



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL I, NO. 2

MAY 1, 1948

SUGGESTIONS PAY OFF

Suggestion Award Certificates having a cash value of \$605 have been awarded to eighteen Civil Aeronautics Administration employees. These represent the first awards made under the new Employee Awards Program. Of the total of \$605, \$275 has been awarded to Sixth Region employees.

Harry C. Helmes, Airways Operations Specialist (Communications), has been given a Suggestion Award Certificate and a cash award of \$250 for his suggestion which resulted in the guide used in this Region by rating and reviewing officials in accomplishing efficiency ratings.

The Helmes rating guide has been received with approval by administrative officials both inside and outside of the Civil Aeronautics Administration. It represents a signal achievement on the part of an employee. Congratulations Harry!

Dorman E. Johnson, Aircraft Communicator at Delta, Utah, has also received a Suggestion Award Certificate and a cash award of \$25 for suggesting that a symbol be incorporated in the Manual of Operations to represent the frequently used phraseology "while in control area". Congratulations Dorman!

In various memoranda issued to Sixth Region personnel, it has been pointed out that "thar's gold in them thar suggestion hills". Both Helmes and Johnson have found it and there's no reason why we all can't do a little digging on our own account. There's nothing mysterious about the process of receiving an award. It requires merely the expression of your idea on the suggestion form and the routing of this form directly to 6-176. Awards of from \$10.00 to \$1,000 may be paid for ideas accepted for use. All suggestions originating within the Region are forwarded without modification to the Washington Employee Awards Committee.

This Region is extremely proud that two of its employees accounted for the bulk of the cash awards made in the first pay off. We see no reason why, in the future, our employees should not receive even a greater percentage of the total. It's up to you!

REGIONAL ADMINISTRATOR'S COLUMN

"WE HAVE MADE PROGRESS"

When you encounter some difficult problems on your job and you get a bit discouraged, pause a moment and review in your mind the progress CAA has made, the good things we have accomplished in the past two and a half years.

We have adopted and largely perfected a national and regional reorganization which provided for expansion of functions and larger opportunities with better grades for a great majority of our people. We, in the Sixth Region, moved our Regional Headquarters to a new location where we can better serve the aviation industry and can more efficiently coordinate and conduct our activities. We have improved our office, warehouse and shop operation. We have seen the initiation of the Federal Aid Airport Program, the development of new transport category aircraft, and the growth of private and commercial aviation which mean increased responsibilities for CAA. We obtained additional aircraft, automobiles, trucks, and other equipment. We are doing our share of the conversion to VHF, the VAR and VOR ranges, ILS, VHF communication channels, approach control, and now comes surveillance and precision radar (GCA) and FIDO.

We formulated and adopted national and regional promotion plans to insure fair and equitable consideration of qualified eligibles for advancement. We received greater delegation of authority from the Washington Office and have, in turn, decentralized more to our regional field staff. Through increased field visits and regional conferences, we have obtained a better mutual understanding and working relationship, and we have built a good reputation for CAA.

Doesn't all that give you some measure of encouragement to continue to give the job your best effort? Let's all work together for more such progress.

MURDEROUS BELIEFS ATTACKED IN SAFETY PROGRAM

Many of our Regional employees are performing relatively hazardous duties as an everyday part of their jobs, and they are prone to forget "safety". Ned Dearborn, President of the National Safety Council, has approached the problem from a new point of view.

Mr. Dearborn says there are certain murderous beliefs which pile up a huge and needless toll of human life and limb. They make the prevention of accidents extremely and unnecessarily difficult. The aim of all safety education is to change attitudes that obviously impede progress toward safe living. By careful examination and analysis we can change some of these beliefs.

1. The "Other Fellow" Concept: Nearly everyone seems to assume that an accident will happen to the other fellow, but never to him. We seem to think we are smarter, or luckier than the other fellow.

Our slogan this year--Be Careful, the Life You Save May Be Your Own -- recognizes that we are not immune to accidents. Accidents do not always happen to the other fellow.

2. The "Your Number's Up" Concept: An amazing number of people subscribe to the philosophy that an accident just happens, or it doesn't--that your number is up or it isn't--that accidents are inevitable when the time is right.

Such fatalism would eliminate traffic lights and signs, safety guards on machinery, and many other measures which eliminate or reduce accident hazards on farms, in factories, or in homes. Fatalism is fantastic and should be eliminated.

3. The "Law of Averages" Concept: Too many people shrug off accidents, saying that they are due to the law of averages, occurring by chance.

The chance factor is dominant in only about 2 percent of all accidents. The belief that chance dominates the frequency and severity of accidents is another absurdity which must be dispelled.

4. The "Price of Progress" Concept: It is often said that accidents are the natural price paid for progress--that every forward step in human progress is offset by a backward step.

Actually, only a very small number of accidents can be attributed to mechanical faults or failures, resulting from mechanical progress. The same engineering genius that gave us the modern motorcar can give us complete mechanical safety if we adhere to reasonable precautions. The blame is not on scientific advancement, but on human failure to take minimum precautionary measures.

5. The "Spirit of '76" Concept: Some hold that safety is inconsistent with the spirit of our forefathers who took great risks to found our country--that safety is a "sissy" thing.

The courage and daring of our forefathers is a tradition to be preserved, yet it can be misinterpreted. The risks they took were not unnecessary ones. They learned for safety's sake to fight Indian fashion, to build protective shelters, to use care in felling trees--all safety measures that cannot be considered "sissy".

6. The "Act of God" Concept: Some people who are sincerely religious feel that an accident is an act of God. It is inconceivable that retribution is visited upon an individual as such in the form of an accident which may kill or destroy that which was created in the image of God. It will be no disservice to religion if these misbeliefs are replaced by beliefs founded on true ethics and morals of religion.

Adding it up--is accident prevention impractical, sacrilegious, and effeminate? Are accidents unavoidable, inevitable, predetermined, a matter of luck, the price of modern living? No. By constant education, we can replace these common misbeliefs with constructive and positive ideas that will contribute to a safer day to day work attitude in CAA.

LOS ANGELES AIRPORT GETS FIRST OF NEW RADAR SETS

In about twelve months, the Los Angeles Municipal Airport will receive the first of eight precision beam and search radar sets, (commonly known as GCA, or ground controlled approach equipment), to be installed nationally. The others will be installed at short intervals thereafter at Cleveland, Atlanta, St. Louis, and Boston, and as replacements of converted military equipment at Washington, New York, and Chicago.

The contract was awarded to Gilfillan Bros., Inc. of Los Angeles and calls for incorporation of improvements developed in the last six years. These include MTI, or moving target indicator, which eliminates from the scope "ground clutter" of buildings, etc.; increased search coverage to show all aircraft up to 10,000 feet altitude and out to 35 miles; and an Azel three-dimensional scope to show altitude, distance, and direction of aircraft.

With the new radar sets, a two-man CAA crew in the control tower will be able to keep track of the location of aircraft in all weather, and, in turn, be able to guide them to a landing. The GCA sets will serve also as "monitors" on the CAA instrument landing systems, permitting the tower operator to "see" whether the pilot is correctly following the ILS radio path. Twenty-four hour operation is planned.

The present converted military GCA equipment operated by CAA at New York, Washington and Chicago, is credited with 27 "saves" of pilots in difficulty.

MARIE FITZPATRICK--PERSONALITY OF THE MONTH

It took the New York Sunday News to make us realize that we have an interesting and versatile employee in Marie Fitzpatrick, aircraft communicator, at Donner Summit. The New York publication devoted two full pages of its March 14 issue to picturing Miss Fitzpatrick engaging in some of her regular and extra-curricular activities.

She has completed $4\frac{1}{2}$ years of duty with the CAA, coming in as a Junior Communicator Trainee at Pacific Palisades in December, 1943. She has had assignments at Blue Canyon, Fresno, and Tucson before reporting to the CAA station in the High Sierras in May, 1946.

Miss Fitzpatrick is fond of the mountain atmosphere, and hunting, fishing, running a marten trap line, flying an airplane, skiing, and rapping the teletype are samples of her versatility. She belongs to the Truckee Outdoor Sportsman Club, the Whethea Club, the Truckee Outing Club, and the Sugar Bowl Ski Club. She is familiar with all the ski areas in the Donner Summit country, and in a recent California tourney, she qualified for Class B racing registration. She is now training for a divisional downhill and slalom meet.

FEDERAL AIRWAYS EQUIPMENT AND REPAIR PROJECT SURVEY REPORTS UNDERGOING REVIEW

The equipment changes and repair projects recommended by Federal Airways field personnel to survey representatives of the ANF service earlier this year are being processed by the Branches concerned. These recommendations will assist materially in the preparation of the budget estimates for fiscal year 1950 and in the development of the 1949 fiscal program, insofar as equipment requirements and repair projects are concerned.

Many of the items recommended have already been accomplished or are being scheduled for accomplishment before the end of June.

The Regional Office Staff believes that the approach to determining the needs in the field by asking the man in the field is sound and appreciates the careful consideration made by the Chiefs and Technicians in developing their recommendations.

Field personnel will be advised of the decisions relative to their recommendations in the near future.

NEW AIRWAYS DEVICE ANSWERS "HOW FAR?"

A most important piece of information required by a pilot is the knowledge of his distance from his destination.

The Distance Measuring Equipment now under development for future use on Civil Airways consists of two separate components, one at the ground station and one in the aircraft.

In operation, the aircraft unit, which we call the challenger, continuously transmits a series of short high-powered r-f pulses at a repetition rate of 200 per second.

These pulses are received by the ground station, called a transponder beacon, and shaped by suitable circuits into trigger pulses which modulate the ground transmitter that is part of the transponder beacon. The new radio frequency pulses transmitted by the transponder beacon are in turn received by the aircraft challenger. Suitable circuits in the challenger electrically measure the time between the transmission of each outgoing pulse from the challenger and the reception of its corresponding return pulse by the challenger. This time is, of course, equal to the time required for a round trip radio path between the aircraft and the ground station, and will vary with the distance of the aircraft from the station. This distance information is presented to the pilot on a DC meter mounted on the instrument panel and calibrated directly in miles.

So that there will be no confusion between the challenger pulses and the transponder pulses, different radio frequencies are assigned to each of these channels.

The airborne equipment is built in a one-half ATR rack and weighs 26 pounds, including control box and antenna. The control box, which includes the indicator

meter, is mounted in the pilot's instrument panel.

Ground beacons will probably be located at all range stations and at runway localizer stations. These beacons will be capable of replying to as many as fifty aircraft at the same time. Construction and installation of a DME beacon is included in the approved fiscal year 1948 program for Los Angeles.

LA-OFACS NEAR ACTIVATION

The proposed commissioning date of the LA-OFACS is July 30, 1948. This station will maintain air-ground contact with South American and Trans-Pacific traffic flights originating and terminating at Los Angeles. Contact with Trans-Pacific traffic will be a shared responsibility with San Francisco OFACS.

The receiver and control station is being established at the Regional Headquarters building, and the transmitter at Torrance, California. Art Fielder is responsible for the operations end with seven Overseas Communicators assisting. Hans Andersen is directing maintenance, assisted by a MTIC and three MT's at L.A., with one MTIC and 6MT's at Torrance.

Most of the necessary equipment is available now. Construction of a permanent building at Torrance for the transmitters is the principal work underway.

OFACS facilities provide air-ground contact service for both private aircraft and air carriers operating on international air routes. A secondary objective of an OFACS facility is to receive and distribute meteorological and NOTAM information concerning facilities on international air routes outside the continental U. S. Communications are conducted by radio telephone and radio telegraph equipment, on international air route frequencies.

REGIONAL PERSONNEL COMMENDED FOR OUTSTANDING ACHIEVEMENT

Special recognition has been given to R. J. Bowers, H. C. Darling, and E. J. Rice for their work on the certification of the Convair-Liner. They put in a great deal of overtime, and at all times worked under considerable pressure. These men performed their assignments in a manner which reflected credit to the Administration.

R. D. Schall and E. J. Lewis were commended for their work with representatives of the Washington Office in carrying out the necessary planning and briefing arrangements for the Pacific-Asiatic Communications Survey Group.

TAX SAVING AND RETIREMENT ACT CHANGES ABOUT CANCEL EACH OTHER

For those employees subject to the Retirement Act, the increased deduction rate (from 5% to 6%) just about equalizes the pay check increases realized from the recent amendment to the income tax provisions. Employees will see the difference as a result of the tax change in their checks for pay period No. 22 (April 18); the change resulting from revisions of the Retirement Act will be first evident with the check for pay period No. 2, fiscal year 1949, July 11, 1948.

The combined effect applied to typical positions are presented on the following page for the information of all employees.

COMPARISON OF PRESENT PAY AND DEDUCTIONS TO PAY AND DEDUCTIONS
AFTER BOTH TAX AND RETIREMENT CHANGES ARE EFFECTIVE
(JULY 11, 1948)

GRADE (BASE)		ANNUAL	BI-WEEKLY	RETIREMENT	TAX	TAX
		SALARY RATE	GROSS	DEDUCTION	CLASS-1 NET	CLASS-2 NET
CAF-3	Present	\$2168	\$ 83.39	\$ 4.17	\$ 10.50 (68.72)	\$ 6.90 (72.32)
	New			5.00	8.60 (69.79)	4.70 (73.69)
CAF-4	Present	2394	92.07	4.61	12.20 (75.26)	8.60 (78.86)
	New			5.52	10.10 (76.45)	6.20 (80.25)
CAF-5	Present	2644	101.72	5.09	13.60 (83.03)	10.00 (86.63)
or P-1	New			6.10	11.30 (84.32)	7.40 (88.22)
CAF-6	Present	3021	116.19	5.81	16.50 (93.88)	12.70 (97.68)
	New			6.97	13.60 (95.62)	9.80 (99.42)
CAF-7	Present	3397	130.66	6.54	19.00 (105.12)	15.00 (109.12)
or P-2	New			7.84	15.60 (107.22)	11.80 (111.02)
CAF-8	Present	3773	145.13	7.26	22.00 (115.87)	18.00 (119.87)
	New			8.71	18.00 (118.42)	14.20 (122.22)
CAF-9	Present	4149	159.60	7.98	24.20 (127.42)	20.20 (131.42)
or P-3	New			9.58	19.80 (130.22)	15.90 (134.12)
CAF-10	Present	4525	174.06	8.71	27.20 (138.15)	23.20 (142.15)
	New			10.44	22.20 (141.42)	18.30 (145.32)
CAF-11	Present	4902	188.53	9.43	30.30 (148.80)	26.20 (152.90)
or P-4	New			11.31	24.60 (152.62)	20.70 (156.52)
CAF-12	Present	5905	227.12	11.36	36.80 (178.96)	32.80 (182.96)
or P-5	New			13.63	29.80 (180.96)	26.00 (184.76)
CAF-13	Present	7102	273.16	13.66	46.20 (213.30)	42.20 (217.30)
or P-6	New			16.39	37.30 (219.47)	33.40 (223.37)
CAF-14	Present	8179	314.59	15.73	52.80 (246.06)	48.80 (250.06)
or P-7	New			18.88	42.50 (253.21)	38.70 (257.01)
CAF-15	Present	9975	383.65	19.19	67.90 (296.56)	63.90 (300.56)
or P-8	New			23.02	54.40 (306.23)	50.60 (310.03)

HERE'S HOW IT FEELS TO FLY A JET FIGHTER

Differences in physical effects between the gasoline-propellered airplane and the jet-operated, propellerless plane are centered about the complete lack of vibration, the extreme smoothness of flight, and the almost eerie silence of the jet plane.

The first noticeable feeling when piloting the jet plane is the time-lag between the power controls and the engines when taking off. The jet engine is much slower in re-acting to throttle settings when it is getting up power prior to and during the take-off.

Once in the air, however, a pilot has no feeling of speed, although the air speed indicator pushes close to 500 miles per hour when the plane is in straight and level flight.

When airborne, the slightest change in direction registers a noticeable draft on the pilot's body. It is much easier to "black-out" when flying a jet than it is when flying the conventional type of airplane, because of the increase in centrifugal force on the pilot when making a directional change.

Because the jet engine is behind the pilot, he cannot hear any sound from it. Unlike the pilots who fly the conventional type of airplane, the jet-pilot must rely on instruments alone to judge the workings of his engine.

The simplicity of operation in the jet-propelled craft is a highlight. There is no propeller to worry about, as the jet has only one power lever. In the conventional type of airplane, a throttle for each engine, a propeller-pitch guide for each prop, and a fuel-mixture control must be operated almost simultaneously.

While cruising at 30,000 feet at speeds greater than 400 miles an hour, the jet-engine burns less than 200 gallons an hour. However, at low altitudes prior to landing, the jet's fuel consumption skyrockets to more than 600 gallons an hour.

Because the jet plane burns so much fuel prior to landing, the plane gets "No. 1 priority" when coming in or hovering over a runway. The landing of a jet-propelled airplane calls for expert flying on the part of the pilot. Once he has decided to "bring her in", he cannot "rev-up" and circle the field again like his brother pilots do with the conventional type of plane. There is no over-shooting the field and going around for another try. You either set it down or run a great risk of piling it up.

DEEP IN THE HEART OF TEXAS

R.W.F. Schmidt, Branch Superintendent, has been designated special examiner to look into controversy over the selection of an airport site between Dallas and Fort Worth. Fort Worth desires to build a large airport under the Federal Aid Program at a point approximately midway between the 35 miles separating the two Texas cities. Dallas is protesting selection of the site. Schmidt will have to come up with a recommendation. This is what is commonly known as being on the hot seat, especially in Texas.

HIGH COST OF LIVING

As a result of an increase in hair cuts from \$1.50 to \$2.00 in Anchorage, Alaska, W. P. Plett, Regional Administrator for the 8th Region, sent the following memo to his employees: "It's recognized that one of the requirements for employment in CAA is a neat and sanitary appearance, especially on the part of those who are required to meet and deal with the public. But it's felt that the increased cost of haircuts places an unreasonable burden on CAA employees in Alaska.

"No question will be raised therefore, over the extension of the normal period between haircuts to five or six weeks or longer, provided there is no interference with efficiency."

SAFETY REGULATION SERVICE HI-LITES

Aircraft and Components Branch

CAA to Certificate "Pioneers" for the Air Force

Northrop Aircraft, Inc, has applied for CAA type certification of their Model 32 airplane, a three-engine ship known as the "Pioneer". This comes as a result of a U. S. Air Force order for 23 aircraft, of which 13 are to be light assault transports and 10 are to be Arctic rescue planes. Specifications require that the Arctic version be capable of operating satisfactorily at 65° below zero, Fahrenheit.

The contract between the Company and the Air Force stipulates that these airplanes must be certificated by the CAA as to airworthiness prior to delivery.

Branch Superintendent Sets CAA Speed Record

George Haldeman, Branch Superintendent, has established what is believed to be a new record for CAA aircraft for a non-stop flight from Seattle to the Regional Office. Leaving Seattle at 12:46, Mr. Haldeman flew a CAA twin-engine Beechcraft "downhill" from the North country in four hours and fifty-four minutes, winning one dollar bets from engineers Jack Bulmer and Warren Stauffer, his two traveling companions who had wagered the flight could not be completed in less than five hours. A 32-mile-per-hour tailwind over most of the route was most helpful to "Lucky" Haldeman.

The speed record was merely incidental to a trip to the Boeing Aircraft Company for the purpose of attending a type certification board meeting on Boeing's giant model 377 airplane.

FIELD NEWS

Big Muddy Giving More Trouble

Shortly before MTIC Sabourin of Hanksville departed for school, he reported that one of the trucks got stuck in the middle of Big Muddy. This is about the "umpteenth" time that this has happened to Frank, and is an "occupational hazard" of the sector as the river must be forded each time a trip is made to the range. Perhaps water wings are in order.

STAFF HI-LITES

PERSONAL FLYING DEVELOPMENT ACTIVITIES

CAA Assists in Civil Air Policy Conference Plans

Mr. M. E. Beeman participated in the formulation of the Civil Air Policy Conference held at the Los Angeles Ambassador Hotel April 13-16. The purpose of the Conference was to crystallize public thinking upon an air policy for the state and the nation. The Conference was set up to discuss the recommendations made by the President's Air Policy Committee and the Congressional Air Policy Board, and it should have a direct reflection on the future air policy of the State of California by assisting the newly formed State Aeronautics Commission and the State legislature in their future activities.

Sixth Region Personnel Coordinate Philippine Program

Regional Office Staff have assisted in the coordination of the Philippine Rehabilitation Program of the CAA. This program involves an appropriation of approximately \$8,000,000 for the establishment, operation, and maintenance of air navigation facilities in the Philippines. The appropriation provides for the annual training of fifty citizens of the Philippine republic each year.

AVIATION TRAINING ACTIVITIES

Arizona Plans Statewide Aviation Education Program

Mr. W. O. Johnson has been working with the Arizona Department of Education on a statewide program of aviation education which will cover instruction from kindergarten to the college level. The program stresses recognition of the air age; the effects of aviation on social, economic, and political activities and guidance to teachers in preparing units in aviation instruction in connection with their other school work.

Summer Sessions in Aviation Education Scheduled

The purpose of the workshops is to acquaint teachers with methods of integrating aviation education with ordinary school subjects. Eight colleges in the Region will conduct aviation education workshops.

FEDERAL AIRWAYS HI-LITES

Status on Construction and Installation Program

Bids are open for construction of a VHF range at Julian, California, and MOR facilities at Pescadero, California. Bids have been received for installation of lighting at Blythe, California, and construction of VHF range at Sod House, Nevada. Plans have been prepared and work is progressing on the modification of facilities at Cedar City, Utah, preparatory to relocation of Enterprize, Utah, INSAC.

Tune up and flight checks have been completed this month at Ogden, Utah, Delta, Douglas, Gila Bend, Yuma, Prescott, Needles, Bakersfield and San Jose VOR facilities. Tune-up only has been completed at Salt Lake City. Preliminary checks at the Mt. Leibre site indicate that more work will be required before it will be ready. These facilities are being placed on the air without voice, monitor, or control. Voice and control equipment is being received and will be installed shortly.

New modulation equipment has been devised for VOR facilities which will make courses more stable. A test installation will be made at Huntington Beach early in May.

Many Beacons Being Dismantled or Relocated

Three beacons are being discontinued and dismantled along the San Francisco-Seattle Airway. The intermediate field at Delta, California, is also being discontinued. Work has started on discontinuing five beacons and relocating four along the San Francisco-Salt Lake City Airways.

Gifford Takes Washington Job

Ken Gifford, Airways Operations Specialist of the Airways Operations Branch, has transferred to assume a position in Washington, A-80.

Regional Office Chief Communicator Indoctrination Program Complete

The program of bringing three Chief Communicators in the Regional Office for a short refresher indoctrination was completed early last month. Tower and Station Chiefs are still being detailed singly to nearest Centers for five-day training periods. This program should be complete by the end of June.

Maintenance Technician Training Courses Held

A concentrated teletype maintenance indoctrination course was held recently for maintenance technician personnel at Salt Lake City. A similar course on Dictaphone voice recorder maintenance was held for maintenance personnel in the Los Angeles sector. Both courses were handled by A. D. Herbert of the Communications Maintenance Division. No additional courses are planned until after July 1.

Trans-Receiver Planned for MTIC Trucks

Plans are now being developed for the installation of 522 type VHF trans-receivers in MTIC trucks at several sectors. This equipment will provide cross-check of VHF facility operations, 2-way communications for maintenance personnel while working away from sector headquarters, and will provide additional spare equipment for use in ACS or Tower.

CAPITOL GLEANINGS

War Service Appointees

Senator Langer, Chairman, of the Senate Civil Service Committee, has introduced a bill which would give permanent status to those war service appointees who have had a minimum of five years' satisfactory service by passing a "suitable non-competitive examination."

The senator has submitted this bill because he believes the Civil Service Commission has been tardy in its examining procedure. He is of the opinion that there is no substitute for job experience and that if an employee has performed satisfactorily for five years, that should be sufficient evidence of ability to do the job.

On the other hand, the Commission reports that it is well ahead of its examination schedule, and, furthermore, that veterans would not get a fair break at Federal jobs unless open competitive examinations were given.

Pay Raise

By the narrow margin of one vote, the Senate Civil Service Committee reported favorably to the Senate a bill authorizing pay increases of \$800 to postal employees and an average of \$650 to Federal workers under the Classification Act. Capitol Hill grapevine reports that the proposed increases will have to be scaled down in order to obtain Senate passage.

The House Civil Service Committee has not yet reported favorably on any of the numerous pay raise bills it is considering. Committee sentiment is reported to favor bills giving postal employees a \$800 per annum increase and Classification Act workers a \$468 per annum increase.