

REGION

VI

NEWS

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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REGION VI NEWS

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This is the first issue of Region VI News which will be published each month. We have been of the opinion that regional employees should be kept informed concerning overall program objectives and achievements of the Region. Our Administrative Order and Notice procedure does not meet this objective. We are hoping that the Region VI News will provide the essential information in readable form.

In general, the Region VI News will conform to newspaper style and the articles will be kept short in an attempt to cover as much ground as possible in each issue.

Significant items of official interest are invited from field facilities. No special style of write-up is necessary. Just put the information in a letter or memorandum and send it to the Regional Office, attention 6-175.

We would appreciate receiving your comments concerning this issue, particularly as to whether it covers items of interest to you and whether other information would be of value.

REGIONAL ADMINISTRATOR'S COLUMN

This is the Easter Season and I extend Easter Greetings to you all. It appears significant to me to pause and contemplate the far reaching results that might obtain if we applied the principles exemplified by the teachings of the Master, individually and collectively, to our local, national, and international working relations. I was impressed by a statement made recently by Governor Earl Warren during the International Cavalcade celebration at Mexicali in which he said the troubles of today are the fault of the leaders of the nations rather than the people; that he was sure the peoples of the world desired to live in friendship and harmony.

In this connection I want you all to know that it is the desire of my office to administer the affairs of the Sixth Region with full

consideration to the welfare of all our people as well as the best interests of the organization:

Again referring to the Master's teachings He spoke in a parable: "A certain man had two sons, and he came to the first, and said, 'Son, go work today in my vineyard.' He answered and said, 'I will not'; but afterward he repented, and went. And he came to the second and said likewise. And he answered and said, 'I will go sir;' and went not.

"Which of them did the will of his father?"

Do we always give our full measure of support to the programs and policies we are requested to observe and activate?

#### ASS'T. REGIONAL ADMINISTRATOR EXPERIENCES FIRST HELICOPTER FLIGHT

"In all my years of flying, I've never experienced anything quite like a helicopter flight," reported Mr. Read, Assistant Regional Administrator, after his first ride on March 2. Mr. Read was invited to fly on a helicopter shuttle run between the Los Angeles airmail post office and the Los Angeles post office downtown to deliver and pick up airmail loads.

Mr. Read rode in a space that had originally been used as a passenger compartment, but is now used for carrying mail. "My first sensation on the take-off," he said, "was that the pilot was digging the nose of the plane into the ground." This was the result of the take-off technique which begins with the raising of the tail before the entire helicopter leaves the ground.

After the take-off, the pilot headed the machine north across the field at a low altitude and landed at the airmail post office to pick up the mail load. This first landing was not unusual, as it was not a helicopter landing.

After a post office attendant had loaded the mail bags aboard, the pilot obtained clearance from the tower and took off, rising vertically to an altitude of 1000 feet to begin the cruise across town. En route the pilot explained that they would not follow a direct route but would travel toward the industrial area south and east of the city and then head directly to the post office annex building. All helicopter airmail routes are over open areas rather than crowded sections to permit emergency landing in case of difficulty without endangering persons or property along the route.

Nearing the post office, Mr. Read chalked up another thrill to his flying experience: it was the first time he had been over that part of the city at such a low altitude--less than 1000 feet. They approached the annex roof in a semi-glide, and Mr. Read wondered how they would land "on such a postage stamp" and avoid hitting the wall around the edge of the roof. They hovered a moment over the landing space and began losing altitude vertically, making a perfect eggshell landing.

After reloading, they returned to the airport by the same route. Mr. Read timed the round-trip at nineteen minutes and remarked about their speed

to the pilot. "We were loafing," was the reply. "Usually we make the trip in a little over half that time."

They made another shuttle run, and by this time it was routine and had lost its thrill, Mr. Read reported. There was little noticeable sound in the helicopter, and he and the pilot were able to converse normally. The only other unique quality about the flight was a considerable amount of vibration caused by the rotar.

Airmail helicopter service has been in operation in the Los Angeles area for five and a half months, and this is the first instance of the use of helicopters for mail-carrying purposes. Six round trip, shuttle runs are scheduled each day, and two daily trips are made on each of three other runs which serve post offices in the area surrounding Los Angeles, from the beach to San Bernardino, and from San Fernando to the harbor district. The maximum load on each trip is 745 pounds.

The service has an enviable record of no accidents to date.

#### AIRCRAFT LANDING SAFETY DEVICE DEMONSTRATED IN SIXTH REGION

No more ground loops or similar accidents due to cross wind landings! Mr. Pilot has long dreamed of bringing his aircraft safely down to Mother Earth notwithstanding sudden shifts in wind direction during landing procedures. That this dream is about to become an actuality is evidenced in the recent demonstration of the cross wind landing gear, technically known as the castored wheel landing gear, at 30 airports located throughout the Sixth Region.

These demonstrations, which were witnessed by approximately 6,000 people and in which 714 pilots participated, proved conclusively the value of the cross wind landing gear. The device was hailed by many pilots and observers as an outstanding contribution to air safety. Its importance to small airport programs where it would facilitate operations on single runway airports was also emphasized.

The airplane utilized in the demonstrations is a CAA experimental Fairchild Trainer, a single-engine ship of the type used extensively for primary flight training during World War II. This aircraft was modified for cross wind landings by the Fairchild Engine and Aircraft Company and represents the first development of this kind sponsored and accepted by the CAA.

In addition to Fairchild, there are seven other companies that have contracts with the CAA for doing similar development work on various types of aircraft, including Piper cubs, Proupe, Twin-engine Beechcraft, Bellanca Crusair, and the Douglas DC-3.

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LOS ANGELES MUNICIPAL AIRPORT TO BURN AWAY FOG

Fire v. Fog! These are the contestants scheduled to do battle next winter at the Los Angeles Municipal Airport, and fire is a cinch to win! Flaming burners, capable of throwing a ten-foot flame and forcing evaporation of cold, damp fog, are to be installed at the Los Angeles Airport.

This will be the first major airport in the country to get a complete FIDO-installation. FIDO (fog, intensity dispersal of) was the code name of the dispersal equipment initially developed and used by the military services during World War II.

The Los Angeles Airport is currently equipped with approach lights and an instrument landing system. The FIDO installation will complete the last link in the chain insuring an all-weather terminal. The installation will consist of fuel-oil bearing pipes situated along both sides of the existing instrument runway, approximately 575 feet from the center of the runway. These pipes will extend 1500 feet into the approach zone. Burners will be arranged and the generation of heat will be regulated to produce a funnel-shaped ceiling -- 400 feet at the approach zone and gradually diminishing to 75 feet at the far end of the runway. The entire system is centrally controlled permitting instantaneous light-up and shut-down.

It is expected that construction of FIDO will get under way by May and that the system will be in full operation next winter. The SOCAL District Office of the Airports Branch is responsible for Federal supervision of the project.

The installation is being financed jointly by the City of Los Angeles and the Federal Government under the provisions of the Federal Aid to Airports Act. The total cost of the project is \$842,350, of which the Federal Government share is \$455,459.

SPECIAL RECOGNITION TO REGIONAL PERSONNEL

Special recognition has recently been given to eight of our Regional personnel for contributions in their particular fields.

Samuel E. Bate, Chief Controller, Bakersfield Tower, and Clarence E. Willhoite, Chief Communicator, Bakersfield, participated in the search and rescue activities of the Sheriff's Aero Squadron of Kern County. In connection with this, the Bakersfield Tower personnel grided sectional charts in 10 mile squares of the area from the Coast to Las Vegas and from Fresno to Los Angeles. Bate and Willhoite then established a tentative organizational plan for searches. A trial search was made by the new organization in which 21 pilots, 25 observers and 3 operating officials participated. The search covered 10,000 square miles and 97 hours of flight time at a cost of \$248.00 for fuel and oil. The entire search operation functioned very smoothly and was completed trouble-free. The proposed organization, now in the hands of

the Sheriff, includes the appointment of Bate as the Deputy Squadron Commander and Millhoite as Operations Officer in the Bakersfield Area.

A. S. Ward, District-Counselor, provided a wire record commentary to the in-service training film "First Impressions." The Washington Office is utilizing the film slides and commentary for a period of 2 or 3 months, as a portion of the orientation induction training of the new trainee inspectors now being conducted. In addition, Region One has requested the Washington Office to present the film at their next Safety Regulations Conference.

D. A. Horstkorta, Maintenance Technician, Airways Communications Station, San Francisco has been recognized for the time and effort he has spent in stimulating-interest in the center's directed study course for communication maintenance technicians.

Glenn L. Simonson, Chief Controller, Oakland Center, prepared a Guide covering the familiarization tours of chief aircraft communicators. He has also been commended for the excellent manner in which he has conducted the administration of his center.

Courtney Matthews, E. M. Petracek and R. O. Proett, Air Traffic Controllers at the Burbank Tower have been commended for their efficiency in handling traffic during the crash of a DC-2 on January 13, 1948.

#### "DON MC CONN -- PERSONALITY OF THE MONTH"

Modest, unassuming Don McConn of the LA Airway Traffic Control Center can recall some experiences which by comparison render activities in the Center quite mild--even on one of these foggy LA mornings.

McConn is a Navy veteran and a holder of the Purple Heart as an American defender of Bataan and Corregidor. When the Japs struck at Pearl Harbor, he was a watch captain in Weather Control at Cavite, P. I. In May, 1942 he was captured on Corregidor and taken into Japanese custody until released on September 13, 1945. His diet during this forty-months' period amounted to "water and rice" one day and "rice and water" on the next. Little wonder then that mal-nutrition sapped away at least forty-five pounds off his already slender frame."

Don came to the CAA as a stock record clerk in the warehouse four months after his discharge in October, 1946. At the time of his transfer to the LA center in June, 1947, he had been advanced to head the warehouse stock record unit. He likes the duties of a controller and is looking forward to the time when he can pass those examinations and become certificated.

## HOUSE VOTES CAA BUDGET FOR FISCAL YEAR 1949

The House of Representatives has approved a CAA budget, including a \$49 million dollar contract authorization, for fiscal year 1949, which is approximately 30% greater than the amount appropriated this fiscal year.

This action is not final, as the Senate Appropriations Committee has not yet made their review and reported their recommendations to the Senate for voting.

The appropriation "Salaries and Expenses, CAA," (which includes Regional Administrator and Staff, Business Management Service, Air Navigation Facility Service, Enforcement of Safety Regulation Service, Airport Advisory Service, and Maintenance and Operation of Aircraft), was approved by the House for a 11 $\frac{1}{2}$ % increase over this year's appropriation. However, the amount voted is 5  $\frac{3}{4}$ % less than the amount requested in the President's Budget.

The House approved a total of \$22,099,000, including contract authorization of \$12,000,000, for the Establishment of Air Navigation Facilities. The amount available this fiscal year for this purpose was \$11,149,000. Also approved were funds for the Federal Aid to Airports Program which, including contract authority, are 23% greater than the amount in the appropriation during fiscal year 1948.

### NEW FACILITIES IN FEDERAL AIRWAYS SERVICE

This fiscal year's regional program for the establishment of new air navigation facilities, including the installation of major items of equipment, has been under way since October.

Summarized below is the list of active projects, some of which have already been completed:

- Establish Los Angeles OFACS by July 30, 1948.
- Precision Beam Radar, Distance Measuring Equipment, High Intensity Approach Light Lane, and Airport Surveillance Radar at Los Angeles.
- Message Diversion Equipment (MEDIS) at Salt Lake City, commissioned Jan. 22, 1948.
- Improvements and modifications at all three Centers, including relocation of Salt Lake City Center.
- Establish Towers at Reno, Ogden, and Fresno; relocate Sacramento Tower.
- Relocate INSACS at Enterprise, Humboldt, St. George, Salt Lake City, Paso Robles, Douglas, Gila Bend, Montague and Fresno.
- Establish VHF Radio Range Stations at Julian, Modesto, Deep Lake, Quartzsite, Shavers Summit, Scotia, Boonville, Crescent City, and Quinn River Crossing.
- Establish Instrument Landing Systems and Approach Light Lane at Fresno by July 30, 1948.
- Living Quarters at Hanksville by May 30, 1948; Bryce Canyon and Battle Mountain by June 30, 1948.
- Establish VHF INSAC at Winnemucca by July 30, 1948.
- Expand INSAC at Bryce Canyon, St. George, and Douglas
- Other modification projects and equipment installations.

## SAFETY REGULATIONS BRANCH HI-LITES:

### Aircraft and Components Branch.....

#### Sky Giant Successfully Completes First Phase of Flight Tests

Boeing Model 377, largest land plane ever submitted for type certification, recently completed controllability, maneuverability, and stability flight tests. This 4-engine airplane, which will be known as the Boeing Stratocruiser, is a double-decked ship, air-conditioned throughout, capable of carrying approximately 90 passengers at a cruising speed of about 300 miles per hour.

The Stratocruiser is designed for long-range land and transoceanic flights. On domestic flights, the crew will consist of pilot, co-pilot, flight engineer, one male cabin attendant, and two stewardesses. On transoceanic flights a navigator and a radio operator will be added to the crew.

A non-technical innovation is the cocktail lounge on the lower deck, affording air travelers the ultimate in comfort and relaxation.

Aircraft and Components personnel have been associated with this Boeing project since January, 1946, when application for type certification by the CAA was received. Since that time, over 3500 drawings have been reviewed in the Regional Office. Technical data screened and digested to date take up approximately 7 four-drawer filing cabinets!

#### DC-6 Returns to Skyways

Grounded since last November owing to a disastrous accident at Bryce Canyon, Utah, and a near-fatal accident near Gallup, New Mexico, the DC-6, the Douglas Aircraft Company's 4-engine luxury liner, has been given the official okay for return to the airways.

Aircraft and Components personnel shouldered most of the work load in connection with returning this airplane to service.

Flight tests, conformity inspections, and the examination of technical data pertaining to mandatory modifications necessary for the return of DC-6 aircraft to service were completed and a Proposed Special Airworthiness Directive listing all mandatory modifications was issued on February 27th.

#### New Model Air Transport Approved for Commercial Operation

On February 20th, the first temporary commercial airworthiness certificate was issued on Consolidated-Vultee's Model 240 airplane, culminating 18 months of labor in examining technical data and conducting flight tests. This latest addition to the fleet of commercial airliners is a two-engine airplane, commonly referred to as the Convair liner, capable of carrying 40 passengers and a crew of four--pilot, co-pilot, and two stewardesses. The new ship has a cruising speed of about 280 miles per hour.

The Convair 240 incorporates heat anti-icing and cabin pressurization, the latter providing for maximum passenger comfort at high altitudes.

## Flight Operations Branch

### Commercial Broadcast Station Used as Navigational Aid

Utilization of Broadcasting Station KDON-of Monterey, California, as an instrument let-down facility by Southwest Airways has been authorized by this Region. This marks the first time that a commercial broadcasting station has been approved as a navigational aid. Approval was the result of coordinated efforts of Flight Operations personnel, Federal Airways personnel, and other interested agencies in the Region as well as the management of KDON and Southwest Airways.

Southwest Airways is planning to seek approval of other broadcasting stations for similar purposes. Use of these stations as navigational aids is hailed by the Company as marking a forward step in improving the reliability of service rendered the public by feeder airlines.

Southwest Airways has received numerous letters of congratulation from trunk and feeder lines together with inquiries for full particulars of the arrangements which were necessary to justify approval.

### Mr. Hudson Goes to School

William M. Hudson, Air Carrier Operations Inspector, is off to school-- Helicopter School! Hudson is to take an eleven-week course at the Army's Helicopter School, San Marcos, Texas. On his return, he will be assigned to cover operations of Los Angeles Airways, the company that uses the "flying windmills" in carrying mail through the Los Angeles metropolitan area.

### SPEED-UP PROMOTION PLAN UNDERWAY

A plan is underway to speed up the procession of promotions under the National Promotion Plan for Federal Airways, Airports, and Business Management Branches.

The Regional Personnel Officer recently completed a month's assignment in the Washington Personnel Office on this proposal. His duties involved the development of qualification standards for positions graded at CAF-12, P-5 and above in the Regional offices so that the plan can be placed in the Regional offices until the time of scoring the candidates.

### RIGHT IN YOUR OWN BACK YARD

The CAA has in its own back yard an example of the full meaning of that term "to promote the development and safety and to provide for the regulation of civil aeronautics." The Sixth CAA Region recently established in the rear parking lot of the Regional Headquarters a modern, up-to-date "heliport." In case you are not familiar with the term, "heliport" is the accepted slang meaning "landing area for helicopters." This heliport will be equipped with night landing lights and will be used by the Los Angeles Airways in experimental night operations in connection with its helicopter service.

## FEDERAL AIRWAYS HI-LITES

### Plant & Structures Branch

Contracts have been let for the construction of VHF ranges at Ukiah, Fortuna, and Crescent City, California, and on March 29 construction will start on the Modesto VHF range. New surveys have been made at Woodland, California and Cochise, Arizona, and bids for Sod House, Nevada, range will open on March 24th.

The contract has been let and notice to proceed effective March 22 has been released for an ILS at Fresno.

At Battle Mountain, Nevada, the construction of living quarters is underway, and construction of additional housing at Hanksville, Utah will start March 22. Housing construction at Bryce Canyon, Utah will start at a later date.

A site has been selected and approved for an MWH at Hayward, California, the construction of which will permit fully authorized use of the Oakland ILS.

Two classes of 6 trainees each have completed an airways technicians course held in the Regional Headquarters. The course serves both as a refresher for present employees and training for new employees. Classes are suspended for 60 days due to limitations in personnel to serve as relief.

The Branch Superintendent has instituted a program of visiting each of the District Supervisors and respective district airways technicians at the district headquarters to discuss local problems.

At this time, new sectors are planned for establishment between now and the end of the FY at Long Beach, San Mateo, Stockton, Ogden, Hanksville, and Needles.

### Communications Branch

As the structures for the communication type of aids are completed by Plant and Structures, installation of equipment becomes the problem. The usual final quarter high pressure is on to complete assigned projects in the VHF and ILS programs. Many of the VOR Ranges will continue to operate without voice, control or monitor for several months due to lack of equipment. Upon delivery of those items it is necessary for installation engineers to again return to the sites.

### ANF Operations

The INSAG at Cochise, Arizona was discontinued early this month and a new station activated at Douglas. A tower was activated in Fresno Air Terminal February 20th.

As a result of a recent meeting with representatives of the 4th Region, the air route control boundaries were changed so as to transfer the control area east of the Colorado River to the Albuquerque and El Paso Centers.

The indoctrination of Station Chiefs at the Regional Office in groups of three will continue until all have been in. The program of familiarization tours at Centers for Chief Controllers and Chief Communicators is also continuing.

## AIRPORTS BRANCH HI-LITES

### Las Vegas Airport Project Underway

Construction is underway on the Clark County Public Airport near Las Vegas, Nevada. Contracts approximating \$900,000 in value have been awarded covering construction of two 6000 ft. runways and related grading, paving, and drainage work as well as installation of a modern field lighting system. This is the first major project to reach the construction stage in this Region. Supervision of the project is under the Nevada Airport District Office located at Carson City.

A project application for construction of a \$500,000 administration building is expected about May 1, 1948.

### CAPITAL GLEANINGS

**PAY RAISE?** Over forty bills have been tossed into the legislative hopper, and all of them would authorize some sort of pay increase for Federal employees...Separate hearings on the various proposals are currently being conducted by the Senate and House Civil Service Committees...Proposed increases vary from minor pay raises to \$1,000 across the board...It appears doubtful at this time whether either Committee will report out a bill authorizing more than a \$500 increase...CAUTION!...Don't spend so-called "accumulated savings" in anticipation of a "pay advance"...Neither the Senate nor the House Appropriations Committees, both of which must approve funds to implement any authorized increase, appears inclined to go for a general pay raise...at least not at present...

**PER DIEM...**a bill increasing the per diem allowance to \$8.00 has passed the Senate and now awaits House action...Prospects of the bill's becoming law are reported as good.

**CHANGES IN CLASSIFICATION ACT PROPOSED...**Important changes in the Classification Act of 1923 were recommended to Congress by the President in a recent message accompanying the annual report of the Civil Service Commission...Following are some of the suggested changes contained in the report:

1. Merge the five classes of employees under the Act into a single schedule with eleven grades;
2. Empower the Civil Service Commission to develop standards to be used as guides in determining the classification of Federal jobs;
3. Compel agency heads to follow these standards in classifying jobs;
4. Grant the Commission authority to post audit agency classifications;
5. Require veterans to obtain a passing grade on civil service examinations before their five or ten point preference is added;
6. Limit ten point preference only to those veterans whose disabilities are compensable under Veterans' Administration laws;
7. Bring Federal employees under the Unemployment Compensation system;
8. Allow Federal agencies to detail scientific, technical, and professional employees to universities, industrial plants or laboratories for advanced study.

An Administrative Notice will be issued concerning the new retirement plan.