

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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SELLING THE VOR

By

Art Johnson, Chief
Airways Operations Division

The program of establishing VORs is well along the road toward completion. CAA will continue to put in a few more -- mostly gap fillers along the airways and others to improve routing in terminal areas. Victor Airways have been established and more will be designated from time to time as required. The time is overdue to discontinue the low and medium frequency (L/MF) facilities which make up the Colored Airway System. Thus far, however, our efforts to discontinue have met with resistance in some areas. While most of this resistance is from outside CAA, some is from within. This means that possibly some of our own people as well as some outsiders haven't yet been sold on the VOR.

Let's take a good look into the situation. Back in the middle '30s it was recognized that the 200-400 kc band was becoming overcrowded and plans were made to shift radio navigation and communication facilities to another part of the spectrum. The very high frequency (VHF) band was selected on the basis of suitability and availability. A plan of frequency allocation was developed and approved as early as 1937 and this formed the basis for the one we are following today.

Such an important change had to be cleared with the Congress. The Congress concurred in the plan on the basis that the old system would be discontinued following a short period of transition to the new one.

Equipment was designed, contracts for its fabrication were awarded and delivery was beginning when World War II broke out. At the request of the military forces, the installation program was held in abeyance for the duration of the war.

Following the war a study made by RTCA endorsed CAA's plans for the VOR system. RTCA represented all segments of aviation, both military and civil. CAA proceeded with the job of installation as rapidly as possible.

Early attempts to discontinue L/MF ranges failed. Meanwhile, the Congress reminded CAA more than once that it could not for long continue financially to support two systems of air navigation. CAA must take some positive action to complete the new

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system and discontinue the old. The Air Coordinating Committee issued a directive October 15, 1953, which outlined conditions under which the discontinuance plan should be pursued. It recognized a military requirement for some ranges for another two or three years, but stated there was no continuing civil requirement after the airway had been equipped with VHF facilities. The Administrator endorsed this plan and the Regions were directed to proceed. Since that time some L/MF facilities have been discontinued. Other discontinuances have been postponed because of objections by users. Some CAA employees have echoed these objections. Some have even gone so far as to state that CAA is making a mistake in discontinuing any L/MF facility.

The chief objections were:

1. Gaps in VOR coverage;
2. Must fly too high to receive VOR signals;
3. VOR receiver costs too much;
4. VOR receiver is inaccurate.

Proponents of the L/MF system will have you believe it provides complete coverage. It is true that under good reception conditions you can hear an L/MF signal over a considerable area. These proponents are inclined to overlook that fact that it is usually impossible to read an L/MF range signal five miles away in a thunderstorm and that's when you need it most. Ordinary atmospheric background is present in the U. S. more than 50 per cent of the time. This factor, coupled with the overcrowded 200-400 kc spectrum, effectively limits reception of the L/MF facilities. The VOR operates in a static-free band and is easily readable in a thunderstorm or at any other time.

VHF signals follow the line of sight. They do not hug the surface of the earth as do the signals on the lower frequencies. There are a few places in the region where the VOR signals are not usable at the L/MF MEA. The region plans to correct this by relocation or installation of gap filler VORs which not only will provide signals at lower altitudes but also will provide new airways. Let's remember that all funds appropriated for L/MF range establishment were specifically to provide "airway" coverage. Many of the complaints regarding lack of VOR coverage have referred to areas off the airways. Any off airway coverage provided by the L/MF facilities must be regarded as a by-product of the airway system. Certainly CAA had no statutory responsibility to provide it. In flat terrain good VOR coverage is obtainable up to 50 miles at 1,000 feet and much farther at higher altitudes. In mountainous areas the coverage may be more or less depending upon the terrain and the location of the VOR transmitter. Many VORs in this region are being located on mountain tops to improve coverage down into the valleys as well as along the airways. Insofar as off airway coverage is concerned the VOR offers infinitely more possibilities since it provides courses in all directions and the pilot is free to select the one which suits his purpose best.

The cost of a VOR receiver for a small aircraft has been reduced somewhat since the first models were placed on the market and further reductions are anticipated. I have just checked on the list prices of three popular makes. These prices range from \$475 to \$800, not including installation. Installation costs vary with the type of aircraft. An average installation will run approximately \$75. The two lower
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REGIONAL ADMINISTRATOR'S COLUMN

There is a difference between a "gripe" and an "inquiry" regarding a matter that affects our welfare as individuals or all together as CAA. One is a complaint, often of a personal nature; the other questions the why and perhaps suggests a better answer. Either one, rather both, ought to be brought into the light and examined so that if corrective action can and should be taken our agency health

and welfare will be improved.

Sometimes a set of events or circumstances lead us to a logical conclusion which in the absence of all of the facts can be far from the truth. Such a case recently came to my attention. It illustrates the point of this article, that is, the need for better communication, intraregional, between our several echelons.

A number of years ago a survey was made in several states of our Region asking for an expression of preference regarding rotating watches versus fixed or straight watches. The questionnaire also asked several questions regarding various methods of administering straight watches if the individual favored this type. Shortly after this survey was made there was a Regional Administrator's conference and shortly thereafter Washington established a policy prescribing rotating watches. The results of the survey were not published. These are the facts known to the people who answered the survey questionnaire. From these facts they drew certain logical conclusions.

(1). The survey results must have favored rotating watches because that is what we got. It was also deduced that the several questions regarding straight watches probably split the total of those favoring straight watches. In other words the survey questionnaire was believed to have been slanted in favor of rotating watches.

(2). Based on the survey results the Regional Administrator evidently recommended to Washington the adoption of rotating watches as a national policy because Washington did establish such a policy. Surely these are sound deductions and conclusions.

The unknown facts are that the survey results favored straight watches by a large majority. The Regional Administrator didn't make any recommendation favoring rotating watches. Although the Washington Office knew of the survey results, other factors considered more important at the time influenced the Washington decision. After the Washington Office made the decision there didn't seem much point in publishing the survey results.

Now the point of our reference to this incident is not rotating watches versus straight watches, although we are investigating the desirability of conducting another survey to give Washington the current field thinking on this subject. The point is that a misunderstanding smoldered for several years before it came to light. Our exchange of information should be better than the incident seems to indicate. It should be good to prevent the possibility of such misunderstandings, and a free interchange of ideas should provide not only a better mutual understanding but also a basis for improving our operating effectiveness in those instances in which constructive changes are possible.

A recent inspection team from the Civil Service Commission reported to us that our channels of communication for disseminating information from the top down was above average; in fact good, but that provisions for the free flow of information from the

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Regional Administrator's Column Continued

field and lower echelons to the higher levels was only fair, and perhaps could be improved.

We are studying ways to institute such an improvement. In fact we have an idea in the draft stage now. I won't expound on it until it is more completely jelled. In the meantime if there is something in our present operation that you wonder about, some policy that appears stupid, or a procedure that seems unnecessarily complex, you are invited to write your inquiry direct to my office with a copy through channels

What was it the wife said to her husband? She said, "I don't like my cooking either, but I don't sit at the table and gripe about it." Maybe he should buy her a cook book.

Maybe we can write a better CAA "cookbook". You are invited to help - - with inquiries, I would hope, rather than "gripes".

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priced equipments include transmitters. I was unable to get a quotation without transmitters. The higher priced one does not include transmitter, although a complete outfit is available at \$898. Compared to L/MF the VOR receiver costs more, but you get far more for your money. Your navigation is not confined to the four L/MF courses, but you may obtain accurate bearings in any direction.

Numerous inquiries of radio engineering and maintenance people disclose that these receivers have a high degree of accuracy and reliability. Even if one were as much as 10° in error, it would still compare favorably with low frequency. Probably the greatest need in this field is for the establishment of calibration stations conveniently located throughout the country so the aircraft owner can have his equipment tested when its accuracy is doubted. Some progress has been made in this direction. The VOR is a far more useful tool than the four-course range because it provides bearing information in all directions. Orientation is exceedingly simple. Bearing and direction may be determined instantly instead of working a complicated problem requiring several minutes at best. It is usable at greater distances so long as line of sight prevails. Position may be determined very accurately when cross bearings are obtained from other stations. One flight demonstration usually is sufficient to convince anyone of the superiority of VOR navigation.

This new system was not developed overnight. It has been almost 20 years in the making. Care has been taken to build into it the greatest possible degree of versatility and reliability and CAA is proud of this accomplishment.

There are still a few spots around the region where a selling job is needed to convince local flyers of the versatility of the VOR and its usefulness to them. CAA people in the field, particularly those in Safety and Airways, are in a position to carry on this selling program more effectively than anyone else. Their help is earnestly solicited.

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BAKER, OREGON

COMMUNICATION STATION: Our station maybe ain't the best station in the region, but when strangers pass such a comment, a coroner's inquest usually follows right quick. The INSAC is located on the Municipal Airport in a type "S" 16' x 44' building. The VOR is also located on the airport and is always readily accessible whether by car, pony or snowshoe.

After one becomes "acclimated" this place, even with its cool — ahem — winters, sort of grows on you. Of course, you have to appreciate the smell of sagebrush, new mow'n hay, cattle and their associated odors. Nearly every one here has staked out a homestead and with their receding hairlines and bulging abdomens, it sort of looks like most of these "carpet-baggers" are staying in these parts enjoying the sagebrush et al to retirement day. Retirement seems to be the most important item of conversation. Judging from the correspondence with the various Congressmen, RE the Johnson bill S-1153, you would think, we are proud of or tired of doing "time". We have four men with very near or over 20 years. Our complement has approximately 125 years federal service and of that amount nearly one-half of it spent right here in Baker. Further, this station wasn't commissioned until 1939.

Over the years, we have had our fair share of "saves" and "assists" etc. Most were of a routine nature - you know the type - "Hey I'm lost", "I'm out of gas" etc etc on into the night. We are thankful, they don't happen very often. What we need now is more RADAR and D/F equipment to make this phase of our work practically a routine duty. In the days of old the saying was, that a station or airport that saved a man's life was paid for to the end of time. Apparently, in those golden days, they never heard of budgets, slashes, cutbacks, retrenchments, RIF's and the like. We have long believed that the best insurance for the flying public is pilot education in the various aspects of the profession. Personnel of this station have, in the past several years, donated many of their leisure hours conducting classes in navigation, pilots radio, and meteorology. The classes are conducted during the winter evening hours and are open to all interested parties. Classes are planned and conducted for the novice as well as the more advanced airmen. Every now and then we get a call from one of "our students" to help solve a problem. We feel, that if we have helped just one airman in just one situation, our efforts have not been for naught.

Best regards to our many friends and fellow workers throughout the region. We'd be plumb happy to have you pay us a call.

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ONTARIO, CALIFORNIA

COMBINED STATION/TOWER: "Something different" every day is the general course of events presently prevailing at this facility as a new phase of operations comes gradually into being. Installation crews from the Weather Bureau and the CAA are providing new equipment and rearranging existing installations at a rate which keeps tower personnel on their toes wondering "what next!"

The installation of an "automatic weather bureau", the first complete one in the country, is looked forward to joyously as relieving tower personnel of the additional weather observer's duties held heretofore, and providing continuous observations "around the clock". It is still not known here how the Ontario weather will be interpreted or appear on the teletypewriter sequences if differing greatly from a conventional sequence or other present limited automatic observations such as Sandberg. While the ceilometer and transmissometer will be located in the tower cab for ready reference of ceiling and visibility at any time, all the automatic recording equipment and SECO will be located in an adjacent building.

As an automatic pilot weather briefer is not included with the weather bureau equipment it is considered that this frequent and sometimes lengthy function will still be handled by tower personnel.

Approach Control at Ontario is nearing closer realization with all hands participating in a training program and eagerly looking forward to the inauguration date. Some additional equipment for installation at the approach control position is being awaited as well as the establishment of a new interphone circuit to adjacent military fields and the air route traffic control center.

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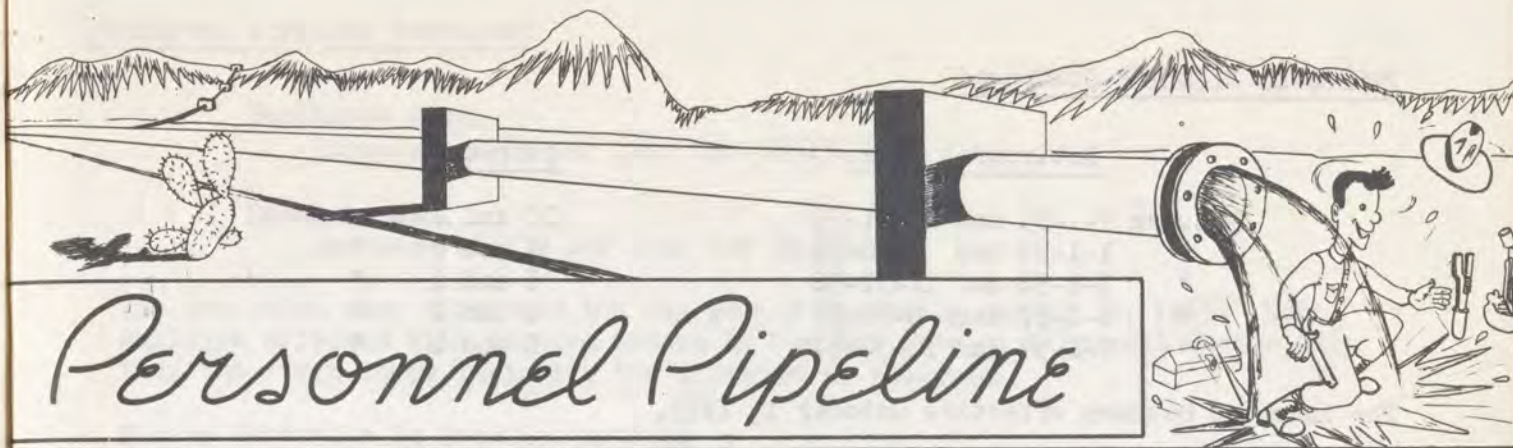
CAA TOASTMASTERS CLUB ACTIVITIES

Western Toastmasters played host to worldwide Toastmasters Clubs at the 24th Annual Convention of Toastmasters International held August 17 - 20 in Los Angeles. This convention presented a wonderful opportunity for members of CAA Toastmasters 1004 to attend an international convention at minimum cost, since another convention will not be held in this area for many years. A good percentage of our club attended at least part of the convention.

Among the featured speakers at the opening of the convention were Ralph C. Smedley, founder of Toastmasters International, and Adolph Menjou, who presented the theme of the convention: "Progress Unlimited". The highlight of the convention was the international speech contest held at the Occidental College Hillside Theatre. The beautiful outdoor setting and the truly excellent speakers gave those of us who attended an evening long to be remembered. Winner of the speech contest was Charles W. Bryant of Tacoma, Washington.

CAA Toastmasters Club activities during the month have been held to a minimum to allow members to attend the above mentioned convention. Now that the convention is over the next order of business will be the selection of new officers who will represent the club during the next six months. Watch for the announcement of new officers in the next issue of Region 4 News.

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Personnel Pipeline

A number of bills passed by the recent session of Congress, have been approved by the President, and are of immediate concern to all Federal employees. They are reviewed briefly below:

Career Status for Indefinites

The President has signed a bill which provides for granting of career-conditional and career appointment to indefinite employees in the competitive service under certain conditions. These are briefly as follows:

1. The employee must have been serving under an Indefinite Appointment in any position in the competitive service on the effective date of the Act (which will be 90 days from the date it was signed — sometime in mid-November.)
2. He must have been in the service on January 23, 1955 and have served continuously in a position or positions without break in service to the effective date of the Act.
3. The employee (a) during the period beginning June 3, 1950 and ending January 23, 1955 may have passed a qualifying examination for the position in which he served during such period, or (b) within one year after the effective date of the Act meet the non-competitive examination standards for the position he occupies.
4. The employee must have completed, prior to making application, a total of continuous or intermittent satisfactory service aggregating not less than 3 years in a position or positions in the competitive service.

The Civil Service Commission is authorized to promulgate such rules and regulations as it determines to be necessary to carry out the provisions of the Act. To date we have not received the instructions from the Commission. It is obvious, however, that many employees who now have an indefinite status will be eligible for conversion to either career or career-conditional status through the provisions of this Act. The Personnel Branch will inform those affected when the implementing instructions are received.

Retirement Increase

The President has approved a bill to increase the annuities of Civil Service retirees and the surviving widows and children of retirees. The increase amounts to 12% of the first \$1500 of annuity and 8% over that amount up to a ceiling of \$4104. The 12 and 8 percent increase will benefit only those who were on retirement rolls as of June 30, 1955. It declines steadily for future retirees until December 31, 1957 as follows:

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PERSONNEL PIPELINE Continued

	<u>Retirement Date</u>	<u>Increase</u>
Between	7-1-55 and 12-31-55	10 and 7 percent
"	1-1-56 and 6-30-56	8 and 6 "
"	7-1-56 and 12-31-56	6 and 4 "
"	1-1-57 and 6-30-57	4 and 2 "
"	7-1-57 and 12-30-57	2 and 1 "

The increase becomes effective October 1, 1955.

Fidelity Bonds

After a long period during which the legislation was advocated, Congress has finally passed a bill to buy and pay for the surety bonds Federal employees are required to carry to hold their jobs. This would be applicable to all certifying officers who have to carry bonds. Those concerned will be informed when procedural instructions are received.

Dual Compensation

Another bill increases the overall amount that can be paid to a retired military employee in both civilian service and military pay from \$3,000 to \$10,000.

Life Insurance

The Federal Employees' Life Insurance Act was amended to permit the Government to take over the life insurance policies held by present and former federal employees and issued by semi-official federal employees' insurance benefit associations such as the Commerce, State and Judiciary, and others.

Changes in Locality Wage Rates

Department of Commerce has authorized new wage rates, applicable to all employees paid on an hourly basis, for a number of localities in the region as follows:

Los Angeles area, including Burbank, Santa Barbara, and Long Beach.
Average increase in rate - approximately $7\frac{1}{2}\phi$, ranging from
4 ϕ per hour for WS-2 to 9 ϕ for WS-19.

Mohave Desert area, including Palmdale, Daggett and Needles.
Increase of 9 ϕ per hour for WS-17.

San Diego area.
Increase of 12 ϕ per hour for WS-17.

San Francisco area, including Alameda, Benecia, Belmont, Oakland,
Richmond, Pescadero and San Mateo.
Increase varied from 4 ϕ per hour for WS-2 to 7 ϕ for WS-17.

Reno area, including Elko, Battle Mountain, Lovelock and Winnemucca.
Increase varied from 3 ϕ per hour for WS-2 to 7 ϕ for WS-17.

Portland area, including Montague, Medford, Klamath Falls, Eugene,
Astoria.
Increase of 4 ϕ for WS-15 and 5 ϕ for WS-17.

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PERSONNEL PIPELINE Continued

Pendleton area.

Increase of 8¢ per hour for WS-17.

Spokane area.

Increase of 13¢ per hour for WS-17.

The new rates were effective the pay period beginning August 14, 1955. Each employee affected will receive notice of the new rate on a Payroll Change Slip when the first check including the increase is received.

Salary Retention in Demotion Actions

The Civil Service Commission has approved new salary retention regulations governing the use of "saved rates" in effecting demotion actions. Agencies are now permitted to authorize a temporary period of salary retention for employees who are demoted, except for disciplinary reasons, at their own request, or as a result of reduction in force.

The employee otherwise demoted may be permitted to retain his present salary rate for a minimum period of at least 26 weeks or longer according to his creditable service. Under the new regulations, employees with three years or less of service may retain their salary 26 weeks. For each additional year the retention period may be increased 8 weeks. For example, an employee whose aggregate service is 5 years 8 months and 27 days could retain his salary for a period of 48 weeks. At the termination of his retention period he is then paid the appropriate rate for his new grade.

The new regulation is intended primarily to give employees a period of adjustment when their jobs are down-graded as a result of adverse classification action. Another application would be where new or revised classification standards are issued which result in the down-grading of an employee's position. The new regulation was effective July 23, 1955. It is not retroactive.

Promotion and Reassignment of Wage Schedule Employees

Former CPC employees who were recently changed to hourly rates have inquired as to just how the change might affect them as regards bidding on positions at other locations, effect on pay when transferred to a different Wage Schedule, etc. We shall attempt to answer most of the inquiries below.

As we have indicated in earlier issues of the Newsletter, the change of employees from positions under the Classification Act to hourly rate under Wage Schedule does not affect any of the basic Civil Service rights the employee has. If he was subject to retirement, retirement is still deducted. His status (career or career-conditional) is not affected. His leave rights are the same. Insofar as the operation of the Regional Promotion Plan is concerned, he still has the right to bid on any job for which he is qualified regardless of whether or not the job is on an annual basis under the Classification Act or on an hourly rate under Wage Schedule.

There is a difference, however, which each Wage Schedule employee will be concerned about and that is, if he bids and is selected for a Wage Schedule position in a different locality with a different wage rate. If a promotion is involved he

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PERSONNEL PIPELINE Continued

will be paid no less than the step rate of the new wage level which would represent an equivalent increase in pay. An "equivalent increase in pay" is an increase in pay which is equal to or greater than the smallest step increase in any wage level the employee has served during the qualifying period. For example, the three steps in the Los Angeles area for WS-15 are: \$2.20, \$2.32 and \$2.44 per hour. For WS-17 in Pendleton \$2.38, \$2.50 and \$2.63 per hour. The step increase for WS-15 is .12 per hour. An employee in the 2nd step of WS-15 at Los Angeles if promoted to WS-17 at Pendleton would have to get the 2nd step or \$2.50 per hour since the 1st step (\$2.38) would represent an increase less than 12 cents.

If the employee is reassigned in the same wage level, he remains at the same step rate except that if he is reassigned to a locality with a lower rate of pay he may be advanced to a higher step rate in order to minimize or avoid a loss in pay. For example, the same WS-15 at \$2.32 per hour in Los Angeles is transferred to a WS-15 at Phoenix, Arizona. The hourly rates for the three steps of the WS-15 at Phoenix are \$2.01, \$2.12 and \$2.23 per hour. In this case the employee could only be paid \$2.23 per hour, the maximum step rate at Phoenix, or a loss in pay of 9¢ per hour.

If the same WS-15 were selected for a promotion to WS-17 at Phoenix, his rate would be established at the top step of the WS-17, or \$2.34 per hour. In this case the employee does not realize the equivalent increase in pay.

Employees with "saved rate" may be adversely affected by transfer to a different Wage Schedule. For example, the majority of the former Electro-Mechanical Technicians, were already receiving the top step of CPC-9 when converted to hourly wage rates. This rate was in most cases, in excess of the highest hourly wage rate under the applicable Wage Schedules. The law provided that an employee would retain the higher - "saved" - rate so long as he continues to occupy the same position. If he transfers to a similar position in another locality, he may lose the protection of the saved compensation. We are attempting to get the Department of Commerce to rule that employees occupying similar type positions, such as the Electro-Mechanical Technician positions, are in fact the same position in the region regardless of location. If we are successful in doing this, the transfer or reassignment of employees with "saved rates" to similar positions elsewhere will represent no problem.

Position vacancy notices for Wage Schedule jobs usually quote the hourly pay range as for example, WS-17 \$2.30 to \$2.45 per hour. The rate which the employee will get will be computed according to the rules outlined above and the employee need not indicate which hourly rate he would accept.

The conversion to hourly wage rates does not change any procedure so far as payment of transfer costs at government expense.

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DIVISION HIGHLIGHTS

AIR CARRIER SAFETY DIVISION

Personnel from the Washington Office spent the week of July 11 in Denver investigating United Air Lines' use of the Dehmel trainers. During the week of July 18, personnel from the Standardization Center at Oklahoma City also visited United Air Lines to inspect their training program and training aids. They were interested in the application of some of these aids to courses at Oklahoma City and United Air Lines' methods of obtaining maximum utilization from the Dehmel trainers. The maintenance and scheduling of these Dehmels were also investigated. Agents of the Denver ACDO assisted Washington and Oklahoma City personnel in their evaluation.

Agents of the San Francisco ACDO participated in the Inaugural Service to Ely, Nevada, by United Air Lines. The first flight was met by a distinguished group including the Governor and the Senior Senator of the State.

Operations Agents participated with United Air Lines personnel in an "abandon ship" drill training exercise at San Francisco.

Arrangements have been made with United Air Lines to accompany their area safety man on his next few station inspections. It is believed this will be of benefit to both the United Air Lines' safety man and to the agent accompanying him. If this procedure proves beneficial, instructions will be issued to other agents assigned to United Air Lines to adopt the same program.

United Air Lines continues to graduate approximately 25 flight engineers from their school in Denver each month.

United Air Lines has contracted with Transocean Air Lines at Oakland for the overhaul of their DC-3 aircraft. This is due to the heavy workload imposed on the San Francisco maintenance base caused by the continued expansion of the United Air Lines' fleet. They have nine docks in San Francisco almost continually occupied, and the carrier has 43 more aircraft on confirmed orders yet to be delivered. This carrier anticipates that their total employment will reach 17,900 employees by the end of 1955.

The approval of a CV-340 prototype radar installation for United Air Lines and a completely new radio installation for California Eastern Airways' fleet was accomplished by the San Francisco ACDO. After discussions and meetings with California Eastern's management, it was decided to completely revise their C-54 radio installation in view of service difficulties they have been experiencing. It was further agreed that an approved outside agency would design the radio installation for both the foreign and domestic operated aircraft for California Eastern Airways. Five aircraft have been completed and are in operation with a marked decrease in pilot complaints.

In addition to normal domestic freight operations, The Flying Tiger Line conducted 48 round trips to Europe, including transportation of members of the CAA Club from New York to points on the continent. Participation in carriage of "first-class mail by air" was started this month by The Tigers from Chicago to New York.

The Flying Tiger Line consummated a lease with the U. S. Navy for the use of an R6D (DC-6A). The leased aircraft was ferried from Corpus Christi, Texas, to Burbank on July 27 and is undergoing modification and fleet standardization. Operation of the airplane, which is restricted to domestic use, will release a company-owned DC-6 for a full schedule of North Atlantic flights. (Continued on next page)

Western Air Lines started regular service into Sioux Falls, South Dakota.

Several irregular air carrier operators in the Burbank area are of the opinion that there is an increasing demand for overseas charter operation. They believe that the operation with convertible type aircraft; e.g., passenger one way, cargo the other, will be in increasing demand.

The Civil Aeronautics Board has approved the Truck-Air-Truck tariffs proposed by Slick Airways, Inc., and the operation is scheduled to start September 1, 1955. Air freight will be shipped by surface carriers to terminal points - Pittsburgh in the east and Phoenix in the west - and carried by air between these points via Chicago and Kansas City. A considerable savings in time will be offered shippers at reduced shipping rates.

Slick Airways has renewed the lease on the U.S. Navy DC-6 aircraft, and it will be placed in operation August 4, 1955.

The Maintenance Agents of the Los Angeles ACDO attended a demonstration conducted by the Bureau of Mines at McCulloch Motors, Inc. in Los Angeles. This demonstration involved static electricity and the dangers involved in the servicing and maintaining of aircraft in connection with the handling of fuels.

The Disneyland Heliport was approved for passenger operation effective July 18. The area is in excess of two acres, is blacktopped and completely fenced in with adequate caution signs placed around the area. Riverside Heliport was approved for passenger operation effective August 4.

Alaska Airlines have developed the first part of a correspondence training series covering Civil Air Regulations for their Flight Engineer Training Program. The assigned agents are taking this course along with the company employees.

Southwest Airways have completed a test installation on one of their DC-3's of the Winslow Oil Filter. The ground and flight tests indicate satisfactory operation.

Frontier Air Lines have purchased an additional DC-3 which is in the process of being standardized for their operations.

Continental Air Lines are investigating the installation of a separate augmentor overhead warning light. They are now installing augmentor vane over-center stops on their CV-340's.

GENERAL SAFETY DIVISION

The work of the aerial applicator represented one of the predominant fields of aviation activity in this Region during the month of July, 1955.

From the wilderness areas of Montana and Idaho to the fertile desert valleys of Southern California, the aerial applicator was busy destroying insects, defoliating cotton, planting rice and grain and, for the first time on record, successfully controlling a forest fire. Water sprayed from an aircraft, according to Forest Service officials, was instrumental in controlling a fire which was burning the growth on a steep slope near Wenatchee. The aircraft was dispatched at the same time a ground party of twenty-two men started the climb to the fire area. By the time the ground party arrived, the fifty-acre fire had been completely suppressed

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by the aircraft. The only alteration made to the aerial applicator aircraft consisted of removing the spray nozzles from the booms to permit an increased flow of water. Not only did the aircraft make direct passes over the burning area but also wet down the ground ahead of the fire to retard progress of the flames.

Spruce Budworm and Gypsy Moth Control Projects, completed by an operator in the Yakima district, involved a total of 1,024,826 acres. To cover this acreage, 879,418 gallons of spray were dispensed by a total of eighty-two single and multi-engine aircraft. The Medford and Portland Offices also report working with the Forest Service on three Spruce Budworm Projects involving approximately 500,000 acres and fifty aircraft.

The CAA received recognition as one of the cooperating agencies in an award made recently to the Boise National Forest Service. This award was made in connection with the 1954 Pine Butterfly Aerial Spraying Project. Irwin L. Peterson, Assistant Secretary of Agriculture, presented the award which read, "For superior planning, organization and safe execution of the 1954 Pine Butterfly Aerial Spraying Project, Boise National Forest, which established an outstanding example of teamwork." Our Boise District Office played an important part in helping to make this award possible.

Upon completion of a Forest Service project involving the spraying of timber land in the State of New Mexico, the District Office in Albuquerque received a letter from Mr. C. Otto Lindh, Regional Forester, which is quoted in part:

"Dear Mr. Eddy. We wish to thank you, Mr. Darling and Mr. Cazier for your fine assistance in planning and carrying out the Spruce Budworm Aerial Spray Program. The fact that the Program was completed without accident or injury is a source of great satisfaction to us. The assistance which Mr. Cazier gave us in selecting air fields and the thorough inspections which Mr. Darling gave to each airplane were very important factors contributing to this fine safety record."

Other district offices in Billings, Helena and Cheyenne also worked closely with the Forest Service and Department of Agriculture in helping to maintain safe operating practices and to reduce accidents to a minimum while engaged in aerial pest control projects.

The summer surge of activity in general aviation continues to be evident, both in student instruction and aircraft sales. Most district offices report evidence of considerable increase in flying activity, with one office reporting a sizeable increase in gasoline sales to aircraft in the general aviation category.

Plans have been completed for the presenting of the Hughes Trophy to the Pan Aero Flying Club of Panorama City, California. This club placed first in the National Safety Program for Flying Clubs and will be awarded the trophy at a banquet which will be held on the evening of September 5. The Regional Administrator is to be one of the principal speakers at the meeting which will be attended by the club members and their wives, also members of the Panorama City Chamber of Commerce. It is anticipated that the actual presenting of the trophy will be made by one of the leaders in the aviation industry in Southern California. (Hall Hibbard, Vice President and Chief Engineer, Lockheed.) (Continued on next page)

A Ryan B-1 was rebuilt in the Van Nuys District to the general design and characteristics of the "Spirit of St. Louis", which was used by Colonel Lindbergh in his New York to Paris flight in 1927. This airplane, which is to be used in filming the new picture called "The Lindbergh Story", will be flown to New York and Gander, Newfoundland, then shipped to Paris where parts of the picture will be completed.

Agent Bollinger of the Palo Alto Office conducted two DAMI meetings where the proposed changes in CAR 18, 24 and 43 were discussed in preparation for the proposed new program. He also conducted a forum on preventive maintenance, for a Civil Air Patrol Squadron, and discussed regulations pertaining to home-built aircraft. This Squadron states that they intend to organize a chapter of the Experimental Aircraft Association. Interest in home-built aircraft in the San Francisco Bay area has increased considerably, and the Palo Alto Office is giving their attention in the encouragement of this activity.

Phoenix Office reports that the maintenance facilities in their district have all of the business they can handle and that sales of new and used aircraft have been exceptionally good.

An extremely severe hail storm hit the Billings area on July 6, causing damage to fifty-three airplanes, averaging \$3000 per airplane. The metal aircraft were so badly damaged that it will be necessary to install all new skin, and the fabric airplanes will have to be completely re-covered. This has taxed the local maintenance facilities to their limit.

AIRCRAFT ENGINEERING DIVISION

Discussions were held with Aerocar personnel regarding inconsistencies and discrepancies found in the Aerocar technical data file. As a result, it was decided to return the major portion of the technical data file for revisions. The manufacturer is awaiting receipt of the Flexidyne-type coupling for testing in this airplane. It is expected that torsional vibration tests with the new coupling will be conducted in the near future.

The Boeing Model 707 is becoming a very active project. Boeing desires to obtain policy rulings from CAA on controversial points at the earliest possible date. In order to assist them, meetings are being held in Seattle between Flight Test and Power Plant specialists of the Washington and Fourth Region CAA offices. Similar meetings are scheduled with Airframe specialists during the next week. Following these meetings, policy decisions will be reached and Boeing will be advised regarding the controversial items discussed.

On August 4, 1955, an American Airlines Convair 240 airplane experienced a power-plant failure and fire in flight which resulted in destruction of the aircraft in flight in the vicinity of Fort Leonard Wood, Mo. An engineer from the Fourth Region was dispatched to assist in the investigation of this accident. Preliminary indications are that the No. 12 cylinder in the right hand engine failed, rupturing the nacelle cowling, permitting fire to burn around Zone 2 and into Zone 3 of the aircraft structure. It appears that the fire burned through fuel lines in Zone 3 with the result that an additional fire of great intensity occurred in this area. The Zone 3 fire caused failure of the wing before the pilot was able to make a landing. Although the official findings in this accident have not yet been reached,

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Convair is actively working on remedial solutions. This type of failure could occur in several additional models of aircraft, therefore action is being initiated with the Washington office in an effort to obtain industry cooperation in developing and incorporating preventive measures in all transport aircraft which might be vulnerable to this type of failure.

Evaluation of the basic data for the Douglas Model DC-7C is under way. In addition, Douglas has submitted basic data covering an increase in zero fuel and landing weights for certain DC-6 aircraft. Preliminary design work on the DC-8 is proceeding; however, no data have been submitted to the CAA to date.

The Final Type Certification Board Meeting on the Fletcher FU-24 airplane has been completed and Type Certificate No. 4A12 was issued on July 22nd.

Hiller has submitted an additional proposal requesting the evaluation of the HJ-1 helicopter be continued as a single-engine aircraft with certain special deviations. Evaluation of this proposal and discussions with Hiller personnel are under way.

A basic load analysis has been received covering a new Learstar modification having a take-off weight of 24,200 lbs. and a landing weight of 21,500 lbs. Lear personnel also are continuing to submit miscellaneous modifications on their Learstar series.

The Type Inspection Report covering the Lockheed Model 1049G has been completed and copies were forwarded to Washington. The Lockheed "Electra", Model 310, project is active in the Company in the preliminary design stage. Lockheed personnel indicate technical data will be submitted to CAA on this project in October 1955.

Type Certificate No. 767 for the Stinson 108 Series has been cancelled and reissued in the name of the new owner, the Vest Aircraft Company. Technical data on this Series have been transferred to this office.

An engineer from this Division participated in the accident investigation involving a Boeing KC-97 airplane from Castle Air Force Base, Merced, California on July 13, 1955. This accident was caused by an in-flight fatigue failure of a 2J17 propeller blade on the No. 3 engine leading to complete destruction of the aircraft. As a result of this accident, it is understood the USAF is conducting preventive inspections similar to those already in effect on civil B-377 aircraft.

AIRPORTS DIVISION

The initial \$20 million appropriated for the 1956 Fiscal Year Federal-aid Airport Program has been allocated and in this Region involves 44 sites and slightly less than \$5 million in Federal funds. In connection with the additional \$42.5 million for Fiscal Year 1956 recently signed into law by the President, the Washington Office of Airports has drafted revised policies for administering the Federal-aid Airport Program, airport planning standards, and airport programming standards. This material is being reviewed by Regional personnel for comment by Division Chiefs at a proposed Kansas City meeting. Programming of the additional funds will be delayed approximately 90 days until the proposed standards and criteria can be finalized.

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Mr. Winger attended a ceremony at Reno on August 9, at which United Air Lines officially transferred title for ownership of the Reno Municipal Airport to the City. The Airports Division participated in the negotiations toward completion of this contract.

Mr. George E. Johnson inspected active FAAP construction projects at Billings, Montana; Rock Springs, Jackson, and Riverton, Wyoming.

FACILITIES DIVISION

Charlie Grosh and Charlie Kohli are presently at Oklahoma City attending a two weeks Air Traffic Control course. We feel that knowledge gained in this course will prove valuable in future planning.

Flight Inspection Branch

Thomas Young, formerly of the 6th Region, reported for duty at Salt Lake City. Mr. Young will serve as Recorder Operator for Flight Inspector Brand.

Bob Lewis and John McCormick have completed their military leave and are back riding the ranges.

Approximately 110 Regional Office personnel were carried in N-23 during the past month in connection with the indoctrination program. These flights were well received by all concerned.

Establishment Branch

Luminous ceiling at the Denver INSAC has been completed under the supervision of Ralph Crouse. All reports received indicate this to be a very satisfactory type of lighting.

Electrical details for the HIALL installation at Salt Lake City were submitted to Washington.

Approval was given to the Weather Bureau for installation of their transmissometer at Ontario, California.

Riley Harris, Dave Hegland and Maynard Hegland have completed the installation of SECO equipment for the Weather Bureau automatic weather observing facility at Ontario Combined Station/Tower. They began the installation of equipment for approach control service at the same site.

Murry Asilowitz is completing the final wiring of A/G control equipment in the Los Angeles ARTC Center pending the return of Harris and crew from Ontario.

Ed Pardee and George Martin will be ready for final inspection at Las Vegas Combined Station/Tower by the end of August.

Norman Carlberg and Setsuo Horita completed the installation of Service "B" relay equipment and Needles INSAC and started a similar job at Trinidad INSAC.

Fred McCauley and Sam Rosenfeld completed the installation of Service "B" relay equipment at Yuma and Blythe, respectively, and both started modernization of console equipment at Palmdale INSAC.

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Jim Cheatham, Roger Baker and Carl Duncan continued the installation of A/G console equipment at Carlsbad INSAC. Carl Duncan was released for reassignment to Los Angeles ASR A/G communications installation.

Jim Crenshaw is installing a concrete road dip at Columbus, N.M. Jim recently completed the revamping of the sanitary system at our Hanksville, Utah quarters and acoustical work at the Las Vegas, Nevada Tower.

Bill Chapman is coordinating the installation of Tower facilities at Deming, N.M. with the City of Deming.

Fred Yandell has completed construction of a delta antenna structure at Ft. Bridger, Wyoming INSAC, and is now constructing a roof top antenna structure at Rock Springs, Wyoming.

Tom Tarpo installed direct reading wind instruments at Malad City, Idaho and North Bend, Oregon and is now repairing the fencing at Beaver Marsh, Oregon.

Proposals are out for bids on a new forced air heating system at the Bellingham, Washington INSAC.

The Rock Springs Dual Console/Ft. Bridger Satellite installation was started rather hurriedly in order to effect completion by September 1, if possible. Paul Allee, Richard and Darel Preator and Tom Carrington are doing the work.

Henry Scribner has been busy hauling the surplus equipment from the San Francisco OFACS to the R.O. and the necessary equipment for the Rock Springs installation from the R.O. to Rock Springs.

The Service "B" teletype installations began with M. Harvey and Tommy Bracken doing the work at the Red Bluff installation and Mike Domitrovich doing the Billings installation. Lander Weather Bureau teletype was rearranged by Mike Domitrovich.

Dell Larsen will take up the Service "B" teletype installation at Baker, Oregon upon his return from leave.

The INSAC modernization at Seattle has been completed, except for the new teletype cabinets, and the crew at Seattle, consisting of Howard Pyle, Jim Carr, Bob Payne, John Elwood and Reuben Jobe, has started work on the Center modernization.

Bill Beekman, assisted by Fernando Sanchez, recently completed the survey for the proposed VOR facility near Casa Grande, Arizona, and made a preliminary survey for relocation of the Zuni, New Mexico VOR. The Zuni survey had to be accomplished between thunder storms which washed out roads and just missed washing out the jeep they used. The Inter-Tribal Indian Ceremonial at Gallup made it a toss-up as to who would sleep in the tent -- the Indians or Bill. Bill and Fernando are presently engaged in selecting prospective VOR sites for portable flight testing near Vernal, Utah and Meeker, Colorado.

Omar Peck, Technical Services engineer, has recently completed surveys for the proposed VOR facilities near San Simon, Arizona and Deming, New Mexico. He, too, was hampered by too much rain. At Deming the county road running by the site was washed out so that it was necessary to call upon a tractor to reach the site.

Marion Duncan is busy repairing fences and improving the access road to the pt. Reyes VOR.

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V. O. Vick has completed inspection of construction of the new VOR facility near San Diego. This facility is located on such low ground in the Mission Bay area that it had to be elevated six feet above ground on a pile foundation. Vick is now on his way to Utah Lake, Utah where he will supervise construction of a mountain top VOR facility. We hope the project will be completed before the first heavy snowfall.

Chuck Dickow is spending a few weeks in the office between vacation time. He is looking forward to VOR surveys at Vernal, Utah and Meeker, Colorado. That right, Chuck?

Maynard Hegland completed modification of the Downey "H" facility building and is now helping Riley Harris at Ontario, California.

Erwin Clark is helping Chuck Daggy at the San Diego and Oceanside VORs while awaiting word to start on the Vernal and Meeker VOR surveys.

Emmett Whitney and Bob Crookshank completed the Prescott DME while waiting for Telco to complete the control line to the Roswell VOR. They are now back at Roswell for the VOR flight check and commissioning.

Victor Beaken completed Conelrad installations at Corona, N.M. and Anton Chico, N.M. He is now at Pueblo moving the electronic equipment from the present station to the new VOR site. Emmett Whitney and Bob Crookshank will join him shortly and the three of them will make short work of the new Pueblo VOR installation.

Boyd Preece and Glenn Shoop continue working on the Lucin VOR installation. They have been joined by John Williams. Boyd reports the weather intollerably hot. Hang on, Boyd, maybe you'll find snow on your next assignment.

Chuck Daggy and Al Calloway are waiting for the commissioning flight check at the Oceanside VOR. They will next install new VOR equipment at the San Diego relocated VOR building.

Fred Hempt and Dob Robb have completed the installation of electronic modulators and power supplies at the Lebec and Carlin Fan Markers. They are now engaged in a similar installation at the Redding Fan Marker.

Glenn Kassing and Herb Happoldt have left the dust of Grants, N.M. for the more moist sunshine of Portland, passing en route to install Conelrad at Twin Falls, Idaho and Ontario, Oregon. At Portland they are converting the VOR antenna system to the new 4-loop array.

Gene Newman completed installation of a new incoming power service to the Portland HIALL.

Harry Mellen is supervising the ILS glide slope middle marker facility relocation at Cheyenne. Completion is expected about September 1.

Proposal for relocating localizer facility at Seattle ILS was readvertised and we expect to receive a favorable bid. Gene Newman will be supervising.

Survey for relocation of Billings, Montana ILS has been started. Dave Domaskin and Stan Larsen are "fighting the battle of the Yellowstone." (Continued on next page)

Additional control cables are being installed at Portland ASR facility under supervision of Gene Newman.

Dave Domaskin completed installation of the ASR-2 reflectors at Oakland, California.

Negotiations for location of radar reflectors in Bay area have been completed for San Francisco Radar and work will proceed when Dave Domaskin completes survey of Billings, Montana ILS.

Construction of a blackout enclosure at the Los Angeles control tower is in progress and we hope to complete this project immediately, providing we can locate the drapery contractor.

Don Hughes, Joe Shukal and Carl Duncan are working on the installation of the ASR-3-1 and associated communications equipment at the Los Angeles tower. Because of the presence of second time return targets, it has been recommended after exhaustive tests, that the Los Angeles ASR-3 have its PRF changed from 1200 to 900 cycles per second. This may cause some delay in the recommissioning of the Los Angeles ASR.

Rex Brown is representing the Facilities Establishment Branch during the acceptance of the Burbank ASR-3. Tests are expected to begin about September 1.

Wes Martyn, Doug Brown and "Red" Pedri arrived at Cheyenne about August 20 to relocate the ILS glide path and middle marker.

John Eagen, Raphael Lopez, Damon Capps and Student Trainee Keith McKinnon are installing the ASR-2 repeater at Oakland.

Jim Cole, Darol Hafner and Frank Beauchamp are working on the ASR-2 repeater at Portland. If Oakland had not had a month headstart, the boys could have had a good race between Portland and Oakland.

Bob Faul is assisting Paul Watkins with the communications installation for the Denver ASR-3. This phase of work should be completed about the second week in September. Other projects will keep them in Denver until the middle of October.

UHF: Office arrangement of desks was revised in order to accommodate an additional stenographer and three contract draftsmen. Lu Edmiston reported on August 11 as our new, additional stenographer. Three draftsmen are to report the latter part of August. An additional electrical engineer is being assigned to Mr. Kurth to expedite engineering of the engine-generator program.

Bob Chambers conducted survey for electronic installations at Great Falls, Livingston and Whitehall, Montana, and at Burley, Idaho.

John Peterson conducted survey of Santa Monica Tower, accompanied by contract Engineer M. V. Gaffney.

The Northern contract electronic crews under Al Marsden completed the installation at Missoula, Montana. The crew under Orion Betz is finishing Dillon and Miles City, Montana, and then will return for completion of Los Angeles Center. Contract crew under Wayne Brown conducted two site surveys at Salt Lake City at two of the mountain top TV stations. Further investigations are scheduled. CAA crew, composed of Phil Nicoletti, Bob Betz, Pat McCarty and James Barnes, is still at work on Seattle. At the present time Phil is in the hospital for an operation. We wish him a speedy

recovery. Crews under Ed Alfonso completed Hobbs, and Otto, New Mexico; Trinidad, Colorado; and are now at La Junta, Colorado. John Rathjen, Joe Covington, Carl Weidert, Ray Dickenson, and Lloyd Allen are finishing Burbank Tower and INSAC. All electronics work has been slowed down due to slow delivery of electronics equipment, and lack of sites ready for installation

Bill Murray, contract engineer, supervised construction of building extensions and delta antennas for Phase V UHF program at Delta, Utah and Malad City, Idaho. Bill returned to the R.O. after Malad City was completed and wrote proposals, specifications, estimate and drawing plans for Paso Robles and Palmdale, California, and is presently doing the same for Whitehall, Montana.

Construction of delta antenna structure and building extension at Otto, New Mexico, was supervised by A. B. Fuller. He also supervised installation of engine generator unit at Columbus, New Mexico, and is currently working on Salinas and Stockton, California engineering projects.

Len LaFornara completed supervision of the remodeling of the antenna support structure at Van Nuys, California. He completed plans and specifications for proposed construction at Tonopah, Nevada and Livingston, Montana. Final inspection of UHF construction work at Otto, New Mexico was conducted. Len is proceeding to Tonopah, Nevada to solicit bids and supervise construction of the UHF installation.

Jack Riebe and Tom Richardson completed plans and specifications for UHF construction at Zuni and Las Vegas, New Mexico; Douglas, Sheridan, Casper, and Laramie, Wyoming. Currently they are working on Rawlins and Rock Springs, Wyoming projects.

Bob Dahms has just returned from leave and will be supervising the construction of UHF facilities at Santa Fe and Grants, New Mexico.

Clyde Lee completed the supervision of the Bryce Canyon building extension and delta antenna support construction, and the installation of an engine generator at the Ontario, California Airport.

John Coogan completed final surveys, plans and specifications for Monida Pass, Idaho, and Bozeman, Montana mountain top remote sites. He also made horizon surveys at Butte, Montana Airport and a possible high site remote location. He is presently engaged in preparing plans and specifications for Great Falls.

Construction of remote transmitter and receiver installations at Seattle-Tacoma Airport were completed under the supervision of Frank Gavin. He expects to begin construction work at Pendleton, Oregon, around September 1.

Construction of North Bend, Oregon, and Crescent City, California facilities was completed by Dave Evans. Construction work at Arcata, California presently is in progress.

Maintenance Branch

One of the highlights of our Maintenance operation this month was completion of the inspection trip conducted by Mr. Bunnell, W-372. Mr. Bunnell has been inspecting facilities all the way from Colorado to California and we are very happy to report that he found very little wrong with any of them. Most of his recommendations related to major improvements which we ourselves recognized as being necessary. Several interesting items we had not previously recognized were brought up and discussed

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during his Regional Office session. Mr. Lou Blair, W-358b, participated in the R.O. discussions conducted by Mr. Bunnell, although that was not the purpose of his trip. Mr. Blair is handling landlines and other special projects from the Washington Office angle and made this trip with stops at most of the Schedule "B" relay stations being installed in the United States. In our Region he visited Roswell, Needles and Daggett, before arriving at the R.O. After leaving here he proceeded toward San Francisco for an inspection of our new OFACS facility. After an inspection of the San Francisco facility, he will head back to Washington with stops at Reno, Lovelock Salt Lake City, Rawlins, etc. The visit being made to San Francisco should be particularly interesting to Mr. Blair as he was Project Engineer in charge of the original construction of the complete OFACS facility approximately 10 years ago. While he will recognize a considerable number of items, the entire control facility should be of interest to him because of the changes which have occurred.

Branch Chief, Jerry Melville, is presently on annual leave. We understand that he is conducting several experiments in the vicinity of Clear Lake, California. These experiments probably will result in some conclusion relative to the most comfortable way to spend a vacation.

The next ATDS Conference has been definitely set for September 13. We have been notified that the Aeronautical Center is sending Mr. John Straiton, Chief of the Directed Study Section, to discuss Directed Study activities and we hope that a Washington Office representative will also be in attendance. Considerable new information, particularly relating to budget and personnel for the coming year will be discussed at this meeting.

We have two International Region students, from Spain, for on-the-job training in our Region - - Messrs. Jose de la Camara and Julio Gonzales. These men have been receiving training by working with Establishment personnel and will spend the next month or so working with Maintenance personnel at Ontario and Billings.

During this month, Mr. D. J. Mackie, Chief, Facilities Division, and Mr. V. M. Clayton, Deputy Chief, Facilities Maintenance Branch, made a short tour of facilities in Nevada, Utah and Central California. This was Mr. Mackie's first visit to some of these locations and he enjoyed meeting the field technicians there. Additional familiarization trips are planned for this fall and Mr. Mackie hopes to meet all field personnel before too long.

Personnel presently attending the Aeronautical Center at Oklahoma City are: Francis Horn, Gerald Hobbs, and Ruben Hansen, in the DME Class. Lawrence DeWolf, Ralph Perkins, Luther Cummings, in the ASR/PAR Class. Carlos Keasler and Paul McMullen in the ILS/VOR Class.

AIRWAYS OPERATIONS DIVISION

During the week of August 8, meetings were held between CAA and AACS representatives at Hill and Fairchild Air Force bases, relative to installation and operation of RAPCONS at those locations. Chester Church, Frank DeAndrea and Joe Orr represented the Regional Office. In addition, local airways personnel from Seattle, Spokane and Salt Lake attended. If present target dates can be met, Hill RAPCON will begin operations March 1 and Fairchild RAPCON April 1, 1956.

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McChord RAPCON inaugurated the en route control phase of its program August 1. Seattle-Tacoma inaugurated radar departure control August 3. These two factors should assist materially in improving control service in the Seattle area.

Numerous meetings were held between representatives of Hamilton AFB, Travis AFB and the Oakland Center regarding proposed use of Hamilton and Travis RAPCONS. Agreements were reached concerning utilization of air space with respect to these RAPCONS and placement of Air Force terminal aids in the Travis area to facilitate operations.

Mr. Bjorn Jonsson of Iceland visited the Oakland Center and the Air Defense installations in the 28th Division on July 28. He came to the United States to learn about security control prior to the establishment of an ADIZ around his country.

A meeting was held in San Francisco July 26, with representatives of Aviation Safety and Airways Operations; both Washington and Region in attendance, to discuss ways and means of providing additional radar traffic control service in the San Francisco Bay Area and future application of radar in that area. It was agreed to:

- a. Continue radar approach control.
- b. Establish radar departure control at Oakland and San Francisco when the first ASR repeater becomes available.
- c. Fully implement inbound radar control at Oakland and San Francisco when the second ASR repeater becomes available.
- d. Investigate the possibility and desirability of CAA operation of Mather and Castle AFB RAPCONS.
- e. Remote ADC radar to the Oakland Center when practicable.

Plans are being made to establish airport traffic control service at Casper, Wyoming October 1, 1955. It will operate 16 hours daily. The old tower structure will be used temporarily until the county provides a new one, which is anticipated in approximately one year.

Plans are being made to establish approach control service at Ontario, California which will probably be inaugurated in October.

Recommendations were submitted to Region II regarding control area boundaries and intersections to be established in connection with Sayre, Oklahoma VOR.

Cases were submitted to the Regional Air Space Sub-committee for an alternate airway between Ogden and Fort Bridger, a Los Angeles - Oceanside - Julian - Thermal airway, a minor change in designation of V23 between Long Beach and San Diego; for several changes in airway structure in the San Francisco - Ukiah - Red Bluff - Williams area and for alternate V 27 between Pt. Reyes and Salinas.

A card file has been established of all airway intersections in the Region and the use for which each is intended.

Numerous studies were conducted at the request of the Airports Division to determine whether traffic conflict would exist if proposed sites were developed for airport use. Most of these were in the New Mexico area. (Continued on next page)

Coordination was completed with the Anchorage and Honolulu Regions and Washington Office for assignment of frequency 5925 kc at Anchorage for operation with San Francisco. This action should complete our program to establish suitable frequencies for use in fixed service between San Francisco and Anchorage and insure satisfactory operation around-the-clock. This culminates many months of planning.

Specialist H. B. Wright has devoted practically all of his time during the past three weeks to an analysis of low and medium frequencies in the Pacific Coast area in an attempt to free some additional channels for a high priority Navy project. The problem is extremely complex and may require several additional weeks to complete. It probably will lead to numerous frequency changes in existing facilities in the coastal areas.

A study is under way to determine what interphone circuit rearrangements will be required in the Seattle Center to accommodate an additional sector.

Arrangements are being made to extend interphone service as required between Ontario, Norton and March AFB to accommodate approach control coordination between these points and Los Angeles Center.

Plans are being prepared for AMIS interphone circuit rearrangements required in connection with proposed ADIZ boundary changes.

Fifty-seven leased wire orders were processed.

The Kansas City Region has established a schedule whereby ADLOs in that Region would meet at Kansas City every two months. Two ADLOs attached to this Region are involved. It has been agreed tentatively these ADLOs will attend the Kansas City meetings every four months.

ADLO Claar and Los Angeles Center representatives met with Air Force representatives at Oxnard to discuss siting and procedures for a proposed Oxnard TVOR which the Air Force was to establish. Criteria prohibit installation on the field and it appears impossible to acquire suitable surrounding land. If sited in the only available area the facility would provide no improvement in procedures or handling of traffic. The Air Force representatives decided to recommend cancellation of the project.

ADLO Claar met with representatives of WADF to discuss proposed ADIZ boundary revisions. These changes were described to regional officials on August 15 and appeared to be an improvement over previous proposals.

Several meetings with Naval representatives have resulted in recommendation to establish a Navy local operating area off shore from San Diego. The procedure would allow the Navy to operate in most of their off shore areas on a local flight plan which would greatly simplify the handling of reports which are fed into the identification system.

Don Himes, Leslie Songstad and Bob Graner were detailed from the Los Angeles tower to the Technical Services & Planning Branch in the Regional Office for several days during the month. The assistance they have given the Branch is appreciated.

The use of our mobile tower units continues to increase as various state, county, and municipal aviation organizations learn that they are available for use during fly-ins and air meets held at locations where there is no airport traffic control tower. During the past month airport traffic control utilizing these units was furnished at Oceanside, California, by Burbank Tower; at Vancouver, Washington, Lebanon, Oregon, and Pacific City Oregon, by Portland Tower; and at Ellensburg, Washington, by Yakima CS/T.

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We have received many letters from the sponsors of these events. All have been most enthusiastic about the mobile towers and very complimentary in their remarks concerning the controllers who operated them.

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HERMAN FISCHER RETIRES

Herman Fischer, former Airways Maintenance Technician, who served last as Electro-Mechanical Specialist at Sacramento has retired from the Service because of physical disability. He suffered a knee injury and complications which prevented him from performing his duties. Mr. Fischer was headquartered at Winnemucca for some time and went from there to Salt Lake City where he covered the entire Structures and Grounds District headquartered at that location. Prior to that time he spent several years with the Establishment Branch of the former Sixth Region. We wish Herman the best of luck and hope that he will stop by and see us occasionally.

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CRUSADE FOR FREEDOM

Those of you who believe in and contributed to the Crusade for Freedom will be interested to know we received a thank you note from officials of the Organization. The Crusade supports, as you know, "Radio Free Europe" - a very worthwhile cause. Those in the regional office contributed \$65.00 to the fund.

* * * * *

V. P. P. NOTES

Since the last issue of the news the Region has lost two employees who were members of the V.P.P. Alfred O. Edward's beneficiary received \$7460 and Claud Gardner's will receive \$7415.

Our plan has been in effect 33 months now at a cost of \$65.00. It doesn't take much mathematics to figure a cost of about \$2.00 per month.

We highly recommend that where possible groups at one location consolidate into one group to facilitate bookkeeping here in the office. Some of the larger locations are all under one group. For example Oakland includes the tower, station, maintenance, aviation safety and center. The same is true at Salt Lake City, Denver and San Diego.

Some one suggested that since new employees don't get their first pay check for a month after they EOD many of them can't cough up the \$5.00. After 30 days their CAA physical can't be used so they must pay for one - remember they must join within 45 days of EOD. We wonder if this is a general problem. If it's serious enough, maybe we should change our rules to take care of the situation. On the other hand, can't some of you rich (?) guys chip in \$5.00 for the new employee to help him out until pay day and get him in V.P.P.

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USE YOUR CREDIT UNION

Every now and then it's time to stop and remind our members - (and potential members) - of why our credit union was started back in 1949. It was intended to help YOU save your hard earned money - to make it unnecessary for YOU to pay sky high carrying charges and interest on installment purchases and loans. It's YOUR credit union - Designed to serve YOU - why not USE IT. What brings this on? - Well, every now and then we find that one of our good members has bought something on time without realizing that a good part of the "easy payments" will go for carrying charges.

Any legitimate merchant is interested primarily in selling - not in financing. - So remember, when you buy a pair of shoes, or a TV, or household appliances, or an automobile, or whatever it is; if you're dealing with a respectable firm - YOU CAN FINANCE WHEREVER YOU PLEASE - and YOU CAN BUY YOUR INSURANCE WHEREVER YOU PLEASE. If a salesman tells you, "You'll have to let us do the financing and write the insurance," he's not selling merchandise; he's selling insurance and credit. You'll probably pay plenty for both.

BORROWING IS A BUSINESS MATTER

Now and then we come across people who feel that borrowing is highly degrading. For if they are forced to borrow some money they ask for it apologetically almost as if they were asking for a gift. There is no need to feel that way about borrowing from your credit union. The credit union was organized for the purpose of helping those in need of money. It makes a fair charge for the use of this money. You as a borrower are expected to repay the loan, just as a business man is expected to repay his bank loan. Therefore, the whole transaction is on a business basis and there is no occasion for thinking of it as a favor or as charity. Your credit union is your own organization. When you borrow money from the credit union you are simply applying to make use of funds which you yourself may have helped to build up for just such a purpose.

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Note: Loans up to \$400.00 may be granted on signature alone if employed by CAA three years, or more. Higher loans are available provided adequate collateral is furnished, such as automobile, co-signers, etc.