we have periodically conducted indoctrination programs. These programs have dual purpose in mind. One, to familiarize the individual with CAA's activities, and another to provide some contact with the progress of aviation. You folks who have now taken part in this orientation are encouraged to learn more about aviation and CAA in order that you can join fully with all CAA employees as aviation ambassadors.

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Among other suits pending which concerns airports are those involving Pittsburgh, Pennsylvania; Seattle-Tacoma, Washington; Wichita, Kansas; and Beaverton, Oregon.

In the Cedarhurst Case the Judge has, in effect, ruled that all the airspace is "public domain." It is anticipated that this decision will be the basis of argument in those pending cases in which airspace rights are involved. The current policy of airport owners to acquire land for approach protection together with the Cedarhurst ruling, should do much toward improving airport-community relations and should reduce the likelihood of airports being sued for low-flying, nuisance and trespassing the airspace.

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V. P. P. NOTES

During the month Mr. Talmadge M. Lawliss passed away in Oakland. Our return registered receipt indicates Mrs. Lawliss received her check for \$2500 the same day. The balance of \$5034.75 was forwarded July 22, 1955.

In spite of our May 25 letter which we hoped would answer all questions and eliminate correspondence, we are still getting letters that can be answered by reading the May 25 letter. For example, we had one in July which said "I was employed in March, please send forms to join." Obviously the man is not eligible since he has only 45 days after EOD in which to join.

Frequently work sheets are received showing a new member's name only. Before we can accept him we must know EOD and date of physical. If he is transferred from another region he must have had a physical within 30 days, and join within 45 days of EOD. Some sheets come in with a notation like this - "James Smith, new member transferred from Kansas City." Obviously this is not enough since there is no physical attached, no beneficiary card and no EOD. This results in correspondence for which we have no time. Employees and chairmen should READ the instructions. Please don't send in money for any one unless you have determined that he is eligible.

Please clip this page from the News and put it in your V.P.P. file for future reference.

In our May 25 letter we mentioned in several places the "grace period". However, due to an oversight we failed to state that the grace period is sixteen days after the passing of a member.

If you want this plan to continue, please abide by the rules and instructions.

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DANTE H. CORDANO RETIRES

After 38 years of Federal Government employment, Mr. Cordano has retired, effective July 1, 1955. At the time of his retirement Dan was serving as Chief of the San Francisco domestic CAA communication station.

A native of San Francisco, he began his long years of faithful productive service to his country by enlisting as a radioman in the U. S. Navy April 12, 1917. He successively served at Naval Radio Station, San Francisco, aboard the USS New Mexico (then Pacific Fleet Flagship), and headquarters, 12th Naval District, San Francisco where he was honorably discharged early in 1921 as a chief radioman.

On February 18, 1921 he entered on duty as a radio operator, U. S. Air Mail Service, Post Office Department, at Elko, Nevada. Later he also served - usually in charge of the station - at Salt Lake City, Reno, San Francisco, Concord (California), and Oakland. Later he returned to San Francisco where he capably served in both OFACS and domestic station supervisory positions.

Dan is responsible for many innovations in equipment and procedures at San Francisco. Ask anyone who has ever been there! In recent years he has financially helped several young men in their schooling. In fact, Dan is well known for his ever-present eagerness to help the less fortunate.

He will now devote his energetic attention to managing a peninsula artichoke farm which he has purchased. We, his many friends ardently wish him good health, good luck and much joy in his well-earned retirement. We all realize we will greatly miss his cheery smile and ready greeting. The old place - in its new quarters - won't be the same without you, Dan. Godspeed!

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"FILE A FLIGHT PLAN - SAVE A LIFE"

N76411 departed Hanksville, Utah at 4:40PM MST July 10, 1955 on a VFR flight plan to Salt Lake City via direct Price, Utah, direct Salt Lake City with a gas stop specified as Price, Utah. The aircraft landed at Price for gasoline and departed at 6:45PM MST for Salt Lake City. An alert notice was dispatched when the aircraft failed to arrive at Salt Lake City one hour after his estimated time of arrival and search and rescue procedures were initiated when the aircraft was believed to be out of fuel.

Early in the morning July 11, 1955, Hamilton Search and Rescue set up a search headquarters at Hill Air Force Base, Civil Air Patrol started an organized search from Provo, Utah and a number of privately owned aircraft were out searching at their own expense.

At approximately 1:30PM MST it was reported through the Salt Lake City Control Tower that N76411 had been spotted and identified in the mountains west of Price, Utah. The wreckage appeared so severe that first reports indicated that human survival would be impossible. However, a ground search party from Price arrived on the scene through extremely mountainous terrain at approximately 5:00PM MST and found both pilot and passenger alive but suffering greatly from shock and physical injury. Both are expected to survive. The aircraft was a total loss.

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Weather was not a factor in this incident.

It is to be noted that Harlan Bement, Utah State Aeronautical Director, who participated in the search stated publicly that the filing of a CAA flight plan enabled authorities to assume the plane was missing by 10:00PM Sunday and enabled authorities to search in the probable area of the crash by 4:30AM Monday.

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CAA TOASTMASTERS CLUB ACTIVITIES

Our CAA TOASTMASTERS CLUB was privileged to have two guest speakers from the Northrop Toastmasters Club 212 for our July 6th meeting. Howard Cornelius spoke on "How to Make Money" - - surely a timely subject. Joe Zohn gave a very amusing dissertation entitled "Girl Watchers are Outnumbering Bird Watchers in America." Jim Lynch of Northrop 212 was Guest Evaluator. Joe Zohn was judged best prepared speaker of the evening. Our club members thoroughly enjoyed having the Northrop members as participating guests.

A return engagement was held July 14th with Reese Clark, Kirk Barry and Harry McConnel visiting the Northrop Club. Reese and Kirk joined with their speakers in making up the speaker panel for the evening. Reese spoke on the subject "Interpreters", while Kirk discussed "Where Success Begins". Harry was Master Evaluator of the evening. Our club was proud to have Reese judged best speaker of the evening, being given a rising ovation. Good going, Reese!!!

Other speakers during the past month were:

- Walt Blankman "Hurricanes"
- Richard Bache "Strange and Beautiful Land"
- Dave Early "Commencement--1955"
"Radar Air Traffic Control in
60 Days or Else"
- Merle Zeigner "Up in the Air"
"Is Your Backyard Incinerator
Necessary?"
- Harry Flentz "Snap Judgments"
- Steve Parker "Concentration of Copper"
- Al Carman "You May Be Next"
- Jay Taylor "How to Tell a Story"

There are still a few vacancies in our club. Come out and see us next Wednesday, August 3rd.

Quoted is a letter addressed to Mr. Marriott, from Jack R. Peckham, Portland, Oregon, thanking our personnel for services performed.

"I recently made my first long cross country flight from Portland, Oregon to Los Angeles, California, and was so tremendously impressed by the courtesy and help extended me by the CAA personnel wherever I stopped along the way, that I felt moved to write this token of gratitude to their director in hopes that in some way my appreciation might be expressed to them through you.

"As a pilot of few hours having just recently earned my license, I certainly don't know all of the answers. I made many stops through California and at every station I stopped I was very much impressed by the help given me by the CAA personnel. The weather people took all kinds of time explaining to me the many facets of weather along the route and advice on winds, routes, etc., as did the CAA communicators, helping me with my flight plans, radio work, etc.

"All in all it made for a safe and very pleasant trip for my wife and myself and added to my meager store of knowledge.

"I hope that this letter won't be filed and forgotten. Rather that my appreciation might be extended to one and ALL for the courtesy and help extended a lowly private pilot."

The procedure of GRATITUDE works both ways -

At the Ontario, California Combined Station/Tower, they formally recognize pilots who show such courteous and cooperative attitude so as to merit special recognition. For sometime, they did it on the "Pilot of the Month" basis but now do it on an incident type basis. The Airways Operations Specialists in the Facility decide who should be commended and the Facility Chief signs the Letter of Commendation. Not a bad idea! Incidentally, the Ontario boys give the credit to Martin W. Henkel, AOS, Phoenix, Arizona, for originating the idea. If you are interested in more of the details, contact H. L. Locke, Chief, Combined Station/Tower.

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REQUEST FOR WEATHER FORECAST FOR PIGEON SQUADRON

Communicator George Batanian of Stockton INSAC thought he had received every type of weather request until he received a phone call from a pigeon racer in Modesto requesting pigeon enroute forecast from The Dalles to Modesto for racing pigeons. Needed ceiling of 500 feet as pigeons never fly above that and when he found out the wind was from the northwest he said "That's for the birds". Asked him if he would like block altitude and clearance but he said thanks, no, they would do their own controlling and provide own separation.

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LAS VEGAS, NEW MEXICO

COMMUNICATION STATION: At 2125M, June 25th, scout officials from the Philmont Scout Ranch, New Mexico, came into the station and asked for any information on Air Force aircraft with a group of foreign scouts aboard enroute Las Vegas.

At 2135M, broadcast blind for Air Force aircraft with foreign scouts aboard. AF49276 answered advising that that aircraft had scouts aboard, and that they were landing at Las Vegas. Pilot was informed that we had no field lights or runway lights. Pilots held conference and subsequently informed the specialist on duty, Joseph B. Craft, that Las Vegas Airport must have lights or Flight Service would not have cleared them to Las Vegas, and that if Las Vegas would please turn on the lights that they would prepare to land.

The pilot was again informed that Las Vegas, New Mexico, had neither field lights, runway lights, or boundary lights, but that if pilot desired to land, cars would be placed at end of runway if they were desired as a guide to landing. Pilot requested this service and advised that he would look over field in the meantime.

Mr. Craft gave instructions to scout officials on how to place their automobile, and lent them his car for additional illumination. Cars were placed so as to light up a good portion of runway 14, and on the first pass, the scout officials who wore short trousered summer attire, "hit the dirt" peeling hide from their bare knees. The scout officials, however, resolutely remained "on station" while the aircraft circled and made a perfect landing at 2214M. First aid was given to the two scout officials by painting their knees with iodine.

At 2230M, everyone was happy, scout officials with foreign scouts loaded in school bus going to ranch, pilots and crewman going to eat, and specialist, between contacts and other duties, dreaming of upcoming fishing trip to Gulf of Mexico.

OAKLAND, CALIFORNIA

AIR ROUTE TRAFFIC CONTROL CENTER: At approximately 2245Z on July 14, 1955, the pilot of Air Force 17273, a C-124, cruising at 9,500 feet via track 30/140 from Honolulu to Travis, advised the following: No. 3 engine had failed and was feathered, No. 4 engine was running rough. His position at 2240Z was 31.2 north 137.2 west. He declared an emergency and requested escort. The Center immediately advised the San Francisco Coast Guard and Hamilton Air Rescue stations of the situation giving all pertinent data. The FCC station at Livermore was alerted and Travis Operations advised of the situation.

Departing from San Francisco and Hamilton, the following air rescue aircraft proceeded to intercept and escort Air Force 17273: Coast Guard 59688, Coast Guard 1296, Air Force 17161, Air Force 17144, Air Force 15270 and Air Force 17142. In addition to the above aircraft, Hill Field and McChord also sent one aircraft each to assist in the operation.

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The distressed aircraft requested to descend to 7,000 feet which was approved but because the aircraft could not maintain 7,000 feet the descent was continued down to 4,000 feet. It was at this point that the pilot advised that he planned to maintain 4,000 feet until such time as No. 4 engine failed and he would then descend to 2,000 feet and continue as long as he could. However, on reaching 4,000 feet, No. 4 engine lost oil pressure and descent was continued to 3,300 feet. It was at this altitude that the pilot was able to stop descent. No. 4 engine was not feathered but was running at just enough power to carry its own weight.

Air Force 17273 was requested by the Center to forward position reports each half hour instead of the usual hourly reports.

Center action was taken through ARINC and Travis Airways to establish contact between Air Force 17273 and Viking 35V, a DC-4, en route from Honolulu to Travis via track 32/140 and cruising at 9,000 feet. Position reports indicated that Viking 35V was 30 minutes behind and approximately one degree north of the aircraft in distress. This was accomplished on 121.5 MC at 2341Z. At 2349Z Viking 35V was requested by the Center to deviate from course and attempt overtake and escort Air Force 17273.

This request was honored by Viking 35V and at 0105Z, July 15, Viking 35V established visual contact with Air Force 17273, 26 minutes before the first air rescue aircraft. Viking 35V remained with the disabled aircraft until air rescue aircraft arrived and at that time requested to be relieved and proceeded on ahead.

At 0131Z Coast Guard 59688 made visual contact with Air Force 17273 and at 0136Z Air Force 17273 feathered No. 4 engine. At 0156Z Air Force 17144 made contact and was followed by Air Force 17161 at 0157Z. Coast Guard 1296 arrived shortly after at 0200Z.

During this entire period the Center was plotting position reports and relaying various messages to the interested agencies.

All position reports from the disabled aircraft were immediately relayed to the air rescue agencies and information in turn relayed to Air Force 17273.

The Coast Guard at San Francisco had established contact with three surface vessels in the area to be crossed by Air Force 17273 and had them standing by on 500 KC in case Air Force 17273 had to ditch. The call signs, names and positions of these vessels were relayed from the Coast Guard, through the Center to Air Force 17273.

In addition an almost continuous report on the surface condition of the sea was relayed to the aircraft. These conditions consisted of wind direction and velocity, the height and period of swells and recommended ditching headings.

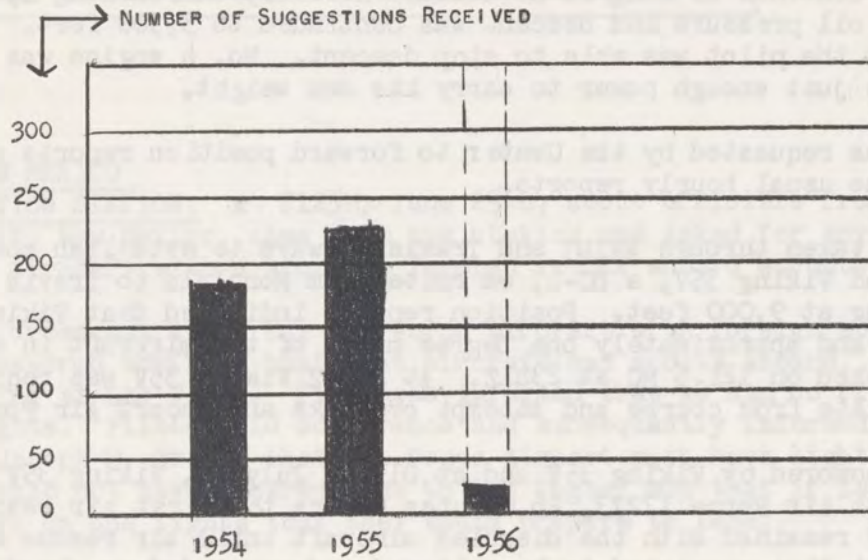
At approximately 30 minutes west of the coast, Air Force 17273 advised that because of the doubtful condition of the two remaining engines, he planned to land at Hamilton instead of Travis.

At 0408Z the aircraft arrived at Hamilton with 15 minutes fuel remaining. Both tires on the left main landing gear blew out on landing but the aircraft came to a safe stop. Air Force 17273 was part of an airlift which was returning troops from Japan and 87 persons were aboard the aircraft.

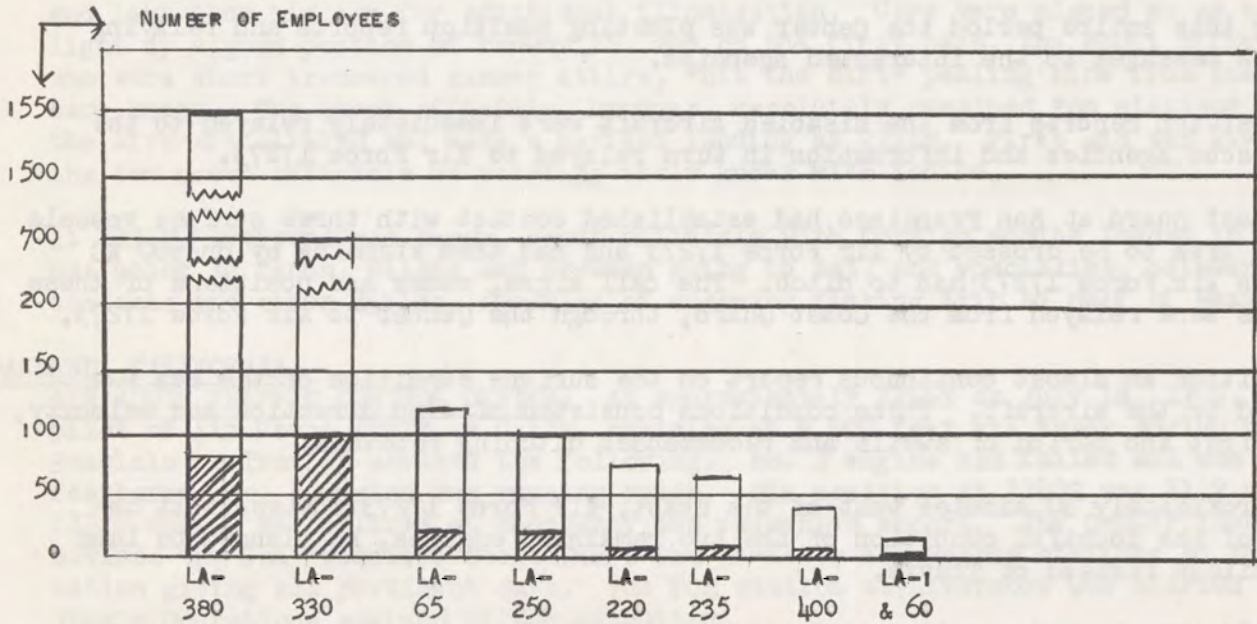
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SUGGESTION PROGRAM STATISTICS

CAN WE BEAT FISCAL YEAR 1955?



DIVISION BREAKDOWN



LEGEND:

- NUMBER OF EMPLOYEES
- NUMBER OF SUGGESTIONS RECEIVED-FISCAL YEAR 1955
- NUMBER OF SUGGESTIONS RECEIVED-FISCAL YEAR 1956

SUGGESTION PROGRAM

Two \$25.00 Cash Awards were granted by our Washington Office to the following employees:

ALLEN A. RAMERMAN, Airways Operations Specialist at the Van Nuys Tower for suggesting a "Revision of the Manual of Operations to include new control symbols".

WILLIAM H. ROGERS, Airways Operations Specialist at the Roswell New Mexico Communication Station for suggesting a "Revision to MANOP II-A-1 concerning radio contacts and flight plans on 'Controlled VFR Flights'".

OUTSTANDING PERFORMANCE RATINGS

The Regional Performance Rating Committee is now turning over all of the Outstanding Ratings which it has approved for consideration by the Incentive Awards Board. The number of approvals to date is 133. The Incentive Awards Board's problem is to determine from among this group which are worthy either for an Honorary or Cash Award or both.

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DIVISION HIGHLIGHTS

GENERAL SAFETY DIVISION

The interest and enthusiasm generated by the Flight Clinic program, and the response of the flying public to this activity, was effectively demonstrated last month. Clinics were conducted at Santa Monica, Seattle, San Diego, and Arcata with a total attendance of approximately 400 people. The San Diego clinic, sponsored by the Junior Chamber of Commerce, will be held as an annual event. This J. C. is a very air minded service group and sponsors annually two other aviation events. They believe the clinic program to be one of the most worthwhile projects they have ever attempted and are already making plans for next year.

The district office in Seattle has been conducting a series of clinics for the large Civil Air Patrol group in their area and is receiving the full support of the entire CAP organization.

According to comments on an accident report received from our Fresno ASDO, our practice of flight checking pilots involved in pilot error accidents is having a very salutary and beneficial effect in their district. There are indications that pilots having accidents are hurriedly obtaining dual and solo practice in anticipation of such a check, and many pilots are maintaining current proficiency as insurance against such a check.

To date a total of thirty flight clinics have been conducted in this region and these have been attended by approximately 2612 people.

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The Spokane ASDO worked closely with the Spokane Chamber of Commerce last month in an Air Age Education Program which was conducted in the city high schools. Thirty-four hundred air age education booklets were distributed, and the competitive examination at the end of the program was taken by twenty-four hundred students. These booklets consisted of a manual dealing with such subjects as aeronautical terms, commercial and executive flying, military aviation, the CAA, vocational opportunities in the industry, etc. Students receiving the highest grades were given solo flight courses and were taken on tours of the local Air Force Base. High scorers in the examination were interviewed, and twenty-five students were selected to take an orientation course at Fort George Wright. The Spokane Chamber of Commerce plans to conduct a similar program next year.

The Portland and Boise district offices report very good progress on this year's forest spraying for Spruce Budworm control. Boise reports that the Idaho acreage will involve some nine hundred thousand acres. This, combined with acres to be treated in Oregon, amounts to well over a million acres.

Also in the realm of agricultural activities, Billings reports that the majority of operators in the district are doing a bigger business this year than they have ever done. In addition to the agricultural operation, the Montana Department of Agriculture has almost completed fifty thousand acres of Mormon Cricket poisoning.

Two highlights of the month were the conferences at Los Angeles and Seattle, conducted by personnel from the General Maintenance Branch, Washington D. C., for all Aviation Safety Supervising Agents and Maintenance Agents, to discuss the proposed new program on aircraft inspections and designating of mechanics to release aircraft for service. This afforded an opportunity for the agents to discuss other matters also of mutual interest and concern.

The Seattle ASDO reports another home-built aircraft has been certificated in their district. This is a four-place, all-metal, high-wing monoplane and it is reported that the flight tests indicate it has very good flight characteristics.

Agents Demaree and Kattelmann accomplished the usual pre-entry inspections on 46 aircraft entered in the 1955 All-Woman Transcontinental Air Races, which started from Long Beach. This activity has been an annual project for the past several years and has brought many letters of appreciation from the Racing Committee and the Ninety-Nines Club.

Agents Outcen and McClain of the Ontario ASDO accomplished the pre-entry inspections of the airplanes entered in the Philadelphia Jaycee Transcontinental Air Cruise, which started from Palm Springs. This flight involved more than 75 aircraft. A letter of appreciation was received from the Program Committee for the services of these agents.

Several of the districts indicate that enrollment in the mechanic schools in their area is higher than usual and in most areas they indicate also that the general trend of reports is that repair facilities are loaded with work and experienced mechanics are in demand. Several of the schools this year graduated larger classes than usual and some of the larger schools have indicated the possibility that they might enlarge their facilities.

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AIRCRAFT ENGINEERING DIVISION

The Aircraft Engineering Foundation's C-46 project has been relatively inactive. Prior to approval, additional flight tests must be conducted and revised technical data will be required. The present indications are that the prototype airplane will be presented for approval on a modification Form 337 basis.

An Application for Type Certificate has been received on the Boeing Model 707. Boeing reports that the prototype airplane has accumulated 193 hours of flight time during 127 flights with highly satisfactory results. The commercial 707 will be produced simultaneously with the USAF Model KC-135 Tanker-Transport airplanes. Tentative plans call for extensive use of designees in the handling of this project.

Changes are being made in the nacelle configuration of the Baumann Model B-290 in order to reduce drag and improve engine cooling. Several engineering discrepancies have been found in the design necessitating changes in the prototype airplane. A Type Inspection Authorization has not yet been issued.

A Type Certification Board Inspection was held on the Convair R4Y-1 (CV-340-70) airplane. This is essentially a military version of the standard 340 aircraft, and a letter outlining the eligibility of this model for civil approval was forwarded to Convair.

Most of the basic data for the Douglas Model DC-7C have been submitted for evaluation. Work on these data is expected to begin in the near future. Several modified versions of Douglas aircraft have been approved, including the DC-7B configuration for Pan American-Grace which includes a Bendix RDR-1 radar installation.

Flight tests on the Fletcher FU-24 airplane are practically complete. A Final Type Certification Board on this airplane is scheduled for July 21. It is understood that several modifications to the airplane, including a revised vertical tail surface, will be submitted for approval as soon as possible after the Type Certificate is issued on the basic configuration. Barring unforeseen developments, the Type Certificate for the basic airplane will be issued in the immediate future.

On the Hiller HJ-1 helicopter, the proposal that this aircraft be evaluated in a combined fashion as a single and as a multi-engine helicopter has been reviewed by the Type Certification Board. After thoroughly investigating this matter it was decided that this procedure would not be acceptable and Hiller was so advised.

Lockheed personnel have indicated that the preliminary design of their Model 310 (Electra) airplanes will be finalized by Sept. 30, 1955, and that an Application for Type Certificate will be made about that time. The first airplane is scheduled for delivery in August 1958. The present thinking is that the initial design will be based on the use of four Allison 501 (T-56) engines.

This office has received inquiries from the Growers' Laboratory Service Company in regard to production of the McCulloch MC-4 helicopter. Apparently the present holders of the Type Certificate are negotiating with this organization for backing in producing the MC-4. Representatives of the Company have been advised that helicopters built in conformity with approved data would be eligible for certification with no additional changes.

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An aggressive and active program has been under way in this Division for some time in an effort to obtain the appointment of additional engineering designees. As part of this program, recent meetings have been held with United Air Lines, Pan American World Airways, Transocean Airlines, Hiller Helicopters, and Douglas Aircraft Company in an effort to expand this program. A considerable amount of selling is required in order to obtain acceptance of the designee program with some manufacturers and airlines, however, recent contacts have been more successful than earlier ones in most cases.

AIR CARRIER SAFETY DIVISION

The filling of the instrument procedures specialist position has enabled this Division to set plans for improvement of work in this area. Agent Brant is becoming familiar with the work involved and as soon as possible will participate in establishing new methods and procedures for the coordination of all matters pertaining to instrument procedures. Backlogs that have existed in this area should be eliminated in the very near future.

The district offices are continuing their review and approval of air traffic control departure procedures within their respective areas. This program is proceeding satisfactorily and the review of all procedures should be completed in approximately 30 days.

The Air National Guard started operation of a tower at the Natrona County Airport, Casper, Wyoming, June 11. Several reports have been received from civilian aircraft of lack of adequate control and near misses between the civilian and military aircraft. One of the controllers from the Denver Tower went to Casper to investigate. It appears that the major problem is the poor equipment which is utilized in the tower. The General Safety Division has reported that the tower operation has considerably improved and appears to be satisfactory. Agents from the Denver Air Carrier District Office are monitoring the situation.

United Air Lines' application for operation into Ely, Nevada, has been approved effective July 6, 1955, with the carrier initiating service on that date.

United Air Lines' application for authorization to dump fuel to meet the engine out en route climb performance was reviewed and approved by the Denver District Office with an effective date of May 9, 1955. This is in accordance with a recent amendment to the Civil Air Regulations.

Until June 27, Viking Air Lines operated domestic CAM flights. On that date the first of six Tokyo flights departed Fairfield, California, with cargo destined for Japan. The return flights will carry military personnel and/or dependents.

California Central Airlines has been operating three round trips daily between San Diego and Oakland, California, with two additional flights on Fridays and Sundays. Airline Transport Carriers has leased Standard Airways Douglas DC-3 and has operated two trips to Las Vegas, Nevada, thus reactivating their irregular air carrier certificate.

The operation and maintenance manuals of Air Cargo Express have been revised and in their present state acceptable in general.

C-46 N-1302N to be operated by Air Cargo Express has been certificated with the combined assistance of the Newark and Teterboro Air Carrier District Offices. At

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this date the company has not applied to place the aircraft on the certificate nor has application been completed for operations and maintenance specifications.

Currey Air Transport is continuing domestic passenger operations utilizing DC-4 aircraft on transcontinental flights and DC-3 aircraft on the shuttle service between Oakland and Burbank. We are advised that at least the eastbound transcontinental flights are loaded to capacity.

On June 13, 1955, North American Airlines started non-stop coast-to-coast operations from New York to Burbank and return under Special Regulation 410. Aircraft are dispatched into and out of the two terminals although only arrival dispatching is required by SR-410. Assigned agents are closely monitoring the dispatch and communications aspects of this operation as well as the flight time. The company also operated one military contract to Tokyo during June. North American has been awarded military contracts for 15 flights to Frankfurt, Germany, for July. These flights are scheduled to depart from McGuire AFB, New York.

Agent White of the San Francisco District Office participated in the Coast Guard conducted wet ditching exercises in Honolulu, T.H. These exercises included launching of life rafts occupied by persons who actually broke out the emergency gear and operated it, demonstration of helicopter pick-ups of persons in the water, aircraft equipment drops and ditching runs, and night illuminated aircraft ditching runs. Following these exercises, a critique was held to evaluate the actual experiences encountered and to gather data for any possible improvement in equipment and procedures.

An inspection by Denver agents was made of United Air Lines procedures for insuring safe ramp operation at all of their stations. United has established a quality inspection by the ramp supervisor on duty of between three and five flights daily depending upon the number of schedules through the station. A check list has been established for this inspection which includes the following major activities: Accident Prevention, Procedures, Appearance and Ramp Agent Activities. Under these major items they have all the important functions which are necessary and safe and efficient handling of the aircraft at the ramps. The incidents noted during these inspections are tabulated on a daily summary sheet which is in turn transposed to a monthly graph which is maintained in the station manager's office. This procedure which has been in effect for approximately six months has already resulted in improvement in several areas. Major deficiencies are readily apparent and inspection has considerably improved by review of the incidents noted. This has in turn resulted in an improvement in the supervision and performance of their personnel.

The Los Angeles District Office issued new operations specifications to Los Angeles Air Service to include authorization for overseas and international operations. This was in preparation for Los Angeles Air Service fulfillment of a military contract for six round trips to Germany now underway. The Los Angeles District Office also renewed Stewart Air Service's large irregular air carrier and commercial operator certificates.

Bonanza Air Lines completed VOR and ILS equipment installation in four DC-3 aircraft and anticipate that initial pilot training with these facilities should be completed in July.

Considerable time was spent in connection with California Eastern Airways who were awarded a fiscal year 1956 Navy cargo contract which will utilize at least four DC-4 type aircraft and approximately fifteen flight crews. In addition, they still plan to operate at least three additional DC-4 aircraft in domestic CAM movements and in Air Force contracts in the Pacific area. (Continued on next page)

Resort Airlines gradually are accomplishing their shift of two air carrier operating certificates from Oklahoma City to Oakland, California. This carrier will be operating at least seven DC-4 type aircraft on a cargo contract with the Air Force valid for fiscal year 1956.

Employment activities in all personnel districts of United Air Lines continues at a substantial pace. 2821 new employees have been hired so far this year. As of May 15, 1955, there were 17,583 employees on the payroll, an increase of 1628 since December 31, 1954. Indications are that there will be 17,900 personnel on the payroll by the end of this year. 198 flight engineers have been added to the payroll since last August, and 270 more will be required during the next fiscal year. Due to the added workload, San Francisco maintenance base has currently expanded to some 3,000 productive workers, an increase of about 650 since the first of the year.

Alaska Airlines has recalled all furloughed pilots. In addition, they have hired five new co-pilots. These persons are relatively inexperienced and Alaska Airlines is conducting a co-pilot ground school in Anchorage.

A Continental Air Lines' press release indicates that a 120-day option was taken on fifteen British Viscount Turbo Prop aircraft for delivery in 1957-58. However, a performance analysis of this aircraft with the present dash six engines indicates that the aircraft could not be economically operated from airports much above 2,000 feet MSL. A new and more powerful dash seven engine is to be manufactured in the near future and Continental Air Lines' purchase will be contingent upon performance gained with this new powerplant.

American Airlines has ordered 35 Lockheed Electras, the first to be delivered in June or July of 1957.

Alaska Airlines has expanded its DC-4 operations within Alaska. Starting July 1 DC-4 service has been expanded to include daily service between Anchorage and Fairbanks, and twice-weekly service to McGrath, Unalakleet and Nome. Traffic within Alaska has increased to the extent DC-3's are no longer able to service the several points adequately.

The heliport at Disneyland opened on July 18 concurrently with the opening of the new park to the public. There apparently is great interest in the potential of this park from an air passenger standpoint.

With the summer months on us the usual increase in noise complaints is being experienced. This is particularly true in the Los Angeles area. The Los Angeles District Office reports that consideration is being given to recommending reactivation of the Los Angeles Airport Sound Committee as a means of alleviating these complaints.

Slick Airways is taking delivery on two of Eastern Airlines' DC-4 aircraft and will utilize them on the North Atlantic MATS operation the latter part of July. Slick has been awarded 12 round trips to Frankfort for the month of July. It is anticipated the DC-6 now under lease from the U. S. Navy will be returned to service within the next two weeks. Use of this aircraft has been delayed pending agreement on the lease rate.

The Type Certification Board has been formed for the Douglas DC-7C and two agents from the Los Angeles District Office have been appointed to participate in its activities.
(Continued on next page)

Bonanza Air Lines is installing ILS and Computing Automatic Tracker in its DC-3 aircraft. The assigned agent has been witnessing the initial flight checks of each installation.

Some of the irregular air carriers are purchasing aircraft that they formerly leased from the Air Force and had returned at a previous date. This greatly simplifies the overhaul and inspection programs on these aircraft. Two of the irregular air carriers have obtained or are obtaining DC-4 type aircraft.

Insofar as the Denver area's workload is concerned, the merger of Continental Air Lines and Pioneer Air Lines has resolved into a normal routine activity. Due to training assignments at the Aeronautical Center some of the routine facility inspections are in arrears. However, due to the appointment of Flight Engineer Examiners at United Air Lines, the airmen's certification workload will decrease permitting the activities in arrears to be brought up-to-date. During June there were 28 Flight Engineer examinations conducted by the assigned agents.

During June and July, the maintenance personnel of the Flying Tiger Line, Inc., have been out on strike; the principal concern has been at Newark and Burbank bases where the largest number of employees are located. The strike has not materially affected the operations due to proportionate large number of employees remaining at work. It would appear that the strike will continue with little effect upon the operations of the company.

In view of the forthcoming radar installations on United Air Lines fleet, they have established an intensive training program for the purpose of bridging the gap between radio and radar insofar as maintenance is concerned. The assigned electrical/electronic agent at San Francisco attended one week of this training. He considers the course well conducted and feels it supplies a maximum of useful information for those attending.

California Eastern Airways was awarded a United States Navy cargo contract effective July 1. This company is in the process of standardizing their C-54's which will be used on this contract. Resort Airlines, whose maintenance is performed by California Eastern, had their Air Force cargo contract renewed for another year effective July 1. They have stabilized on the use of C-54 type aircraft and have disposed of their C-46's.

In connection with California Eastern's planning for the maintenance of their own and Resort Airlines' aircraft they have established a new position of Communications Engineer. At the present time this position will encompass radio responsibilities only; however, it will expand into electrical and electronic functions in the future. It is expected that considerable benefit will be derived from this move.

United Air Lines has completed the installation of the prototype weather mapping radar on their CV-340's. They have conducted approximately 16 hours of flight testing on the installation. To date, successful operation of the radar has been attained; however, some work remains to be accomplished on the stabilization and electrical interference with the indicator.

United Air Lines, who will take delivery of 43 new 4-engine aircraft within the next 20 months, are making further plans relative to expansion of their training center at Denver. Three new Dehmel trainers have been ordered. They have built three additional classrooms in their San Francisco Line Maintenance in order to conduct

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mechanics training. Four full time instructors are employed there.

United Air Lines has completed a new service hangar at Idlewild International Airport. The official opening date will be July 15. United is also contemplating the contracting to outside agencies of all modifications and overhauls of their remaining DC-3 aircraft.

The Winslow Engineering Company of Oakland, California has satisfactorily completed tests on a full flow oil filter for the P&W 1930 engine. Southwest Airways is in the process of making the initial test installation on one of their DC-3 aircraft.

Slick Airways has purchased new Collins High Frequency Communications equipment for installation in their newly acquired DC-3 type aircraft. Collins Field Engineering Service personnel are assisting Slick in indoctrinating their personnel for this new equipment.

AIRPORTS DIVISION

Messrs. Winger and Benson reported to Washington for a conference of Regional and Washington Office of Airports personnel, at which formulation of the 1956 Federal-aid Airport Program was discussed.

Mr. Winger and District Airport Engineer Kimbell attended the meeting of the Board of Directors of the National Association of State Aviation Officials at Dubois, Wyoming.

Mr. George E. Johnson, Chief, Airport Engineering Branch, assisted city officials at Clovis, New Mexico, in selection of a new municipal airport site for civil operations inasmuch as it is proposed that operations out of the Clovis Air Force Base be limited to military.

The Grant Review Committee held meetings on July 1 and July 14 and authorized final payments on the following projects: Lusk and Rock Springs, Wyoming; Denver, Colorado; and Reno, Nevada. The Section 17 claim for the Visalia Airport was also considered, and the Committee submitted recommendations to the Washington Office.

All programmed projects for the 1955 Fiscal Year were under Grant prior to July 1.

AIRWAYS OPERATIONS DIVISION

On June 27 District Supervisor Stephens went to Washington, D.C. to represent the region in discussions between CAA and the Navy concerning the operation of Miramar RAPCON. Subsequent to that, F. Glaes from the Washington office, together with engineering personnel visited Region Four and with some of the regional people went to San Diego to check into possible sites for the RAPCON. Studies are still being made in this respect. It now appears that earliest operation date will be some time around next March.

The week of July 11, Nollenberger, Middlekauff, and Garrison visited Pueblo, Colorado and Cheyenne, Wyoming to select the complement for the combined station/tower facilities at these locations.

Mr. Kusrow who had been selected for one of the mission jobs at Santiago has changed his plans and is now going to Tegucigalpa, Honduras. (Continued on next page)

Mr. D'Arcy Harvey, assigned to the Planning Staff, Office of Assistant Administrator for Program Coordination, visited the Oakland Center after his stop-over in the regional office and was able to give the Center some good assistance since they were preparing information for peak day traffic at the time of his visit. Also at that time two gentlemen from the University of California visited the Center in order to obtain certain information on peak day activity for airports in the Bay area.

On July 15 Mr. Jayne Pradham, Director of Civil Aviation, Nepal, Asia visited the Oakland area for a look at the Airways Operation Division facilities.

On July 1, 1955 Pendleton, Oregon increased tower operation from 16 to 24 hours and on July 16 Pueblo, Colorado increased tower operation to 24 hours.

The Operations Division and 34th Air Division (Defense) signed the first Agreement in this region pertaining to AMIS operation at the Albuquerque Center. At present, all other Centers and Air Divisions are operating under verbal agreements which has been the case since our AMIS program began several years ago.

Plans to change agency responsibility for operation of RAPCONS from Air Force to CAA at Mather, Castle, and Larson Air Force Bases have been prepared by Mr. Whitney for submission to Washington.

A proposal for operation of Fairchild RAPCON with a sector removed from the Seattle Center has been drawn up in detail for transmittal to Washington.

Installation of radar (ASR-3) equipment at Denver has been completed. Commissioning is now dependent upon funds.

Preliminary arrangements have been made to obtain an airport traffic survey at Hobbs and Santa Fe, New Mexico, and Missoula, Montana.

Authorization has been requested for the continuation of 363.8 mcs in the Geiger Tower until Fairchild RAPCON is commissioned.

A study was made regarding the use of a frequency at El Segundo between 400 and 406 mc for the proposed operation of radiosonde equipment by the California Research Corporation.

Coordination was completed with the Facilities Division and order of priority established for installation of wind equipment at communication stations.

Coordinated with the Engineering Branch the placement of printer equipment in connection with the Service "B" improvement program at automatic relay stations.

Orders are being processed for the installation of interphone equipment in the Burbank, Oakland, Denver, Los Angeles, and Long Beach Tower radar rooms.

Coordination with the Facilities Division was completed for the modernization of the Los Angeles Station.

Telecommunications services were started in the new San Francisco OFACS quarters on June 29, 1955. Operational study is being made of the Western Union 54A system.

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A number of radio frequency assignment problems were received and studies and recommendation made.

Hugh Shaw left the Technical Services and Planning Branch for his new assignment with the U. S. Army at Fort Huachuca on July 15.

Study has been given to the commissioning of the Oceanside VOR as it may affect traffic patterns and airways in the area. This facility will be commissioned shortly after August 1, 1955.

Among many other projects worked on during the month were the following:

1. Utilization of the Proposed Sayre, Oklahoma VOR
2. Study Zuni VOR relocation
3. Proposed Victor Airways Needles VOR to Thermal VOR direct
4. Proposed extension V25 and V27 from Santa Barbara to Camarillo
5. Proposed control area extension V-107 and V-137
6. Recommendation for designation of 18 reporting points including the use of "fish" names in the nomenclature of those over water LAX VOR
7. Study of minimum holding altitudes at the Weiler and Rice intersections
8. Plans for new alternate Zuni to Winslow (V-12N)
9. Study and narrative on the need for Kayento VOR on the Grand Canyon Route
10. The name of the Wendover VOR has been changed to "Bonneville" with call "BVL" approved by Washington
11. Eight changes and corrections or additions on aeronautical charts have been made

FACILITIES DIVISION

Flight Inspection Branch

VOR site test at Lake Mountain, Utah flight checked satisfactorily, as did the TVOR on Lindbergh Field, San Diego.

Inspector Duncan delivered N-57 to the Aeronautical Center for 1000 hour overhaul. N-9 was picked up as a replacement.

Inspector Lewis is on two weeks active duty with the Naval Reserve at Denver.

Thomas Young has been selected to fill the Recorder Operator position at Salt Lake City. Mr. Young is presently stationed at Honolulu.

An additional crew is being recruited for flight check of UHF communications facilities in order to keep up with the accelerated installation program.

Establishment Branch

A detailed study was made and our space requirements and plans for the new Administration Building at Portland, Oregon were coordinated with all concerned.

Details of our space requirements and miscellaneous matters regarding implementation of a combined facility at Klamath Falls, Oregon were coordinated with all concerned.
(Continued on next page)

Charlie Kohli investigated local conditions within the Colorado area at existing facilities and at contemplated locations for new facilities.

A study was made of conditions to be encountered with the extension of the instrument runway at Fresno.

Fred Wild made a study of conditions in the State of Wyoming in regard to existing and new facilities, with particular regard to the establishment of remote communications sites.

Our requirements for relocation of the Albuquerque, N.M. Center were coordinated with all concerned and estimates prepared and submitted to the Washington Office for their information.

The Electrical Engineering Unit completed correction of the unsatisfactory power distribution situation at the Great Falls, Montana Center, Tower and INSAC.

Ed Diehl and Norman Seewald inspected the job of improving water and sanitary systems at the Station and quarters at Hanksville, which was supervised by Jim Crenshaw. Frank Dettmer completed remodeling of the Carlsbad INSAC quarters and building UHF and VHF antenna structures.

Jim Cheatham and Carl Duncan were joined by Roger Baker at Roswell where they completed the installation of Service "B" teletype relay equipment. They moved to Carlsbad INSAC to begin installation of A/G console and UHF equipment.

Fred McCauley and Sam Rosenfeld returned from leave and departed for Yuma and Blythe, respectively, to begin installation of Service "B" teletype relay equipment.

Norman Carlberg, Electronic Engineer, returned to CAA after a few years tour of private industry. He is now at Needles to install Service "B" teletype relay equipment. He has been joined by Setsuo Horita, an engineering student trainee, who had spent two weeks working with Riley Harris and crew.

Ed Pardee and George Martin are completing modernization of the Las Vegas Combined Station/Tower.

Riley Harris, Bill Foker, Dave Hegland and Murry Asilowitz expect to complete the modernization of electronic equipment in the Los Angeles ARTC Center early in August.

Fred Yandell completed modifying a 2-pole antenna structure at Dillon, Montana and installing a delta frame support at Rawlins, Wyoming. He is now soliciting bidders for an antenna structure and related work at the Ft. Bridger INSAC.

Paul Allee, with Dell Larsen, Dick and Darel Preator, Tom Carrington, Max Harvey, and Tommy Bracken are still cleaning up the San Francisco OFACS job and the Oakland dual console installation. The OFACS move was made on schedule, as was the transfer of the San Francisco INSACS to Oakland. Both moves went off smoothly and were completed in good time.

After the OFACS move, Hank Scribner took annual leave. We hear that he has been giving his geiger counter and black light a good workout somewhere in Nevada.

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Earl Jobe and John Elwood are now in Seattle helping with the dual console installation and other INSAC work. They are also expecting to get a few days leave before hitting the road for Service "B" teletype relay installations.

Howard Pyle and Jim Carr are still working on the Seattle INSAC. Bob Payne and Clyde Olson have returned from leave and are both working at Seattle INSAC.

Bill Beekman has completed smoothing off the top of Lake Mountain, Utah, in preparation for a VOR survey flight test. He proceeded to Farmington where he completed the VOR site survey. He was joined there by Fernando Sanchez, a student-trainee who will act as Bill's assistant during the summer months. They then proceeded to Williams, Arizona where they conducted a survey for the Valle VOR. Their next assignment will be a VOR site survey at Casa Grande.

V. O. Vick continues supervision of the San Diego VOR construction. This portion of the project will be completed early in August at which time Vick will head for Lake Mountain, Utah, where he will supervise construction of a mountain top VOR.

Tom Tarpo is at Pueblo supervising construction of the VOR facility which is expected to be completed early in August.

Marion Duncan is enjoying annual leave. When he gets back in harness he will go to foggy Point Reyes for some VOR road construction.

Chuck Dickow assisted by Maynard Hegland and Erwin Clark managed to pull and push the VOR test rig to the top of Lake Mountain where they conducted a successful VOR test. They then proceeded to the low lands of San Diego where they successfully tested a TVOR site on Lindbergh Field.

Emmett Whitney, Bob Crookshank, and Vic Beacken are winding up the Roswell VOR installation. Their next assignment will be relocation of the Pueblo VOR electronic equipment.

Boyd Preece and Glenn Shoop have returned from annual leave and are now installing the Lucin VOR.

Chuck Daggy and Al Calloway have just about completed installation of the Oceanside VOR electronic equipment. They will next install equipment at the relocated VOR at San Diego.

John Williams and Don Robb helped at the Oceanside VOR and then installed replacement equipment at the Julian "H" facility. Don has now joined Fred Hempt as his assistant.

Fred Hempt has returned from Las Vegas, Nevada where he obtained valuable field experience under Ed Pardee and financially broke even with the "one arm bandits". Fred, along with Don Robb, have started an extended O & R assignment, first of which is installation of the electronic modulators and power supply at the Lebec Fan Marker.

Glenn Kassing and Herb Happoldt won their battle with the dust around Grants, New Mexico and completed the VOR four-loop antenna array installation and the DME at that location. They are now at Burley where they are providing CONELRAD control of the Twin Falls VORW.

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Mike Domitrovich has returned from annual leave, and has completed modification of the Bozeman "Z" marker antenna. He is now providing CONELRAD control of the Crazy Woman VORW.

Contract work has been completed for the PAR facility at the Portland, Oregon International Airport. Construction of this installation was under the supervision of Gene Newman.

Contract work was completed for the IFR and Equipment Room at Portland, Oregon International Airport. Installation was under the supervision of Gene Newman. The Tower Chief and Maintenance personnel are much pleased with this work.

A contract was awarded for the relocation of the Central Standby Plant, San Francisco International Airport, and work is expected to proceed on July 27. Gene Newman will be supervisor.

Joe Orr and Guy Jarrett participated in study with Washington Personnel in connection with establishing Terminal Area Surveillance Radar in the vicinity of San Diego, California.

Plans and specifications are being prepared for establishing HIALL at Salt Lake City Municipal Airport.

Work is now in progress filling and sealing the taxiway at Daggett, California IIF. Student Trainee Stan Larsen is assisting Charlie Gernold.

Plans and specifications are being prepared for the installation of standby power at Salt Lake City ILS localizer facility.

A contract has been awarded and work has started on the relocation of the Cheyenne Glide Slope and Middle Marker facilities. This work is under the supervision of Harry Mellen.

Albuquerque ILS modernization is awaiting an acceptance inspection and final flight check. Engineer Wes Martyn, with the able assistance of Doug Brown and "Red" Pedri again have the honors in this installation.

Dismantling of the Neon Approach Light Lane at Denver, Colorado has been completed, and installation has been completed for the ASR-2 reflectors-- H. Mellen, Construction Supervisor was in charge.

Installation of the ASR-2 repeater at Seattle by Engineers Frank Beauchamp and Bob Paul is practically complete. A defective wave guide unit is preventing further flight checking at this time.

Engineer John Eagen, assisted by Rafael Lopez, Damon Capps and Engineer Trainee McKinnon have started the installation of the ASR repeater and approach control position relocation at Oakland, California.

Jim Cole and Dave Hafner, after a few weeks of leave, are back at Spokane to complete the installation of the UHF/DF.

Irving Shedd is on annual leave and is mightily enjoying himself at such likely spots at Lake Tahoe.

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Joe Shukal, who has been "involved with the medicine man" has come out victorious. However, he has not come out unscathed - - the price was part of a lung. In spite of this, Joe is back to work looking healthy and cheerful as ever.

UHF Program;

Installation of 37.5 KVA engine generator was completed at Boise by Jim Pace.

Extension of INSAC building and antenna structure was completed at Bryce Canyon by Clyde Lee.

Modifications to Burbank Tower and INSAC for UHF installations was completed by Len LaFornara.

Extension of INSAC and antenna structure was completed at Otto, New Mexico by Bill Fuller.

Construction work is now in progress at the following locations:

<u>Location</u>	<u>Supervisor</u>
Seattle, Washington	Frank Gavin
Crescent City, California	Dave Evans
Dillon, Montana	Orion Betz
Mullan Pass, Montana	Al Marsden
Ontario, California	Clyde Lee
San Diego, California	"Monty" Montague
Columbus, New Mexico	Bill Fuller
Malad City, Idaho	Bill Murray

Engineering surveys have been completed at several locations in Montana, Idaho and Wyoming by Engineers Jack Riebe, Tom Richardson, and John Coogan. Construction work will be concentrated in these areas during the next two months.

Other locations scheduled for starting of structural construction work during the coming month are: Bakersfield and Arcata, California; Grants and Santa Fe, New Mexico; and Pendleton, Oregon.

UHF electronics work was completed at Roswell, and Tucumcari, New Mexico, under supervision of Carl Weidert. Work is in progress at Hobbs, Trinidad and La Junta with a supervisory change. Weidert returned to the regional office and was replaced by Ed Alfonso.

Contract crew at Oakland under Orion Betz transferred to Dillon, Montana INSAC due to non-receipt of remote control equipment.

Contract crew under Wayne Brown is at work on the Boise CS/T project. Wayne conducted UHF site test in cooperation with the VOR site test crew at Utah Lake and results paralleled coverage obtained by VOR, but not satisfactory for enroute coverage in place of Salt Lake City. Further tests at other sites will be conducted.

CAA crew under Phil Nicoletti are at work in Seattle-Tacoma INSAC and Center.

Contract crews under Al Marsden are at work at Missoula, Montana and Mullan Pass, Idaho.

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Olin Heikkola is on annual leave. Dave Leeds has returned from Air Force school in Alabama combined with some annual leave.

Merle Zeigner has been approved as Chief of the UHF Section and passed cigars and chocolates in the office upon assuming his duties.

Maintenance Branch

Maintenance Branch activities this month have slowed down somewhat due to vacations, although winding up the end of our fiscal year created quite a flurry during the latter part of June. We have not yet received our approved program for F.Y. 1956; therefore, we can only assume that we will proceed, at least for the time being at the same rate at which operations were being conducted during the latter part of last year. The pertinent information will be forwarded to all concerned as soon as our fiscal program for this year is received.

The sector at Lucin, Utah, which has been without an SES for over a year, has now been restaffed with the transfer of Carl Buckley from Montague. Carl is currently involved in working with installation personnel in establishment of the VOR, which is scheduled for completion late this summer.

Several of our new radar facilities are being installed and will be available for operation within the next few months. For the time being, Maintenance personnel are shaking down these facilities so that when they are commissioned maximum use of these aids can be made.

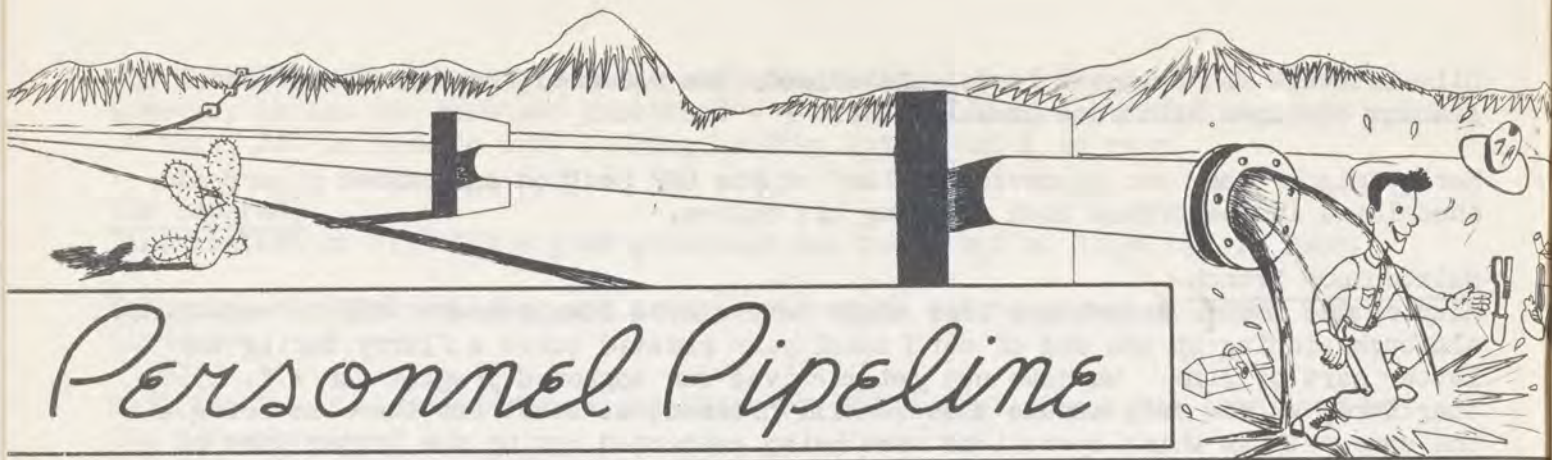
A past issue carried a short item relative to bad weather conditions at Billings - - this weather being in the form of a very heavy snow. Our District Supervisor at Billings, Ray Jorenby, advised us that this month he has had some additional unusual weather, which almost places Billings in the Los Angeles class. This month hail stones as big as baseballs fell for a considerable period at and near the airport, doing considerable damage. If this unusual weather continues, Billings may become a sight-seeing spot as well as one of the most distant stations in actual mileage from the regional office.

Since consolidation of the Regions we have operated with eighteen District Supervisors headquartered at the locations originally selected. It has now become more practical for us to move one of these locations to cover changes in workload and to make the district headquarters more nearly equi-distant from each end of the District involved. ATDS Combs transferred his headquarters from Las Vegas, Nevada to Grand Junction, Colorado, as of July 18. We expect that the change will make Ed much happier and will result in more efficient operation of the District.

Two of our District Supervisors, H. Andersen and C. Lehr, have recently returned from Oklahoma City where they have been attending ILS/VOR classes. They report that the school is still no bed of roses, even though they both were quick to state that a large amount of useful information was obtained during the trip. Personnel presently attending the school are: James H. Gibson (just finished ILS/VOR training). Rodolph Fogelsanger, Glenn Hursey, and Louis Mitchell attending Radar class. F. Horn, Gerald Hobbs and Ruben Hansen attending DME class.

One of the former Seventh Region AMT's, who left the Fourth Region shortly after the consolidation, has returned to us after a year or so with private industry. Ed Gaugl, well known to personnel in the northwest, is currently studying teletype and related

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Personnel Pipeline

Under the new pay scale, Engineers graduating from college now receive \$4345.00 (6th step GS-5) per annum. Despite this raise in the salary tag, the Federal service is not fairing too well on the market.

It's probably too early to draw any conclusions.

The Engineer Examination is open until further notice and any person can apply to the appropriate Civil Service Commission Regional Office. If all field personnel will keep their eyes open to the possibilities of getting some of the young engineering talent to apply don't overlook that. Encourage prospects to get in line by following the required filing procedure. We need Civil and Electronic Engineers, GS-5, 7 and 9. If you hear of any in your area who might be available send his name and address to LA-90.

Security Clearance

How do you know whether you have a Security Clearance? Your supervisor is notified when your clearance has been issued. This is done by means of an informational bulletin provided to the Division by the Security Officer. If a person needs to attend a meeting requiring special security clearance, it is necessary to request the Security Officer to provide the necessary information to the proper military headquarters. This request should show why the clearance is needed. In instances where the person visits the same base on repeated occasions, the Security Officer (LA-90.1) can normally arrange for a clearance up to six months.

CPC Conversion

An old friend passes. Effective July 7 the CPC (Crafts, Protective and Custodial) compensation schedule ceased to exist so far as the Department of Commerce is concerned. As you are aware, the CPC schedule was abolished by Public Law 763 (83rd Congress), approved September 1, 1954. All Departments and Agencies of the Government were given a year from that date in which to convert these positions either to local prevailing rate Wage Schedules or place them in the General Schedule.

CPC Schedule was originally known as the CU Schedule (Crafts and Unskilled) when it was first established by the Classification Act in 1923.

In this region approximately 164 CPC positions were affected. One hundred forty-five (145) of these which were occupied on July 17 were converted to the appropriate level of a Wage Schedule applicable in the area where they were located. According to the provisions of the law, no employee was to lose any salary by the conversion process.

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Division Highlights Continued

equipment in the Regional Shops and will report for duty as Electro-Mechanic at Elko, Nevada, on or about the first of August. We are always glad to welcome the old-timers back to CAA.

One of our biggest moves in recent years has been completed this month when the San Francisco OFACS moved to the new terminal building. We want to take this means of complimenting all Maintenance Branch personnel for the effort which they made assisting in the cutover with a minimum of circuit outage on all OFACS and Domestic circuits. Gene Matthews and all of his boys will probably long remember this past month. Gene extends his invitation to all Regional personnel to visit him and accept the \$2.00 tour throughout our entire facility. Gene even furnishes coffee and doughnuts upon completion of the tour!

One of the old timers in CAA has retired from our service during this month. Warren Hill, who has been associated with the Sacramento facility for a great number of years has been granted retirement because of physical disability. We hope that Warren will be able to enjoy a great number of years of relaxation during his retirement.

Bob Stramp, Electronics Technician, has recently been inducted into the Army. We know he would appreciate hearing from all his old friends. His address is: Pvt. Robert J. Stramp, U.S. 54173656, Co. C., 34th MT Bn., CC "A" 5th A/D, Camp Chaffee, Arkansas.

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Personnel Pipeline Continued

Where the present salary, computed on an hourly rate basis, exceeded the maximum rate of the level the employee's position was placed in the Wage Schedule, the employee will continue to earn the higher rate so long as he occupies the position. This savings provision was applicable to 78 of the 146 employees affected. Sixty-three (63) of the others had increases from their prior rate and in the case of 4 employees their hourly rate equalled the maximum rate for the wage level assigned. The "saving rate" applied principally in the Electro-Mechanical group where 49 out of the 53 employees in these positions received the same salary they were getting under the CPC rate. All of the hourly rates were computed on the basis of the 7-1/2% increase authorized by Public Law 94 (84th Congress.)

On or before September 1 a number of jobs presently classified in the General Schedule will also be converted to locality Wage Schedules.

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SUBMISSION OF EXPENSE VOUCHERS

Question: Is there any change in the requirement that expense vouchers be submitted promptly upon completion of travel?

Answer: No. In fact, greater emphasis is being placed on this requirement. There may be some changes (for the better) during the course of this fiscal year which will require that priority be given to the preparation of expense vouchers. Officers who approve expense vouchers should also give them prompt attention (A.O. 61, Exhibit I). In any event---the traveler cannot lose because the quicker the vouchers arrive the faster he gets reimbursed (see page 9, April 1955 Newsletter). It may be necessary to send questionnaires or reminders to employees who delay their expense voucher preparation. We hope not.

CAA REGION 4 FEDERAL CREDIT UNION
 FINANCIAL STATEMENT
 AS OF JUNE 30, 1955

A S S E T S

June 30, 1955

Loans (1450)	\$1,196,553.85
Cash in bank	15,016.02
Change fund	5,000.00
Savings & Loan Shares	110,000.00
Loans to other Credit Unions	41,500.00
Furniture & Equipment	853.68
Prepaid Insurance	679.63
Other Assets	632.23
TOTAL . . .	<u>\$1,370,235.41</u>

L I A B I L I T I E S

Accounts Payable	\$ 793.30
Shares	1,314,243.26
Regular Reserve	29,613.54
Undivided Earnings	25,585.31
TOTAL . . .	<u>\$1,370,235.41</u>

Number of Accounts	2695
Number of Loans Granted since Organization	5931
Amount of Loans Granted since Organization	\$4,787,461.24

 The Credit Union was organized October 1, 1949. As you can see from the financial statement it has grown into big business - and it's your business. If you need money for any reason, see your CREDIT UNION.

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

CAA Region Four Federal Credit Union
 5651 W. 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.

SAVINGS BOND DRIVE

Progress report on recent Bond Drive through July 22nd is as follows:

- 50 employees within the region increased their deductions.
- 134 employees are new participants.

This brings the total of employees participating in the Savings Bond Program to 845 or approximately 30% of the CAA people on the payrolls.

Due to the shortness of the campaign we are continuing our recordings. A detailed report will be submitted later as to percentage of participation by the various Divisions.

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RETIRED EMPLOYEE PASSES AWAY

Word has been received George B. Trowbridge, former Airways Maintenance Technician died at his home Dillon, Montana, July 12, 1955. George entered the service January 21, 1937, as a Junior General Mechanic at Salt Lake City. He served as Technician on the Seattle, Ellensburg, and Dillon Airways Sectors. He retired November 19, 1946 because of disability and up until his death operated a motel at Dillon which was utilized as a "home away from home" by many traveling CAA employees.

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