REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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BATTLE IN U.S. SKIES FOUGHT DAILY BY CAA: THE ENEMY, INACCURACY

Up overhead and out of sight and hearing most of the time, the Civil Aeronautics Administration is engaged in a never-ending battle against inaccuracy and error. Squared off in the fight against bending radio beams, weak radio range signals, interference and even human failings are the Flight Inspection personnel of the CAA Office of Federal Airways.

Their tools are airplanes loaded with electronics testing gear, tape recorders and such mysterious gadgets as panoramic adapters, to mention only a few.

It is the important but little known job of these check pilots, or "range riders" as they are sometimes called, to make sure the many hundreds of sensitive air navigation and landing aids maintain the high levels of accuracy and dependability that have been set for them. There is no other way to get this done but to fly--and fly they do.

The task of checking the airways is in the hands of 52 pilots scattered at strategic points across the country, in Alaska and Hawaii. Generally they fly in pairs, one piloting the aircraft--the other watching and studying the instruments. In some involved problems, a third man is aboard to operate additional instruments. The planes used are flying laboratories with airborne equipment to match all the ground air navigation and landing aids, except that they carry two of each-one for actual checking-the other for monitoring or standby.

A flight check pilot must have 2,000 hours in his log book to qualify for the position and once on the job he will average 600 hours of flying a year. A fleet of 33 planes is used.

The flight checking is performed on a rigid schedule as dictated by past experience. Thus, the 397 very high frequency radio ranges are flight checked at least three times a year. Distance measuring equipment also falls into the three times a year category.

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The 154 instrument landing system (ILS) are flight checked six times a year, as are the precision approach and airport surveillance radar installations. Besides these, there is other equipment, such as fan markers, H facilities (homing beacons) and approach lights, which are flight checked twice each year.

The most thorough-going flight check is made when the facility is first commissioned for public use. Up to 30 hours of flying for the one facility may be required to obtain the proper alignment, or to bring the margin of electronic error down to a point where it is considered within safe operating limits. Each subsequent flight check must prove the facility is maintaining the exacting specifications required for original commissioning.

The glide path of an instrument landing system, for example, must not be off more than one-tenth of a degree. If the error exceeds the required safety standards, the facility is closed to use until properly aligned, and the flight check crew stays right on the spot until this is accomplished. An then, it is marked approved for use only after a successful flight check is completed.

What if an ILS should go haywire in between the bi-monthly flight checks? Each ILS commissioned is equipped with dual transmitters for the glide path, down which the aircraft flies to the runway, and for the localizer beam, which gives the pilot lateral guidance on his line-up with the center of the runway. If either the glide path or the localizer courses go wrong for any reason, even for a period of seconds, a monitor automatically switches to the standby equipment. This is recorded by flashing lights and buzzers in the control tower at the airport and an immediate call goes out for maintenance and flight check.

Check pilots flying orbits around a facility sometimes get a buzz job from inquisitive military jets who want to know why they are flying in circles in an Air Defense Identification Zone when they should be on their way somewhere.

The commissioning of air navigation aids and scheduled flight checks are only part of their assignment. In case of an accident where there is even a remote possibility that a facility is involved, the pilots are required to make an immediate flight check, no matter what time of day.

There also is the usual share of mercy flights in cases of emergency in out of the way places. Children and expectant mothers have been flown to hospitals as have injured loggers; and in the Alaskan and Hawaiian Regions the flight check aircraft are used for hauling supplies, equipment and sometimes people on official busines, with the usual flight checking done en route.

In addition to the 52 pilots and 33 aircraft located in the CAA Regions, there are five pilots on duty in the CAA Washington headquarters. These pilots may be called on in an emergency but specifically it is their job to improve flight check techniques, standardize practices, and to assure the quality of the flight checking in general.

Flight checking today is quite a different proposition than when it was initiated nearly 20 years ago. At that time Chris Lample, first of the flight check pilots and now Assistant Director of Federal Airways, did it as a one man job in a single engine aircraft on a sort of perpetual cross-country flight. Early flight checkers often were called upon to do their own maintenance, both on ground facilities as well as on their own aircraft. But the job was done and many of the "old timers"

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Regional Administrator's Column

Recently I heard a talk by a Public Accountant and Tax Expert who at one time had worked for the United States Bureau of Internal Revenue. Among other things he explained the Bureau's concept of the difference between tax avoidance and tax evasion.

An individual is encouraged to take advantage of the authorized legal deductions in making out his Tax Return. This, in their parlance, is tax avoidance. When your calculated or estimated tax deductions exceed an amount which you are prepared to prove it becomes tax evasion.

For example, business entertainment costs, or - - let's take one which we in Government know about - - costs in excess of authorized per diem. Some of our traveling employees have in the past deducted from their Income Tax Return an amount which they estimate represented expenses in excess of the authorized per diem. If you kept account of the actual expenses and can prove you incurred them you are still in the tax avoidance category. However, if you estimated these costs and the Tax Examiner questions you, the burden of proof is yours. If you cannot substantiate your estimates you are then in the category of tax evasion and are subject to payment of the additional tax plus the penalities involved.

Obviously it is better to make a conservative estimate if you have not kept accurate accounts in order to insure that you are not evading payment. In plain blunt language then tax avoidance is legal and honest - - tax evasion is dishonest and cheating.

This illustration typifies a trend of our modern times. Some of us are inclined to rationalize that anything that is legal is also honest which in a number of instances is not the case. We sometimes are inclined to justify our actions on the basis of what we can get by with rather than what is fair and square. Of course when we do this we ourselves are the losers in the long run. For example, the person who habitually comes to work a few minutes late, or leaves a few minutes early, and takes 45 minutes for lunch instead of 30, is not usually the individual who is selected for promotion. It seems to be an attitude which has developed progressively. It is illustrated by the story about the storekeeper who made a sale approximating $20.00. The customer gave him what he thought was a $20.00 bill and the storekeeper in putting it in the cash register noticed that he had been given two $20.00 bills. He hesitated and thought to himself, "here's a fine question of ethics --- should I tell my partner?" It is like the boy who during summer vacation worked in one of our super markets. In the fall when he was drawing his final pay the Manager asked him if he thought he had gained anything by his work experience --- had he learned anything different than he was taught in school. The boy said, yes he had learned that 14 ounces make a pound.

Amusing in one sense and tragic in another. What has become of our sense of values. Don't we ever hear that inner voice we refer to as our conscience. Or is it like the man who when asked about his conscience, said it ought to be good because he never used it.

I wonder if we don't need to have a rebirth of adherence to the simple principles of truth and honesty. Maybe the rigid principles of our New England forefathers are the real criteria. Perhaps our tales of Honest Abe would set good guide lines. It has always seemed to me that the individual who gives his employer a little more service

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than is required is the one who gets ahead and is the happiest. If we keep the balance sheet in favor of the agency by contributing a little something in addition to what's normally expected -- be the one that gives the bit of overtime that is a part of getting the job done rather than claiming overtime pay on every such occasion - - then we never can be accused of shirking and can feel that we have fully earned those administrative increases and any other advancement that comes our way.

It seems to me that we and the world will be better off if we give that full measure of service and devotion - --heaped up and running over - - to our job, to our country, and to our God.

Happiest of Season's Greetings to each and every member of our CAA family.

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COMBINE ALL AID

1955 - 1956

As announced in the November 1955 issue of the Fourth Region News, personnel in the Regional Office, District Offices located in the Regional Office Building, Hangar, Los Angeles Air Route Traffic Control Center and the Los Angeles Communication Station organized a one-drive charity fund raising program. Combine All Aid (CAA) was selected as a name for the undertaking.

The drive began on November 4th and extended through November 18th. The campaign was conducted with a minimum of fanfare and commotion. Although the initial efforts have been rough in spots, it is felt that the program has been very successful. With no previous experience in budgeting for activities of this type, the Committee selected an amount slightly above the total contributions of last year, took a shot in the dark, and established a goal of $5,500. It was hoped that this goal would be overpledged by several hundred dollars. The Committee is happy to annouce that the response exceeds all expectations. Up to press time a total of $7,219 has been pledged. It is anticipated that final reports will bring us close to the $7,300 mark.

The Committee wishes to commend all personnel for a JOB WELL DONE.

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There is no such thing as a big job.
Any job, regardless of size, can be
broken down into small jobs, which,
when done, complete the large job.

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are still with the CAA. Besides Lample they include: L.C. Elliott, Administrator of CAA's Second Region in Fort Worth; Donald M. Stuart, Director of the CAA Technical Development and Evaluation Center at Indianapolis; J. H. DeCelles and John Campbell, both still in the flight check business at Fort Worth and Los Angeles, and A.E. Jenks and E.C. Rogers, Chief and Deputy respectively of the Flight Inspection Division in Washington, to mention a few.

CAA flight check offices are located at New York, N.Y.; Columbus, Ohio; Richmond, Virginia; Charlotte, North Carolina; Orlando, Florida; Atlanta, Georgia; Fort Worth, Texas; Chicago, Illinois, Sioux Falls, Idaho; Kansas City, Missouri; Denver, Colorado; Los Angeles, California; Seattle, Washington; Salt Lake City, Utah; Anchorage, Alaska; and Honolulu, T.H.

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CAA TOASTMASTERS CLUB ACTIVITIES

Saturday evening, November 5, 1955, CAA Toastmasters Club 1004 participated in Toastmasters Area 12 Western Roundup at the Dixie Barbeque, 4267 South Western Avenue, Los Angeles, California. The club was represented by a group of 17 boosters comprised of members, their wives and guests. Approximately 200 Area members and guests were present.

Toastmaster Kirk Barry ably represented the club in the Area Liars contest and although not voted the "best" liar, he convinced everyone including Mrs. Barry that the veracity of some of his statements might be worthy of questioning.

Dave Earley participated in the Humorous Speech contest. Judging was "rigged" so that club judges could not rate their own representative or results might have been differently tabulated and he possibly may have then been among the top three.

Mrs. Miller brought home the bacon (literally) by winning the door prize (honestly).

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V. P. P. NOTES

It is with regret that we advise you that we in VPP are losing a good friend. Don Whitney, Chairman, is resigning because of transfer. It was through the efforts of Don that we started this plan and he has worked untiringly to make it a success. Your Administrative group, on behalf of all members, wish to thank Don for a service rendered which has benefited us all.

At a meeting held on November 15, George Hammond was elected Chairman and Lenn Middlekauf was elected a member of the Administrative Board.
REMEMBER TO TELL NEW EMPLOYEES ABOUT THE PLAN!

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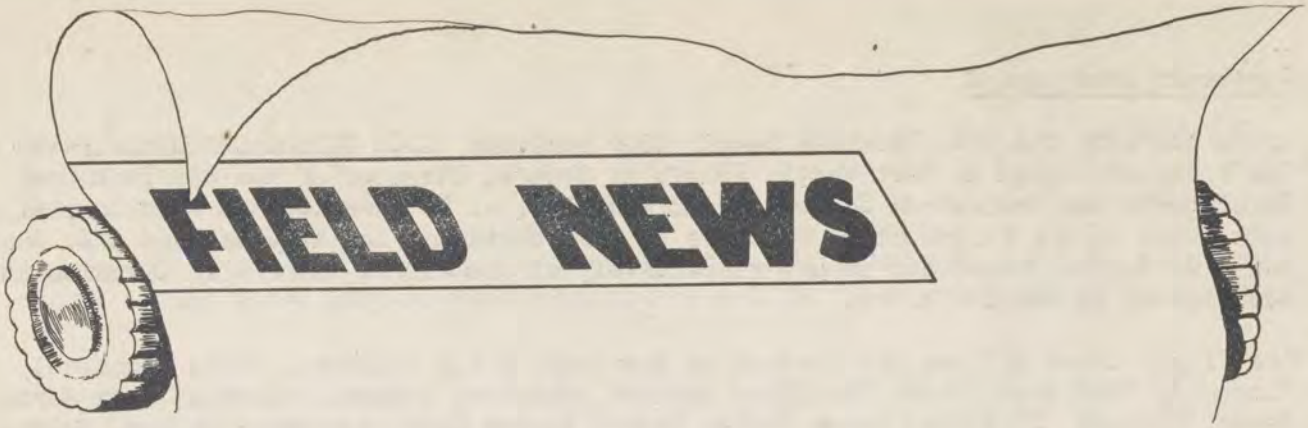

EUGENE, OREGON

COMMUNICATION STATION

The Eugene INSACS is one of the few stations housed in a modern tower cab, where we feel more closely associated with the flying public since we can watch their activities. It presents some problems too - to the strange pilots who practically demand landing and takeoff clearances; and to us when we would like to give clearances rather than advisories. (Needless to say, we are scrupulously careful to allow no misunderstanding in this respect.) Probably in anticipation of an eventual Combined Facility, we have no console and our operating equipment layout is that of a tower. This is a little "left-handed" for some INSACS operations, but we are used to it.

This community is very attractive and conducive to "staying-put" which has resulted in what may be an INSACS record for personnel stability. The present chief took over about a year ago when Emory Readen, who had spent most of his CAA career in Eugene, retired. The other five communicators average 11½ years service at Eugene, running between 5½ years and 16 years. Most of the personnel are home owners, with outside activities and interests from fishing, bowling, serving on school boards, radio hamming and farming, to raising children and ulcers.

There are no aircraft gassing or other servicing facilities or restaurants for itinerant pilots at our airport. Most of this type of flying is therefore conducted either from the Eugene Airpark or the Springfield Airport, each of which is within city limits and hard to find in cloudy and smokey conditions. A recent incident illustrates a common occurrence: after spending half an hour helping an itinerant pilot, by use of landmarks, to locate the airport in smokey conditions, he asked to be guided to the gas pit and restaurant. When he found there were none here, he took off again and got lost three times before we got him steered into the Airpark. After some hoped for improvements are completed, possibly by next year, facilities for itinerant pilots will be provided at the municipal airport and the Airpark will be abandoned.

Last summer when the PAA Airliner was forced to ditch in the ocean west of here we had an amazing demonstration of the number of pilots who listen to our air/ground contacts, and of the concern of all pilots for a stricken brother. As directed by ARTC, we explained the situation to one or two aircraft and enlisted their aid in the search. Within minutes we had calls from approximately ten aircraft in flight whose presence in the vicinity we had not suspected, offering to divert and search, and volunteering useful weather information. (Continued on next page)

After discovering that there were some differences in the way individual communicators at this station were interpreting instructions and applying routine procedures, we established a refresher training program that has proven effective. Each month a different communicator prepares a set of at least five questions for the rest of us to answer. The questions must be based on either a situation that has actually occurred for which he could find no satisfactory instructions; or a procedural problem where he is aware that different station personnel use different procedures; or situations involving difficult and varied interpretations of instructions. Each person answers the questions independently, and differences are ironed out before we drop the subject. Some of the questions are dillies, and have produced arguments, head scratching, and much "reading of the book". Papers are not graded, nor are formal records kept. After the preliminary "grunting period" that always accompanies something new, everyone cooperated whole heartedly and got quite a kick out of the plan, which we believe has helped to standardize our local operations.

SACRAMENTO, CALIFORNIA

COMBINED STATION/TOWER

Sacramento, the Capitol of California, is located in north central California with access to the high Sierras and the seashore within a two hours drive. Hunting, fishing, and boating are available from a radius of five miles outward. The American and Sacramento rivers join at the northwest corner of the City and two lakes, formed by dams, are within twenty miles of Sacramento. Sportsmen will like the location.

The portable was taken to Marysville, California, on October 8th and 9th to control traffic at an Air Fair being held at Yuba County Airport. Nothing unusual except that no one saw a red light.

At the present time the construction on the New Administration Building has reached a point of completion where the contractor wants the CAA to be operating in the new building by February 15, 1956. At the time we move into the new building the Communications Station and the Tower will be de-combined. Provisions have been made to drop the back floor of the tower for a future Radar pit.

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INCIDENT REPORTS

Los Angeles Tower had two recent instances in which the alertness of control personnel undoubtedly prevented wheels-up landings.

At 1619P on October 31, Air Force 490 a C-45 was observed by controller L. Flink to still have his gear in the "up" position when turning on a short final approximately 1/8 mile out. Flink immediately advised the pilot to put his gear down or go around. AF-490 was able to drop his gear in time to prevent a "go-around". The pilot was most grateful for the warning stating he would undoubtedly have landed gear up but for the alertness of the controller.

At approximately 1712 on November 4, controller L. Songstad observed Air Force 29714 a T-33, passing over the end of the runway with wheel doors extended but no landing gear visible. The pilot was immediately advised to go around account no gear. AF-714 "drug" the greatest portion of the 8500' runway length before he began to pick-up altitude. He was able to successfully drop his gear on the next approach. The pilot phoned after landing profusely thanking personnel responsible for warning him of the gear malfunction. He stated that all instruments in the cockpit indicated the gear to be down and locked and that it took all he could do to hold the aircraft off the runway during his "go-around".

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DIVISION HIGHLIGHTS

GENERAL SAFETY DIVISION

A continued and consistent growth in all phases of general aviation throughout the eleven western states is evident in a majority of the reports received from the district offices when compared with activities of a year ago. The soundness of this progress, both in agricultural and industrial aviation and to a lesser extent in private flying, is readily apparent in the workloads reported by these offices. It is also obvious that our field agents, in many instances, are spending considerably more time than is available in the normal working day in order to meet the increased demand for their services.

The Salt Lake District Office recently conducted a survey throughout their district in order to determine any benefits the operators may have experienced as a result of flight clinics conducted in that area. It was learned that, without exception, everyone questioned definitely felt that the benefits received more than justified the effort and wanted the clinics to be continued.

The Second Annual Convention of Region Nine National Flying Farmers Association, held at Yakima, Washington, recently, featured a flight clinic as one of the highlights of their convention. Another flight clinic was held during October for the Yakima Valley Aero Club at their monthly meeting according to our Yakima District Office. In addition, another important activity in the district during the month was the Seventh Annual Washington State Aerial Dusting and Spraying Conference conducted at Wenatchee, Washington, which was attended by more than 108 persons.

In the Fresno district, Reedley College and Great Western School of Aeronautics offered their first aerial applicator course which was attended by the supervising agent. According to Agent Dewey, "The causes of duster accidents will be more readily ascertained since I did not previously fully appreciate the skill, constant alertness, and physical strength required to fly all day long and still do the job required by the grower." The Fresno District Office reports that October was the month of the largest aerial applicator activity due primarily to cotton defoliation. In addition, this office played an important part in a very successful flight clinic conducted at Porterville on October 2.

The value of community interest in aviation activities was well illustrated in the report received from the Spokane District Office which is quoted in part: "The Northport Airport is unique in that it was built almost entirely through the efforts of the Northport Business and Professional Womens' Club. This group almost singlehandedly raised the money and provided most of the initiative for the construction of the airport. The local enthusiasm is very gratifying."

The report from our Albuquerque District Office indicates that one of their most successful flight clinics was conducted on October 30 with more than 400 people in attendance. The program was a combined fly-in and flight clinic. Cash prizes were given in the spot landing contest and for various flight activities.

The Seattle District Office is continuing in their efforts to complete plans for the First National Convention of Flying Clubs to be conducted in Seattle next August. It is anticipated that actual dates of the convention will soon be announced. In this connection, it might be interesting to mention that in response to a questionnaire sent to flying clubs primarily in this region less than a month ago, approximately 600 persons have indicated their enthusiastic desire to attend this convention.

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The Maintenance Branch Chief made a special trip to Riverside, California to review the problems confronting the Ontario ASDO and the activities of the Stits Amateur-built Aircraft Company. Stits has been constructing and selling a two-place Flut-R-Bug aircraft in what he classifies as a "kit" for amateur builders to assemble; but his operation approaches that of professionally-built, unassembled aircraft which presents the problem of certification by field agents under the current regulations applying to amateur-built aircraft under CAR Part 1. The circumstances have been thoroughly outlined and referred to the Washington Office for interpretation of the questionable points.

Our Helena ASDO reports that the demand for good used two-place aircraft is steadily increasing and the supply is becoming depleted. Many fabric-covered aircraft are being metallized to extend the useful life of the older models. They report that one operator in their district has in active use a Cessna, Model AW, with a Warner 125 H.P. engine which is an example of the scarcity of later model, reasonably-priced aircraft. This district has exported several single-engine aircraft and one DC-3 in the past month.

Agent Kauffman of our Fresno ASDO issued an experimental certificate for flight testing of a Boeing Stearman with a 400 H.P. Guiberson Diesel engine. Appropriate restrictions have been placed on the area of operations of the aircraft due to the necessity of modifying the crankshaft to fit a satisfactory propeller. If this installation proves satisfactory, the modifier has a number of new engines which he hopes may be used in aerial applicator aircraft.

Mr. Gus Briegleb, designer and builder of gliders in the Ontario district, is constructing a two-place training glider using a new wing design. Mr. Briegleb hopes to certificate this glider under the amateur-built regulations; and after flight tesing and approving, he hopes to encourage educational institutions to build them under the amateur-built provisions. If his program proves successful, he intends marketing the glider in kit form.

Several ASDOs report an increase in applications for mechanic certificates. Good mechanics are in demand.

AIRCRAFT ENGINEERING DIVISION

Aerocar personnel report that the engine-propeller drive shaft torsional vibration problem has been greatly improved by the use of a "dry fluid" Flexidyne type coupling between the engine and propeller drive shaft. Endurance tests have not yet been conducted on the new configuration. Numerous Aerocar drawings are in process of being revised and several other miscellaneous items remain to be completed before a Type Inspection Authorization can be issued.

The Boeing Model 707 prototype airplane is being utilized extensively for flight demonstrations to prospective customers. It is reported this airplane has accumulated well over 300 hours with a very good maintenance record. Descriptive data and some engineering information pertaining to controversial items have been submitted to the CAA. The Preliminary Type Certification Board Meeting is scheduled to be held in Seattle during the week of December 12th.

This Division is continuing to work with Convair in an effort to expedite the development of necessary modifications to Model 240 and 340 aircraft as a result of the American Airlines Fort Leonard Wood accident. Engineering drawings are expected to be released in the immediate future. It is understood the Convair Service Department plans to relay this information to Convair operators for information and early action.

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Evaluation of these changes from an Airworthiness Directive standpoint will be made as soon as the Convair data are received.

Meetings are being held with representatives of the British Air Registration Board, BOAC, the Douglas Aircraft Company, a representative of the CAA Washington Office, and Region 4 personnel regarding export certification for the Douglas Model DC-7C airplanes. Recently the ARB notified the CAA that, in the future, U.S. aircraft imported into the United Kingdom should meet certain special conditions before being eligible for U.K. validation of their Certificates of Airworthiness. The conditions cover performance, fire precautions in crash conditions, equipment, instruments, and fatigue characteristics for main structural components. It appears that an appreciable amount of testing and engineering substantiation may be required in order to meet the U.K. special conditions. Under the existing reciprocal agreement, and presently effective policies and procedures, it becomes the responsibility of the Region 4 Aircraft Engineering Division to determine compliance with the ARB special conditions prior to the issuance of Export Certificates on U.K. aircraft.

Douglas personnel held a preliminary briefing for CAA Washington and Region 4 personnel regarding the DC-8 airplane. Further technical discussions for the purpose of resolving engineering problems which may become controversial are scheduled during the week of December 5th. The Preliminary Type Certification Board Meeting on this project probably will occur during February 1956.

Policy determinations regarding the recent Hiller proposal to evaluate the HJ-1 ram-jet helicopter as essentially a multi-engine helicopter are being formulated in Washington. Preliminary indications are that a high degree of independence between the ram-jet engines may be considered necessary by the Washington office for acceptance of the Hiller proposal.

Flight tests on the Hiller UH-12C helicopter are nearly completed. Night flights, the evaluation of the revised canopy, and satisfactory completion of the 100-hour test of the revised powerplant drive system remain to be completed. The Los Angeles Police Department has indicated it is considering the purchase of either a Hiller UH-12C or a Bell helicopter for local law enforcement purposes. Engineering Division comments regarding the certification program on the UH-12C were requested by the Police Dept. to assist them in making their selection.

An Application for Type Certificate has been received on the Lockheed Model 188 "Electra" turbo-prop airplane. Preliminary information indicates this airplane will have four Allison 501 turbine engines installed. Its maximum take-off weight now is reported to be 110,000 lbs. and its empty weight approximately 54,000 lbs. The wing area has been increased to 1300 sq. ft.; fuselage length is 104 ft., and the wing span is 99 ft. The aircraft range has been increased to 3000 miles, and it is estimated that its maximum speed will be 452 mph with a maximum cruise speed of 410 mph. A conference is scheduled between Lockheed, Washington CAA, and Region 4 personnel during the week of December 5th during which CAA personnel are scheduled to be briefed regarding engineering problems anticipated during the type certification program for this project.

The Type Inspection Authorization for the Morrisey Model 2000C "Nifty" is being finalized and should be ready for issuance in the immediate future. Unofficial CAA flight tests on this project already are under way. (Continued on next page)

An Application for Type Certificate has been received for the Thalman T-4 airplane. This model is a single engine, 4-place, mid-wing, molded plywood construction type airplane having a retractable tricycle landing gear and a Lycoming O-340-A1A 170 hp engine installed. Maximum take-off weight is 2500 lbs. Attempts are being made to develop a very clean aerodynamic configuration for this airplane. The basic loads report and 3-view drawing have been submitted and are being evaluated.

AIR CARRIER SAFETY DIVISION

The proposed Manual of Procedure on helicopter operations and maintenance is being studied by the helicopter specialist assigned to Los Angeles Airways in preparation for submitting appropriate comments to the Washington office.

We are continuing in our efforts to alleviate the noise problem attendant to aircraft operations from the Los Angeles International Airport. Several alleged violations of the Los Angeles Airport traffic rules with respect to turning prior to reaching the shoreline and 1,000 feet were investigated. All air carriers operating from the Los Angeles Airport have again been asked to remind all their pilots of this rule. In addition, this rule is being called to the attention of all pilots when taking six-month proficiency checks.

The several air carriers involved in operations from the Los Angeles and San Francisco areas to Las Vegas and Reno continue to show considerable activity. S.S.W., Inc., inaugurated operations this month between Oakland and Reno following transfer of their principle operations base from El Paso to Burbank. They are presently operating one Curtiss C-46. Bixby Airlines continues their daily operation between Burbank and Las Vegas departing Burbank at 1800 and returning at 0300 the following morning. California Air Charter's certificate was reissued on October 28, 1955, and this company plans a major portion of their operation will be to Reno and LasVegas.

The Supervising Agent of the San Francisco Air Carrier District Office, at the request of the Commander of McClellen Air Force Base, spoke before a group of Air Force pilots at the monthly flying safety meeting. Many problems of mutual interest were discussed and it was felt that considerable benefit was derived by all concerned.

Agents assigned to the San Francisco District Office participated in a flight check of the newly installed Ely TVOR. The installation is located on the Ely Airport and is being financed by the City of Ely and the County of White Pine. The flight check revealed a technical shortcoming which made the facility unacceptable for air carrier operations. At the present time the manufacturer is making certain modifications to the equipment which will presumably rectify the situation.

Resort Airlines has submitted an application for renewal of their irregular air carrier operating certificate that is due to expire on November 19, 1955. Preliminary inspections of Resort Airlines facilities in connection with the renewal of their application have been made by the assigned agents.

Agents of the Denver District Office assisted in the investigation of United Air Lines accident of C-54 aircraft on Medicine Bow Peak on October 6, 1955. Agent C. B. Williams was named CAA coordinator and was assisted at the scene by Agents Saucke and Johnson of the Denver office. Agent McConnell helped coordinate accident activities at the Denver office. The investigation was made very difficult by rugged terrain and high altitude, the airplane having hit at 11,570 feet elevation on the side of a sheer peak. After one week of on the site investigation, the investigating party moved to Denver where the salvaged components were further analyzed and examined.

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The Flying Tiger Line has initiated a program to standardize their Douglas DC-4 aircraft to passenger configuration. A complete new interior with new seats, redesigned buffet and provisions for life raft storage above floor level are provided. The seats are a new Burns design which can be folded, including legs, for storage when aircraft is converted to a cargo version.

Long range plans of the Flying Tiger Line may result in changing Chicago headquarters at Midway to O'Hare Field; also, Detroit-Romulus facilities to Willow Run.

During the month of October two ditching drills were attended by forty crew personnel of Slick Airways together with agents of the Burbank District Office. These drills were conducted by the Coast Guard at San Diego. Coast Guard personnel lectured on ditching techniques, evacuation procedures, etc. The crews participated in life raft operation and use of emergency equipment. Several defects in equipment were discussed with life raft manufacturers.

The Chief of the Oakland Air Route Traffic Control Center held a Bay Area air traffic control meeting at Oakland, California, on October 18, 1955. This meeting was attended by representatives of all segments of industry, military and the CAA. Bay Area traffic control problems were discussed and a steering committee for future conferences was established. All representatives in attendance felt that considerable benefit was derived from this conference and it has been proposed that similar conferences be held approximately every four months.

Agents R. T. Johnson and R. F. Melberg of the Seattle District Office have been appointed as members of the Type Certification Board for the Boeing 707 jet transport. These agents participated in a two-day meeting conducted by the Boeing Airplane Company at their Seattle plant to acquaint and demonstrate the Boeing 707 to Pan American Grace Airlines personnel. Mr. Harold Hoekstra, Chief Project Officer, and Mr. R. G. Gates of the Washington office were present. Mr. Hoekstra participated in a flight test of the airplane. The meeting was very interesting and forcibly brought out the advancement occurring in aviation and the need for Civil Aeronautics Administration to keep safety agents and others abreast of such changes.

United Air Lines has placed an order with Douglas Aircraft Corporation for thirty Douglas DC-8 jet aircraft. Delivery is scheduled for May, 1959, with delivery of the entire fleet to be completed during 1960. These planes have been reported to have a cruising speed of from 550-575 mph at 30,000 feet with a passenger load of between 112 and 144 passengers. Cabin altitude can be maintained at sea level up to actual level of 23,000 feet. At 34,000 feet the cabin altitude will be 5,000 feet. The airplane will be powered with J-57 engines and is being designed so that it can be converted to J-75 engine which is under development. Although it is reported that a DC-8 costs approximately $200,000.00 more per airplane than a Boeing 707, the conversion cost should be considerably less when the J-75 engine is available.

The President of Continental Air Lines was accompanied by two of his top management personnel on a trip to England for the purpose of re-evaluating the newer and improved British Viscount. This type of aircraft is being considered as a replacement for their Convair and DC-3 fleet. Their Convair fleet is being augmented by the purchase of three new CV-440's to be delivered in February, 1956.

Westair is the first carrier to be successful in obtaining approval from the Civil Aeronautics Board and the Interstate Commerce Commission to establish a single rate for combination ground and air transportation of cargo. They have obtained a contract with the Lyon Van Company for the movement of military dependent's furniture from several points in Alaska to Seattle where it will be trans-shipped by surface trans-

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portation. Expert furniture packers will handle the furniture in and out of the aircraft. Westair has great expectations for developing this combined cargo service from Seattle to various points in Alaska . Westair is currently attempting to find warehouse space on Boeing Field for storage of furniture awaiting shipment. The development of this business is the result of over two years of negotiations between Westair, Lyon Van Company, Civil Aeronautics Board and Interstate Commerce Commission.

Dedication exercises were held at the Ukiah Airport for their new runway extension of 1,000 feet. This extended the runway to a total length of 5,000 feet and lifts the restrictions imposed on air carrier operation. Prior to the dedication of the new runway extension, Southwest Airways had to limit the allowable take-off gross weight of their flights. Subsequent meetings were held by representatives of the San Francisco District Office and District Airport Engineer with the City of Ukiah to assist the City in planning the next phase of their airport development and the removal of numerous obstructions to the new runway.

A meeting was held attended by representatives of the San Francisco District Office, the San Francisco International District Office and W-225 to discuss flight crew complement requirements for DC-4 operators in the Pacific area. W-220 had previously established the requirement that three pilot crews would be required for flights between the Bay Area-Honolulu and Honolulu-Wake beginning November 1, 1955, and continuing during the winter months. The air carriers operating DC-4 type aircraft were of the opinion that flights could be conducted between Honolulu and Wake Island within the 12 hour flight time limitation for a two-pilot crew. As a result of this meeting, recommendations were forwarded to Washington by the San Francisco IDO recommending that the scheduling of two-pilot crews be permitted between Honolulu and Wake Island. This recommendation was adopted by W-220 and the air carriers involved have been so advised.

It is now apparent that we can expect extensive commercial jet operations by 1960, and with the use of these fast high altitude aircraft, it is necessary that we study our criteria for instrument approach procedures and other allied procedures such as holding and departure patterns, etc.

Five of Pacific Southwest Airlines senior captains have spent approximately ten days in Washington, D.C., being checked out on the Douglas DC-4. Two aircraft were delivered by these crews to San Diego on October 31, 1955. Further transition will be conducted for these crews in addition to other crews to be checked out. These Douglas DC-4 aircraft are replacing the Douglas DC-3's.

Mr. Donald C. Burkhard has been appointed Chief Pilot of West Coast Airlines replacing Mr. George J. Solomon, who has gone back to flying duties.

Several agents from the Seattle District Office and Agent Carpenter from ASDO-4, Anchorage, Alaska, observed a Coast Guard Ditching Drill in Seattle on October 14.

Mr. Robert E. O'Hara, Staff Assistant to the Senate Appropriations Committee, visited the San Francisco District Office on October 19, 1955, as part of his assignment to study the operations of the Department of Commerce. Mr. O'Hara was interested in the duties and responsibilities of agents assigned to the San Francisco District Office and their relationship with the scheduled and irregular air carriers.

Engineering leading to the development of the UAL D6 Radar prototype is progressing and completion of the first installation is expected by the first of the year. Approximately twelve Convair 340 installations have been accomplished to date; however,

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none will be made operational until all installations of the fleet have been finished which will allow time to train maintenance personnel and equip line and main base shops with test and overhaul equipment.

Southwest Airways is installing Collins VHF communication antennas on their DC-3 fleet replacing the war surplus 104 type. Increased VHF coverage is expected. They have also recently activated a remote VHF ground radio communication station on Loma Prieta Peak, five miles southwest of Los Gatos, California, which is controlled and utilized by the San Francisco Flight Control office. Evaluation of this facility has not as yet been accomplished by the CAA. Southwest has recently acquired a Model 232 Boonton Glide Slope test set which replaces a war surplus set, together with new ADF receiver calibration test equipment, bringing their radio shop up to modern standards.

California Central Airlines is reworking one Douglas DC-3 aircraft at Burbank and having another DC-3 reworked at Mexico City, the latter to be added to their certificate as soon as possible.

Engineering and aircraft overhaul departments at Continental Air Lines have been very busy preparing for the CV-440's which are due for delivery, starting some time in February 1956, and the radar installations on their fleet. They report that approximately 85 items have to be taken care of prior to putting the CV-440 into service.

California Eastern and Resort Airlines have prepared engineering drawings for a test installation of the Winslow full flow oil filter to be installed on Resort Airlines' C-54 aircraft. Several of the scheduled air carriers have already installed the Winslow full flow oil filter on their aircraft.

The Air Coach Transport Association was the successful bidder on the Pacific Air Force Air Cargo operation for the month of November. It is believed that this is the first time that ACTA or IMATA bid on this contract for their member carriers. In the past carriers belonging to both of these associations bid individually and were awarded their trips on an individual basis. The awarding of the November contract to ACTA may result in having carriers on the Pacific operation who have not recently flown on the International operation.

On October 31, 1955, United Air Lines inaugurated non-stop DC-7 service from Seattle to Chicago.

California Eastern Airways' purchase of two additional C-54 type aircraft from Transocean Airlines has been completed. This will bring California Eastern's fleet up to nine C-54 aircraft.

General Airways have purchased a Douglas C-54C Aircraft from Capital Airways and propose to place this aircraft on their Irregular Air Carrier Certificate as soon as possible. Delivery is expected November 10, 1955.

The problem of type certificating the RCA AVQ10 Airborne Radar is expected to arise in the near future; however, this will probably be accomplished in another Region according to our understanding.

A Supervising Agents' meeting was held in the Regional Office at Los Angeles on October 18 and 19 during which standarization of CAA Air Carrier activities was discussed. The meeting was of mutual benefit to the Agents and Regional Office Personnel as it presented

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the opportunity for group discussions. Much enthusiasm was noted and everyone was in favor of continuing such conferences. Mr. R.F. Fender of the Washington Office also attended and had the opportunity to view the progress that is being made.

Mr.Calhoun, Vice President of Engineering and Maintenance for Continental Air Lines is leaving for England November 4 in regard to the Viscount and relating products.

United Air Lines is presently job classifying their Denver personnel, which will rate them for the type of equipment they are qualified to operate or work on.

Western Air Lines has budgeted for new VHF radio communication equipment for installation in their Douglas DC-6B and Convair CV-240 aircraft. This equipment will be of the 50 Kc channel spacing type and is expected to be available for installation during the first part of 1956.

Los Angeles Airways has completed the modification of their airborne VHF radio communications transceivers to add the Santa Monica Airport Tower frequency. All LAA helicopters are now equipped to transmit and receive on at least five appropriate VHF frequencies.

Bonanza Airlines has purchased and allocated spare airborne radio communication and navigation equipment to their Phoenix, Arizona Station. This spare equipment has been provided to support the operation when Bonanaza Airlines aircraft are routed repeatedly between PHX and LAX without daily reaching the main maintenance base at Las Vegas.

Agent C. J. Wertman attended the United Air Lines Radar Maintenance School in San Francisco October 17-21. Arrangements have been made for all E/E Agents in Region Four to attend.

Maintenance Agent John O. Lunsford reported for duty in the Denver office recently. He was previously assigned to ASDO-4, AN-5, Anchorage, Alaska.

On October 15 and 16 Pacific Northern Airlines conducted a proving flight to Annette Island, Alaska to inaugurate service into that station. Refueling only was accomplished. Flight was made in a Lockheed Constellation, L-649.

West Coast Airlines have instigated a service test on their DC-3 aircraft of a new windshield rain repellent developed by the Boeing Airplane Company. The small knock-out windows are being used for this test, thus not affecting the large windshields equipped with wipers. The panel is removed from the aircraft; a box is fitted and sealed to the window, and a small CO_2 type bottle discharged, allowing a certain gas to leave a deposit on the window. Pilot comments have been favorable during these service tests.

AIRPORTS DIVISION

Herbert H. Howell, Director, Washington Office of Airports; Philip A. Hahn, Chief, Airport Engineering Division; Chester G. Bowers, Acting Chief, Airport Operations Division; and the District Airport Engineers met in the Regional Office during November for the purpose of reviewing the basic policies and procedures and programming and planning standards for the expanded Federal-aid Airport Program. State Aeronautics Directors or their representatives also met with Regional and District personnel for the purpose of discussing the 1955 National Airport Plan. The District Airport Engineers have since submitted their respective recommendations to the Regional Office for review.

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Mr. Winger, Mr. Benson, and District Airport Engineer Drew conferred with John J. Winn, Jr., General Manager, Port of Portland, for the purpose of planning development work over the next four years at the Portland International Airport.

A Grant Offer totaling $54,257 was issued to the Counties of Grand and San Juan, Utah, for the extension and paving of the NW/SE runway, including taxiway , apron and fencing, of the Moab Airport.

A Project Application totaling $104,683 was received from the City of Ontario, Californi This project involves the acquisition of clear zones, installation of high intensity lighting and construction of parallel taxiway..

AIRWAYS OPERATIONS DIVISION

Deputy Chief and two others from Region Four AOD recently attended a two weeks' ATC course at the Oklahoma Aeronautical Center. This training course included lectures and demonstrations covering airport, air route, and radar air traffic control techniques and procedures. They report this course was beneficial to them in their respective duties.

Several of our ADLOs have arranged meetings at ADD headquarters with the facility chiefs within their Air Divisions to discuss the new ADIZ boundaries, new Part 620 Regulations of the Administrator, SCATER Test Procedures and SCATER forms. These meetings are being held prior to December 1.

Mr. Breniman, Chief, Technical Services & Planning Branch, AOD, visited most of the facilities in the states of Wyoming and Colorado, accompanied by Mr. Paul Goedert, Chief of the Denver Center. Mr. Breniman, together with Mr. Middlekauff, also attended a meeting in Salt Lake City October 27/28 with Washington personnel and representatives of the regional Facilities Division to finalize selection of a "HI-SITE" in the Salt Lake area. It was decided that the Coon Peak site would best meet requirements of the Salt Lake Center and Station. After suitable trial and evaluation it may be necessary to add peripheral site/s but apparently the Coon Peak site will prove adequate for some time to come.

A report forwarded to Washington 10/27/55 furnished data (traffic count) concerning the establishment of APTC towers. Following is a summary of this report:

Location Potential tower	Percentage of Criteria shown by last traffic count	Remarks
San Jose, Calif.	172%	No tower structure
Stockton, Calif.	111	Old tower structure available.
Missoula, Mont.	99	
Santa Fe, N.M.	96	
Salem, Oregon	90	Old tower structure available.
Klamath Falls, Ore.	81	AF may fund until count reaches criteria.
Hobbs, N.M.	78	
Santa Barbara, Calif.	73	
Eugene, Oregon	46	
Ogden, Utah	34	

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Recommendations were furnished to LA-400, through LA-330, for space requirements at Bakersfield, Phoenix, Billings, and for a new Center at Los Angeles.

Regional Flow Chart for VFR air traffic was completed. This completes the development of flow charts for the following classes of air traffic in Region Four:

Peak Day IFR
Peak Day Military IFR
Scheduled Air-Carrier
Peak Day VFR

Recommendation has been made for approach control service at Casper, Wyoming, tower. The Natrona County Airport at Casper has met the criteria for establishment of approach control and this should be definitely programmed for implementation in the new tower which is scheduled for completion in about 12 months. Cost estimates for personnel and equipment have been submitted to Washington.

Approach control coverage at the Larson AFB (Military tower) was extended to 24 hours per day on November 7.

On November 15 Mr. Moore, operator of Moore Service, Inc., Deming, N.M. telephoned regarding establishment of airport traffic control service at Deming to assist in handling the anticipated large volume of aircraft expected to patronize the refueling service being established there. Since Deming at present does not measure up to requirements for this service it was agreed that we would detail a representative to Deming to make an actual count as soon as it appeared that the volume was approaching the 24,000 count.

On October 17 radar departure control began at the San Francisco Airport and is expected to partially solve one of the major traffic control problems in the Bay area. The situation will be further improved when radar departure control is inaugurated at Oakland Tower which is expected in the near future.

On October 18 a meeting was held in the Conference Room at the Oakland Airport attended by airline representatives, ATA personnel, ALPA representatives, military personnel from Moffett NAS, Alameda NAS and Hamilton AFB, and Airport Managers from San Jose, Hayward, and Oakland. The purpose of the meeting was to discuss Bay area air traffic control problems. One important outcome of the meeting was the decision to establish a permanent Bay Area ATC Committee which will hold regular meetings to discuss and attempt to solve local air traffic control problems.

A portion of the VOR system of airways based upon the Olympia VOR became effective November 3 and another portion will become effective December 1. There is still an airway to be cleared through the Airspace Subcommittee - from Olympia VOR to the Newberg VOR.

Requirements for the decombining of the Sacramento CS/T are being coordinated with the Facilities Division and engineering work has started in anticipation of separate station and tower facilities there.

During October 25-27, the 8th National Air Defense Liaison Officers' Meeting was held in Omaha, Nebraska. This meeting was attended by the Chief, Airways Operations Division and all Region Four ADLOs. The December 1, 1955 ADIZ program, revised Part 620, and SCATER Test Procedures, were discussed in considerable detail.

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We understand that SAC is going to move their radar bomb scoring unit from San Francisco to Tonopah about January 1, 1956. This should appreciably relieve the traffic congestion in the San Francisco-Oakland area and will increase the Tonopah station workload somewhat.

As a result of the Bonanza (Joel Thorne) accident in Burbank which resulted in the loss of nine lives, regional instructions have been issued which tend to discourage pilots from "VFR" flying in adverse weather conditions, particularly where danger to other lives is involved. The region has recommended to Washington a revision of CAM, Part 60, proposing that air traffic control clearance not be issued for VFR operations when the minimums are less than 1000-1.

On October 29 Representative Holt (California) conducted a public hearing at Van Nuys with regard to the aviation problem in the San Fernando Valley. Local citizens in the vicinity of Van Nuys Airport are again protesting the noise nuisance and the potential hazard to the community, particularly with respect to such accidents as the Thorne case in Burbank. CAA is working with the people in Van Nuys trying to achieve a general understanding of the mutual problems so that the airport can continue to function as a community asset with the acceptance and cooperation of all concerned.

On November 18 Rock Springs began remote control of the Fort Bridger communication statio This includes remote control of all voice channels except 3023.5. Provision is also made for a private telephone line from Fort Bridger to Rock Springs permitting pilots to obtain weather, NOTAMS, and to file flight plans direct to the Rock Springs station.

We have received tentative approval for an additional ARTC Center at Phoenix. However, the Washington office has recently asked us to conduct further studies especially in view of the fact that two years have elapsed since the original request. This study has been completed and forwarded to Washington for further consideration. Our original recommendation stands.

Arrangements have been completed for reassignment of frequencies 359 KC Boise Range and 350 KC Idaho Falls Range to alleviate interference at Sandspit, B.C. and Santa Barbara, California ranges on 350 KC. Interchange has been scheduled for December 6.

Frequency 390 KC has been recommended to the Army as a suitable replacement for 192 Army Range, Fort Huachuca.

Two additional VHF channels on frequencies 119.7 and 124.3 MC have been approved for Oakland Center radio.

Frequency selections were made for non-Government tower at Village of Deming, N.M. 201 KC, 257.8 KC and 126.18 MC plus 248 KC for a radiobeacon at Deming.

Arrangements have been completed and coordination obtained with Kansas City, Washington, and Canadian Department of Transport for change of frequency at Rapid City, South Dakota, from 221 KC to 254 KC to improve operations Cheyenne LOM on 219 KC.

Coordination completed with Honolulu and Washington office to conduct two-way radiotelephone tests between Honolulu and San Francisco on circuit 350T frequencies during period December through May. (Continued on next page)

Arrangements made with all stations, centers, and towers to notify this office of all existing and future deficiencies in leased telecommunications services which are not promptly and satisfactorily resolved locally. Division will then take appropriate action.

Requests of airlines for drops on AMIS circuits will now be approved without expense to the Government for direct handling of DVFR reports when accompanied by usual letters of agreement to assume charges.

Action has been taken by the Second Region to install a new interphone circuit between El Paso, Columbus and Douglas.

Approval for the establishment of a High Altitude Sector in the Los Angeles Center has been received. The Telephone Company will commence work immediately.

Request to establish a new interphone circuit between Seattle and Port Angeles Coast Guard has been approved, and it is estimated the circuit will be ready for use about December 15, 1955.

Washington authorized the sector and interphone circuit rearrangement at Salt Lake City Center. Work is scheduled to begin in February.

FACILITIES DIVISION

Flight Inspection

Russell Fleming and Lester Williams, Flight Recorder Operators, have reported at Salt Lake City and Denver respectively for duty with Facilities Flight Inspection.

Claude Brand ferried N-54 to Oklahoma City for 1000 hour inspection. N-41 was picked up as replacement.

Al Morrissey, W-320, paid us a short visit during the second week of November.

Portland Glide Slope has been restored to normal operation after a very trying period of airport construction and other difficulties.

Establishment Branch

Numerous discussions were held regarding the relocation of the Great Falls, Montana Air Traffic Control Center and a combination thereof with the proposed RAPCON at the East Base. A detailed estimate of this move was furnished to the Washington office along with our suggestions for settlement of remaining questionable items.

Several discussions were attended along with other interested divisions of the Regional Office regarding the proposed layout in the administrative area of the Los Angeles International Airport.

Details concerning the commissioning of a TVOR at Ely, Nevada by the Town of Ely were coordinated with the regional staff and the Town advised as to requirements thereon.

A proposal was prepared and bids received for the engine generator installation at Colorado Springs, Colorado.

Norman Carlberg and Roger Baker are still at Lovelock relocating the INSAC from the tower cab to the ground floor. They expect to finish about the middle of December.

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Jim Cheatham is at Deming, New Mexico, installing a control tower for the City of Deming. He is being assisted by local help and expects to have the installation completed about December 10.

Fred McCauley returned from annual leave and departed for Imperial, California where he installed a receiver and antennas on the military frequencies. He is now at Santa Fe, N.M., where he will modify the A/G console and make other needed improvements in the INSA

Sam Rosenfeld completed the Raton, N.M., Weather Bureau teletype installation and proceeded to Las Vegas, New Mexico, where he installed new wind equipment at the INSAC. Sam brought in a load of surplus equipment to the R.O. and is now taking a few days annual leave before joining Fred McCauley at Santa Fe.

Carl Duncan returned from leave and has been making some temporary moves at the Los Angeles INSAC preparatory to the INSAC modernization.

Ed Pardee and George Martin are rapidly finishing the wiring in the equipment room at Denver ARTCC. Work in the Center operating quarters may progress somewhat more slowly unless there is good weather. Doug Brown has been assisting for the past month.

Riley Harris, Bill Foker, Dave Hegland and Murry Asilowitz have been exterminating th last of the gremlins in the Los Angeles ARTCC Four Channel Expansible equipment and remote transmitters and receivers. The modernized Center, with six operating positions, twelve operating channels, an eleven channel Lenkurt carrier system and a VHF/FM link, went into operation Wednesday, November 23 despite some inclement weather and bad roads. The crew will start work on replacing the carrier system on the Los Angeles INSAC VHF/FM link and the INSAC dual console installation after finishing clean up work at the Center.

Jim Crenshaw is completing the extension on the Daggett INSAC and will soon be in Thermal making improvements in the INSACS air conditioning system.

Frank Dettmer completed remodeling and the broadcast booth installation at the Los Angeles INSAC and is working out ventilation problems in the Burbank equipment room.

The Rock Springs, Wyoming Dual Console and Fort Bridger Satellite Station were completed and commissioned. This was a tedious job but well done as usual, by Paul Allee and "Company" (Darel and Dick Preator, Tom Carrington and Tommy Bracken.) Paul Allee and crew are proceeding to Sacramento but will take some well earned leave prior to the start of the Sacramento Tower and INSAC.

Howard Pyle and crew consisting of Reuben Jobe, Bob Payne, John Elwood, Clyde Olson, Jim Carr and Winfred Harvey have just about completed the modernization of the Seattle-Tacoma INSAC and Center. The Tower Modernization is scheduled for completion about December 15, 1955. Cheer up Howard, it could have been worse--the San Francisco OFACS has 100,000 terminations.

The Weather Bureau teletype station at Glasgow, Montana was relocated and a temporary installation of VHF Communications installed at the Great Falls Center by Mike Domitrovich.

Stormy weather has delayed completion of the Delta antenna structure at Laramie, Wyoming so Fred Yandell has temporarily postponed a trip to Miles City, Montana for installation of direct reading wind instruments. Fred will go on annual leave about December 1.

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Tom Tarpo finished his work on the radar reflectors in the Los Angeles Airport vicinity and is now in Sacramento supervising construction of ILS manholes and related items. This contract is being delayed by rain and late delivery of cover castings.

Bill Beekman has spent the last month in the San Jose area searching for a site which will permit us to relocate the San Francisco VOR. It seems that housing developments spring up overnight in this area and so relegate prospective VOR sites to inaccessible hilltops and public lands. Bill has a tentative hilltop site selected along with a possible site on the San Jose Airport. If heavy rains hold off, we will have both sites tested before Christmas.

V.O. Vick completed construction of the Utah Lake VOR, beating the heavy snow and cold weather by a few days. He is now at San Francisco where he is supervising construction of a TVOR on the San Francisco Airport.

Our Technical Services Engineer, Harry Romanishin, is now at San Diego where he is supervising construction of another TVOR, this one being located on Lindbergh Field, San Diego.

Marion Duncan spent a few days at San Diego getting the TVOR under way until Harry Romanishin could take over. He also supervised the dismantling of the Old San Diego VOR. Marion is now out at Casa Grande supervising the construction of the Casa Grande VOR. We note that he is reporting weather in the low 80's.

Emmett Whitney, Bob Crookshank, Vic Beacken, Maynard Hegland, and Erwin Clark have been rushing the Utah Lake VOR electronic installation trying to beat "old man winter". According to the newspaper clippings sent in by Emmett, they lost the race. Emmett reports 14 below zero in the Salt Lake City area but doesn't have a thermometer which goes low enough to read the temperature at the VOR site. Heavy snow in the area has been reported. Maynard and Vic have returned to somewhat warmer Los Angeles leaving Emmett, Erwin, and Bob to carry on.

Chuck Daggy, John Williams and Al Calloway completed the relocation of the San Diego VOR and each had a short vacation while waiting for his next assignment. Chuck and Al are now at Marysville where they are installing some communications equipment at the INSAC. They will next install a new monitor at the Williams VOR and then will proceed to San Francisco for installation of the TVOR electronic equipment. John is in the Los Angeles area replacing obsolete "H" facility transmitters.

Glenn Kassing and Herb Happoldt, with a little cooperation from the weatherman, completed Portland VOR. They are now at Kiowa, Colorado where they are installing electronic equipment at the Kiowa VOR. They have been joined by N. Smokey, who is very anxious to see "how it's done" in the field.

Boyd Preece and Glenn Shoop are waiting for a break in the weather, so that they may commission the Lucin VOR. Then, if not snowbound for the winter, they will proceed to Walla Walla and install the long delayed TVOR.

Fred Hempt and Don Robb installed electronic modulators and power supplies at the Banning, California and La Grande, Oregon Fan Markers. In between jobs, they corrected a ground rule violation at the Lovelock VOR. They are now at Williams where they are completing a voice and control line between the Williams VOR and the Marysville INSAC.

Chuck Dickow made a short trip to Lucin, Utah to look over the VOR. That is, he intended it to be a short trip. Those of us who have not had the good fortune to visit Lucin have been unable to find out what attraction keeps people in this area so long.

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Commercial power at the San Francisco central standby plant is being connected by Gene Newman. Prior to that Gene completed the relocation of the Seattle-Tacoma localizer structure, and relocation and graveling of the glide path road.

Frank Beauchamp, Udell Larsen and "Red" Pedri are in the process of completing the Seattle, Washington ILS localizer relocation. The equipment checks out on the ground; however, some difficulty may be experienced during flight check due to terrain features. The boys had a rough time during the middle of November because of the extremely "mild" winter--9° experienced in that vicinity!

The Billings, Montana ILS relocation of the middle and outer markers is approximately 90% complete. The structural portion of the project is now being completed under the direction of Dave Domaskin, and the electronic installation has commenced under the direction of Mike Domitrovich.

Construction of manholes and some duct is being completed at the Sacramento, California field under the direction of Tom Tarpo.

Gene Newman, Construction Superintendent, completed the ventilation of the new Portland, Oregon IFR Room.

Jim Cole has completed the IFR room installation at Portland, Oregon and all that remains now is the 4-channel tape recorder installation.

The Salt Lake City HIALL, under supervision of Harry Mellen, is approximately 60% complete. Harry is also supervising the replacement of the 12.5 KVA engine generator at Tonopah, Nevada with an 8 KVA.

Rex Brown in association with Washington Engineer Lou Rudolph, and Herm Mathews of Maintenance Branch, completed the acceptance inspection of the Burbank ASR-3 from Bendix. Results of this inspection have not been evaluated by Washington as of this writing.

Changes and modifications of the ASR-3 radar at Long Beach and Burbank were completed under the direction of Earl Trejbal.

The Oakland ASR-2 repeater installation and "C" position relocation to the radar tent has finally been completed. Due to the telephone company's delay in installing radio/landline and fast line service, the final commissioning is being delayed. Bob Faul is still in the vicinity performing radar communications at San Francisco and making photographic survey.

Raphael Lopez has started on three weeks leave. After Oakland, he needs the rest!

Damon Capps has left Oakland and is now assisting Don Hughes with the installation of the Los Angeles ASR-3 repeater.

Don Hughes, Joe Shukal, Vic Beacken, Damon Capps and Clyde Harrell are still engaged in the installation of the Los Angeles ASR-3 repeater and associated communications equipment.

UHF: Bob Chambers and Bob Nicholls conducted site surveys for the remaining projects in the Washington, Oregon and Northern California areas. This completes all site survey work for the construction and electronic portion of the UHF Phase V program. R. T. Richardson conducted surveys in Washington and Oregon areas for engine generator work. R. E. Joseph completed several surveys in the New Mexico area. This completes the engine-generator survey work for the program with the exception of Phoenix, Tucson, Farmington and Albuquerque. (Continued on next page)

Dave Evans completed construction supervision work at Stockton and is now working at Idaho Falls. Frank Gavin has been working the Pendleton project which has been slowed down by bad weather. Completion is expected by December 5th. Clyde Lee and R. Warsing have been supervising construction at Blythe, Zuni, Prescott and Winslow. Bob Dahms completed the Las Vegas, N.M. construction work and is now at Trinidad, Colorado. Jim Pace completed the Helena construction work and is now working at Douglas, Wyoming. Len LaFornara completed Denver and Akron, Colorado and is taking a few days leave. W. J. Murray completed the construction contract at Bakersfield and has started the Salt Lake City high site construction and the local remote installation of the tower. Work is now being pushed on the engineering of the Sacramento project in order to make the CAA construction and installation work fit in with airport construction of the new Terminal Building.

Elwood Marsden's contract crews completed Arcata and Crescent City, California and moved on to Salinas and Paso Robles.

Ed Alfonso's contract crews completed Bryce Canyon and Hanksville, Utah and moved to Zuni and Farmington, New Mexico.

Wayne Brown's crew is on final stages of the Portland link. Idaho Falls, Idaho is next on their itinerary.

Carl Weidert's crew is working on the Oakland UHF link. Los Angeles link and UHF installation is completed on Saddle Peak, Los Angeles. LA-353 will finish the hookup of UHF to the LosAngeles INSAC.

Phil Nicoletti and CAA crew have moved to Pendleton planning to return to Yakima for antenna installation when the delta construction and control lines are complete.

John Rathjen and CAA crew are at Bakersfield. Upon completion of the INSAC and tower they will move to Denver.

Maintenance Branch

Jerry Melville is conducting an evaluation of Maintenance Branch District Office operation during this month and, in the process of the evaluation, has been caught in some very bad weather in the Northwest. While he is very interested in visiting all of the District offices, we are sure that he will be happy to return to Los Angeles to get "thawed out". Upon completion of this trip, Mr. Melville is scheduled to visit the other District Offices in the Eastern and Southern portions of the Region.

Henry Jenkins, of the Branch office, is currently struggling with the ILS at Seattle and we understand that Henry is also interested in getting out of the snow and cold, and in returning home. The Seattle ILS is relatively unique in several respects; however, we are sure that the results of his experiments will be interesting.

Ken Doolittle, of the Branch office, recently returned from an extensive visit to the Lucin, Utah, sector where he assisted in final tune-up and commissioning of the Lucin VOR.

A meeting of OFACS personnel from Alaska, Honolulu and San Francisco was held at San Francisco during this month. The Branch office was represented by Arthur Herbert and discussions at the meeting involved operational, maintenance and circuit problems for the OFACS connection involving those three facilities. This OFACS operation is such a widespread affair that it appears likely that annual meetings of this type will be necessary to keep the entire operation properly coordinated.

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QUESTION BOX?

Q. If an employee has the following schedule - will he be charged 8 hours sick leave and the 8 hours overtime be paid, or will Sunday and Friday be allowed as non-work days and no sick leave be charged and no overtime pay be granted?

The employees work-week is scheduled as follows:
Workdays - Sunday through Thursday
Non-workdays - Friday and Saturday
Overtime pay - 8 hours work on Saturday.

The employee works as follows:

Sick leave	- 8 hours on Sunday
Works	- Monday through Thursday, 32 hours
Day off	- Friday
Overtime	- Saturday, 8 hours

A. An employee's established work week should not be changed because he has to work overtime. As leave-with-pay is considered the same as regular duty for overtime purposes, the above employee has completed his 40-hour work week on Thursday, therefore the time worked on Saturday, his RDO, is on overtime or compensatory time.

Q. Can CAA employees bid on items being sold as surplus by this Agency?

A. No, as a matter of Agency policy, sales will not be made to employees of the Federal Government.

Q. Since engine generator starting batteries are expendable, is it necessary to prepare a survey form when these items become unserviceable?

A. Yes, supply items having a scrap or salvage value estimated to be in excess of $10.00 should be surveyed. The thirty-two volt starting batteries have been selling recently for $18.00 to $30.00 per set as scrap at various field locations.

Q. When requisitioning semi-annual replacement of working equipment is it necessary to prepare a separate form ACA 1660 for each facility?

A. No. However, indicate on the requisition the facilities for which the items are being requisitioned.

Q. Should I assign a separate series of requisition and invoice numbers for the Lighting and Power Supply allowances?

A. No. This allowance is considered to be a part of the headquarters allowance and separate invoice and requisition numbers are not required.

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Friends of Ruben Hansen will be glad to hear that he is recovering from his serious accident and is currently at home in Livingston, Montana. We do not yet know when Ruben will return to work but we expect that it will be sometime in the near future.

Those having completed the Model 28 Printer Training at the Teletype Corporation in Chicago during the last month are: George McKinnis, Lovelock, Nevada; Henry Kirsch, Billings, Montana; William Powell, Needles, California; Raymond McCormick, Daggett, California. Those scheduled to attend in December are: Robert Williams, Rawlins, Wyoming; and Raleigh Munkres of Baker, Oregon.

The Model 28 Printer Training Program, insofar as Regional office classes are concerned, has been completed. We are now planning to embark on the field training program and it appears that the first class will be held at Sacramento on or about December 12. Students from that immediate area will be called in to receive the Model 28 training.

The UHF training program is proceeding satisfactorily and Class No. 4 was graduated on November 22. One additional class is being conducted in the Regional Office and it appears that shortly after the first of the year this training program will be carried to the field. A definite itinerary and schedule of classes has not yet been determined.

Several students have completed courses at the Aeronautical Center during the last month. Those completing ASR/PAR Class #107 are Lawrence DeWolf, San Francisco; Ralph Perkins, Denver; and Luther Cummings, Seattle. Vadim Von Hartman, San Francisco, and Drom Poulin, Great Falls, completed ILS/VOR Class No. 112; and Paul McMullen, Rock Springs; Carlos Keasler, Oakland; and Harold Cobb, Marysville, finished DME Class No. 111. Those currently attending Oklahoma City classes are: Vadim Von Hartman, Dorm Poulin and Robert Adams, DME Class No. 112, George Noble and George Jones, ILS/VOR Class No. 113; Russell Fleming and Joseph Mosser, ASR/PAR Class No. 108.

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Question & Answer Box Continued

Q. I have accumulated considerable quantities of scrap metal, cable, conduit, etc. which is to be sold as scrap. Is it necessary to itemize this material on a survey form or may I list it as "one lot of scrap metal"?

A. Suggest you list this material as one lot of scrap metal including cable, and conduit, approximately 1500 pounds.

Q. Are Aviation Safety District Offices authorized to use imprest funds for local purchases?

A. Yes. Field personnel in the vicinity of imprest fund cashiers are encouraged to use this method of local purchase.

Q. Will the regional office approve of combining my supply allowances for SES headquarters and station? These allowances are stored in the same room and it will save time and space if they are combined in one allowance form.

A. Yes. Advise LA-180 if such combination of allowances is desired.

Q. Is it permissible for an employee to sign his own Time & Attendance Report (Form SF-1130)?

A. No. An employee may not sign his own T&A when he is stationed at a facility with more than one employee. The only employees who are given the authority to sign their own T&A's are those at a one-man station or where no other employee would be available to certify for them.

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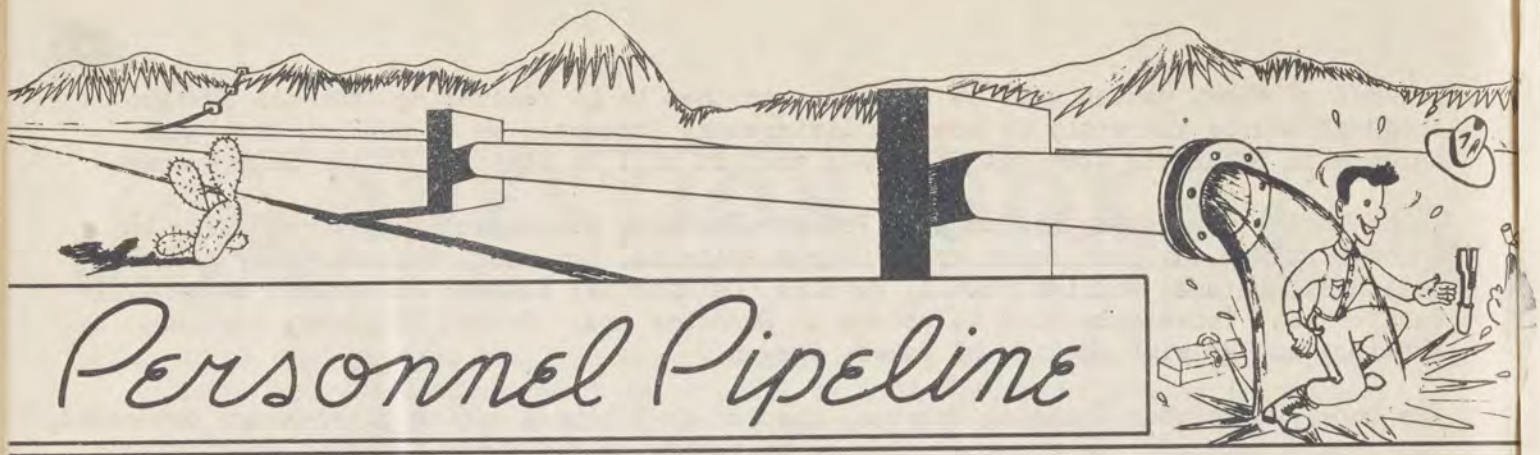

Personnel Pipeline

BASIC SUPERVISION COURSE

The Personnel Office has been literally deluged with requests for copies of the Basic Supervision Course prepared by Frank Petrie of the CAA Training Office. These requests have not been filed away — just temporarily sidelined. We are trying to obtain additional copies of the various pamphlets, but so far we haven't been able to get as many as we need. We're gratified at the response to this training material.

Mr. Petrie has ably digested all of the available material pertaining to supervision and has put it in a way where it's easy to read yet very interesting.

WHAT'S THE LATEST ON THOSE SECURITY CLEARANCES?

The program to clear personnel for the appropriate security clearance for the old-timers is virtually over. Occasionally there will be situations in which the Supervisors haven't received word about some of their subordinates. We propose to remedy this situation by virtue of a complete listing of personnel, by facility, who have been cleared.

CLASSIFICATION

To what extent is the number of employees supervised a factor in classifying supervisory jobs? The Civil Service Commission has asked all agencies to release a statement on this topic. Many Federal employees think that their grade or salary rate will be lowered if they suggest ways to do the same job with fewer people. Others think that their grade will be raised if they can increase the number of persons they supervi These are common misconceptions. The point is not that what they anticipate actually occurs in practice; the main point is that they believe it will. This belief often discourages persons from participating in programs to better conserve and utilize manpower.

The Commission has strongly pointed out that Supervisors shall not be demoted or down-graded simply because they are able to reduce their staff through management improvement practices. Whenever an agency claims, as a result of such management improvement, that it actually has a less favorable supervisor's job and a more favorable supervisor in that job, it doesn't follow that the supervisor must be kept in that position and demoted. Instead, the Commission has pointed out that it makes more sense to place such a supervisor in a higher grade.

There is also the opportunity under the Incentive Awards Program to reward supervisors and teams of employees who have been responsible for superior performance through management improvement.

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