REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE JOB OF AN AIRMAN STANDARDS AGENT

An Airman Standards Agent has to be a flying jack-of-all-trades. His main function is to supervise the examination of all classes of airmen--pilots, mechanics, Flight Engineers, Flight Navigators, and others, even quasi-airmen, such as Ground Instructors, in order to assure that the skill, experience, and other minimum requirements of the Civil Air Regulations are met by such airmen.

Present airmen examinations are divided into a written portion, a practical portion, and oftentimes an oral portion, as in the case of the Flight Instructor and Aircraft Dispatcher examination. All written examinations are directly conducted by this Agent. Many flight and oral examinations are conducted under his general supervision by persons in the industry who have been designated as Examiners for this purpose to represent the Administrator of Civil Aeronautics. Some examinations, such as those for Flight Instructor and Aircraft Dispatcher, are directly conducted in their entirety by this Agent.

All this implies that the Agent must be an airman of wide experience, equally at home in the cockpit of a large multi-engine transport plane, or in the smallest of the single-engine light plane trainers. He must be able to talk shop with a Flight Navigator. For example, he must know the difference between H_s and H_o in the computations involved in celestial navigation, or he must be able to demonstrate to a Flight Instructor why the development of the habit of skidding turns is to be especially avoided, if you want to live to fly. (The demonstration is comparatively simple; the agent merely enters a skidding turn in the trainer being flown and points out the indications of higher angle of attack as compared to a coordinated turn--low airspeed and backward position of elevator control--finally enters a spin out of the turn to prove the point)

YESTERDAY

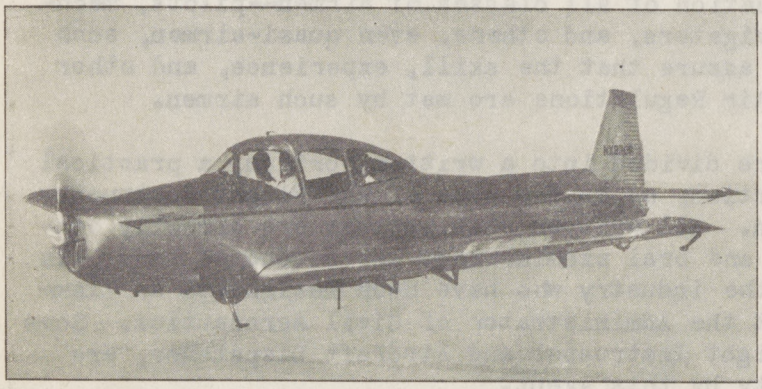
Because he deals with Mechanic examinations and actually operates

aircraft in acrobatic maneuvers, he must be entirely familiar with aircraft maintenance and repair, as well as with the operation of the aircraft. He must actually perform airworthiness inspections prior to flight so as to assure a reasonable margin of safety (his own and the applicant's) in flight. As an example, one of our agents recently found it necessary to refuse the use of four different aircraft for flight tests because of defects found in safety belts. The defects were caused by improper assembly in two cases, by wear of the buckle assembly in the other two. It is thus evident that the Airman Standards Agent must also be an Aircraft Inspector if for no other reason than the protection of his own neck.

Just as a sideline, the Agent (until recently known as a CAA Inspector) must give Parachute Rigger practical, as well as written, examinations. Did you ever try to untangle the shroud lines of a well-fouled parachute? It's easy if you know how and, brother, you had better know how when an applicant gives up after you have done a swell job of tangling as a part of his practical examination.

And helicopters. Would you know a well performed auto-rotative glide down to a flare out and landing when you saw one?

On rare occasions this Agent is even called upon to examine a lighter-than-air pilot. Did you ever fly a blimp?



TODAY

Perhaps the most important responsibility of an Agent is that of ascertaining the cause of serious and fatal accidents where the airman's proficiency is a possible factor, and also what must be done to prevent recurrence.

The District Office Agent is often called upon to aid in writing new examinations by the Examination Unit in Washington where all written examinations are machine graded. He advises flying and ground schools in the conduct of their training programs and helps develop new methods and techniques of operation. He checks school records in order to see that students enrolled are receiving all of the instruction which they are required to have. He flies with their instructors to sample the teaching technique and sits in on classroom sessions where the hangar flying is done.

The Airman Standards Agent is usually well thought of by flying people because he can do it, as well as talk about doing it.

WASHINGTON TEAM TO STUDY HELICOPTER OPERATIONS

A team of eight technical members of the Civil Aeronautics Administration and the Civil Aeronautics Board staff, headed by Freeman Albery, Chief, Safety Rules Division, Civil Aeronautics Board, arrived from Washington July 16 for the purpose of analyzing Los Angeles Airways operations in order to develop operating specifications and regulations relating exclusively to Rotocraft (helicopters). Members of the group will obtain direct experience in the operating problems confronting Rotocraft operators in a large metropolitan area. The group will remain in the Region until about August 1.

Regional Administrator's Column

COORDINATION

During the war years and since, we have heard a great deal about coordination. Perhaps this is the result of the increasing complexity of our organization structures, both in industry and Government. At any rate, it is common practice to employ liaison representatives, staff assistants, or coordinators to effect coordination between the various phases of an organization, and extending to relationships outside the organization.

What is this coordination? I have encountered people in both military and civil Government, as well as in industry, who seem to think that coordination consists of telling someone else what you are planning to do. At the opposite extreme, some people may think that it is even requesting permission to effectuate a proposal. Neither of these is the proper concept. To begin with, coordination is consulting with the representatives of all activities which may be affected either favorably or adversely by the proposed project. But it is more than that. Consulting is just the first step. It is obtaining mutual agreement regarding the proposal. In this sense coordination may not always be easy to accomplish, but it is certainly worthwhile. If we were all completely alert regarding our responsibilities for coordination it might not be necessary to employ special representatives for this purpose. After all, looking at it realistically, coordination is simply the courteous consideration of others in our business relationships.

Some people might be prone to say that the necessity for coordination results in considerably delay. This may be true in isolated instances; however, in many cases, the lack of coordination has resulted in poor relationships with business associates or organizations, and continuing operational difficulty which could have been avoided had proper coordination been effected prior to initiation of the project. Therefore, the only logical conclusion is that complete coordination is an essential part of our democratic way of doing business.

WHO'S WHO

This is the curtain raiser of a series of biographical sketches of the leaders of the CAA team in the Sixth Region. A snapshot will accompany the word picture so that employees will be able to visualize the man behind the signature.

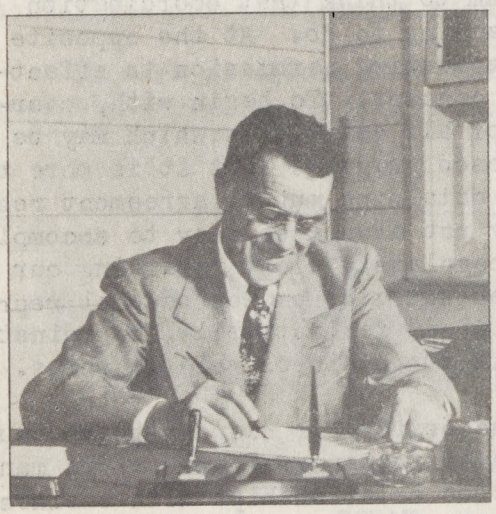
REGIONAL ADMINISTRATOR:

Vital Statistics: Believe it or not the "Boss Man" is a rare bird-a-California native son. Christened Joseph Stacey Marriott, he first saw the light of day July 5, 1895. The place = Modesto, California. He's a real family man. Has a son, three daughters, and two grandsons! What does he look like? Many of us have seen him in the Regional Office and on his frequent visits to field installations. Those of us who haven't had the opportunity as yet to meet him personally can get a pretty good idea of his likeness by noting the picture at the head of the Regional Administrator's column above.

Education: Primary and secondary schooling near and at Modesto, California. Graduated from Stanford University in June, 1917. BA Degree in Chemistry.

Career Hi-lites: Veteran of both World Wars...attended the first Officers' Training Camp of World War I...got the flying bug at this time and was among the first group of Army aviators...Following the war, engaged in commercial aviation doing promotional work as well as a lot of barnstorming...Headed the Science Dept. at Tamalpais Union High School, Marin County, California for five years...Joined up with the CAA in 1928, first assigned as a Safety Regulation Inspector with responsibility for the entire State of New York outside of the metropolitan area of the City of New York...Has successively been a Supervising Aeronautical Inspector, Assistant Chief and later Chief of the Inspection Service in Washington...Became Regional Manager, Sixth Region, in 1938...having been an active Reserve Officer in the period between the two wars, he was recalled to full-time active duty in 1942...served with Headquarters, Army Air Forces, assigned as War Department Member of the Interdepartmental Air Traffic Control Board...advanced to full Colonel.. decorated with the Award of the Legion of Merit for meritorious military service... Has been Regional Administrator since released from active duty in 1946.

ASSISTANT REGIONAL ADMINISTRATOR:



Vital Statistics! "Genial Jim", the Region's No. 2 man, hails from the Great Mid-West. He arrived at Chicago, Illinois, on November 9, 1892 and was baptized by his proud parents as James Elias Read. Viola and Jim Read were married thirty years ago. They're Mom and Pop to strapping 20 year old George.

Education: Jim Read obtained his primary and secondary education in Johannesburg, South Africa! That's right, South Africa! At the age of 9, Jim accompanied his father to Johannesburg, the elder Read having an assignment from the Chicago Daily News to cover the Boer Wars. In South Africa, Jim not only learned to speak, read, and write Afrikaner Dutch, but also picked up a number of native dialects, including the Zulu lingo. He returned to the United States in 1913. Yes, indeed, Jim Read did more traveling and learning by the time he was 21 than most of us do in a lifetime.

Career Hi-lites: Immediately enlisted in the Aviation Section of the Signal Corps upon this Country's entry into World War I...was selected and assigned to a civilian flying instructor as a guinea pig, the purpose being to improve methods of training military aviators...soloed after 3¼ hours of dual instruction...it wasn't long before he was sporting the wings of a commissioned flying officer... after release from active duty in 1919, entered the automobile sales business at Modesto, California...however, during spare time did a lot of local barnstorming.. had a stint in Texas in 1928 as Chief Pilot and Operations Manager of Scenic Airways...Joined the CAA in 1929, initial assignment being Aeronautical Inspector for the State of Illinois...Was transferred to Los Angeles in 1932 and subsequently assigned as the Air Carrier Operations Inspector responsible for air carrier activities in the 11 western states...he lived out of a suitcase during this period, working by day and traveling during the night...has progressively held posts of higher responsibility in Safety Regulations and was designated as Assistant Regional Administrator for all activities on December 29, 1946...P.S. Attention, all ham operators!! Jim Read has had a ticket since 1922. Call letters - W6 CHC... He's known in the fraternity as the California Hog Caller.

V.I.P.'s VISIT REGION

During the month of July, the Sixth Region held open house for visiting V.I.P.'S from Washington. The distinguished visitors included Mr. Del Rentzel, Administrator of Civil Aeronautics; Mr. John R. Alison, Assistant Secretary of Commerce for Air, and Mr. Al Koch, Assistant Administrator for Aviation Safety.

From the time that the wheels of Mr. Rentzels' DC-3 touched at the Los Angeles Municipal Airport on Monday, July 12, until 7:00 a.m., Tuesday, July 20, when he took off for the Seventh Region, Alaska and way points, the Administrator's program was hot and heavy. He flew one of the routes of the Los Angeles Airways helicopter mail service; consulted with leaders in the aviation industry, participated in a two-day cruise on the air carrier Valley Forge; visited the NACA Ames Laboratory, reviewed the latest developments in the field of radar and automatic landing systems, and last, but certainly not least from the Regional standpoint, spent an entire day at the Regional Headquarters.

Mr. Rentzel talked personally with all of the Branch Superintendents and Division Chiefs available in the Regional Office, trying to get a picture of at least some of their major problems.

Mr. Rentzel is no novice in the field of aviation; he already possesses a firm grasp of the basic problems of the Civil Aeronautics Administration. He is an especially good listener, but, as his very pertinent remarks indicated from time to time, he does not necessarily agree with all he hears. Mr. Rentzel obviously possesses a keen mind and a sharp insight into the problems which confront the CAA. He gives the impression of being willing to accept advice provided the advice has some merit. All in all, Sixth Region personnel were very favorably impressed with the new Administrator and only hope that he will be able to live up to his avowed intention of visiting the field frequently. Those of us who live in the grass root areas think that these field visits on the part of top Washington personnel mean the difference between good and bad organization and good and bad CAA public relations.

RADAR DEVELOPMENTS

Developments in the field of electronics indicate that radar installations will do everything but polish aircraft.

Pilot models of radar installations constructed by Gilfillan Bros. Inc. are currently being used to demonstrate applications of radar which are just a little short of miraculous.

A particularly interesting development is that of the automatic landing radar unit which takes control of an aircraft at a predetermined distance from the airport, maneuvers it into the correct approach to the landing strip and holds it to a predetermined rate of descent, finally landing the ship without the pilot having touched any of the controls except the throttle and the flaps.

At the present time, this equipment comes in banks of three which means that three ships can be controlled at the same time. The landing interval of the three ships can be arbitrarily established by the operator. Let's assume that three ships are due to land at the Los Angeles Municipal Airport under ceiling zero visibility conditions. The radar operator, by voice contact will advise the pilots to switch onto automatic pilot - thereafter radar controls the landing. Assuming that a landing interval of one and one-half minutes is possible at the Los Angeles Airport, the operator will set his controls so that the three ships assume a position one behind the other separated by the 1 and $\frac{1}{2}$ minute interval which, at 120

miles an hour landing speed, would be approximately three miles.

If the aircraft are flying at a right angle to the runway when the radar takes over, the radar set will automatically maneuver the aircraft until they assume the proper attitude with respect to the runway.

The ground radar equipment, together with the automatic pilot and VHF receiver in the aircraft will keep the aircraft in the proper angle of descent and lined up with the runway. The pilot is responsible for maintaining the correct speed, generally regarded as 120 m.p.h. If, however, the pilot of the second ship increases his speed and begins to overtake the first ship and gets too close for safe operation, lights flash and bells ring in the control room of the ground radar operator. At the same time, the ground radar equipment places the second ship into level flight. Subsequently, the ground operator directs the pilot in the proper maneuvers to take him out of the traffic pattern to try again.

This landing radar can operate in one of three ways: (1) the operator can, as is now the case, talk down the aircraft by advising the pilot of corrective action which he should take in order to land properly. (2) it will activate the ILS cross point indicators in aircraft so equipped. By flying in accordance with the cross point indicators, the pilot can land the aircraft. (3) aircraft equipped with the automatic pilot can be landed completely automatically.

It almost takes a visible demonstration of this type of radar equipment to appreciate its uncanny ability to do the impossible.

It is still in the development stage, but enough progress has been made to indicate that practical application is destined for the not too distant future.

A second radar development completely eliminates the so-called ground clutter which characterizes existing radar scope. Normally, a radar installation reflects all objects within a given area. The new development eliminates all objects except moving aircraft, thus giving the operator a much clearer picture. The new technique, however, permits the operator to tune in ground clutter if necessary in order to reorient himself with respect to obstacles in his area.

A third development is that of a much larger radar "scope". This will be particularly useful in permitting control tower operators to park aircraft when visibility or ground obstacles preclude direct vision from the tower. The size of the scope will permit the operator to direct the parking of an aircraft within twenty-five to forty feet of obstacles. This is particularly necessary because under conditions of low visibility, even if an aircraft is able to get on the ground, delays in directing it to a proper parking space slow down landings of aircraft which are still airborne.

PERSONALITY OF THE MONTH

Fred F. Garrett

Fred F. Garrett, Airway Traffic Controller in the Los Angeles Center, could recall many unwholesome moments while a Japanese prisoner-of-war if he set his mind to do so.

Instead, however, the pleasant, jovial Controller is another one of our partially disabled veterans who has adopted a su y outlook on his ability to perform a worthwhile eight-hour day controlling air traffic.

Garrett became interested in a CAA position while convalescing at McCloskey General Hospital at Temple, Texas and awaiting retirement from the Air Corps. He had his heart set on a Safety Regulation Inspector position but was quite jubilant

when his Air Traffic Control assignment was approved in July, 1946.

His disability was incurred serving as a Flight Commander while leading a raid on Mololap in the Central Pacific Theatre push. After being shot down and receiving no medical aid, a broken ankle finally resulted in the Japs amputating his leg above the knee. Since no special care was given to him, he spent a few months in the prison camp carving himself a pair of bamboo crutches.

From December, 1943, until September, 1945, he was a prisoner of war near Yokohama, when he was released and returned to the States for hospitalization.

With the aid of his new commercial artificial leg, Garrett is able to walk without the aid of a cane. Despite his handicap, he is agile enough to perform all the necessary chores required of Center Personnel and takes and derives considerable enjoyment from a fast game of table tennis.

His degree of progress in the Center is manifested by his recent promotion to a full Controller capacity.

IN MEMORIUM

Harold E. Benson, Maintenance Technician, and Floyd P. Jenkins, Aircraft Communicator, were killed in an airplane crash at Park City, Utah, on July 20th.

Benson, the pilot, had rented an Aeronica Champion from one of the Salt Lake City field operators, and volunteered to assist in sighting a wrecked plane. Salt Lake City officials said his plane was banking when it suddenly slipped and plunged to the ground, killing both men.

-Jenkins had been employed with the CAA since 1941, having been assigned to Charleston, West Virginia, Richmond, Virginia, and Bangor, Maine, until two years ago when he was assigned to the Communications Station at Salt Lake City.

Benson entered duty with the CAA as a Maintenance Technician in January, 1948. Prior to that time he had served in the Navy for four years, receiving an honorable discharge as a Chief Radio Man.

SAFETY REGULATION HI-LITES

AIRMAN BRANCH:

Conference of National Council of Technical Schools

The Fifth Annual Conference of National Council of Technical (Mechanic) Schools was recently held in Los Angeles, attended by A. C. Burns, Chief of the Non-Flight Personnel and Agencies Division, and H. B. Pickering of the Schools and Training Section, Washington Office. The purpose of these annual conferences, which are held in different cities each year, is to bring together representatives of approved mechanic school operators to discuss the various problems in connection with the training of mechanics, school facilities, housing for students

and keeping up with the ever increasing progress in the field of aviation.

AIRCRAFT BRANCH:

Silent Skyways

Shadows of things to come . . elimination of a chronic public complaint - NOISE - is leaving the world of fancy and becoming a practical reality. Sure-fire evidence was noted by Branch personnel who recently witnessed a ground demonstration of the Davis Aircraft Silencer on a Swift Model 125 airplane at Compton Airport, Compton, California. The results of the test were remarkable. Although this particular aircraft has a lot of exhaust noise, while sitting in the cockpit, the noise seemed about the same as a Buick or similar car at high speeds. When standing directly behind the airplane, it sounded like a car at 40-45 miles per hour on the highway.

Installed inside the cowling of a small two place monoplane of 125 HP, the silencer device has resulted in reducing oil and head temperatures and has slightly increased the top speed

Investigation of DC-6 Crash

This Branch is cooperating with the Douglas Company, the C.A.B. and others in doing everything possible to determine the cause of the crash of a United Air Lines DC-6 in the vicinity of Mt. Carmel, Pennsylvania, on June 17th. In carrying out this investigation, flight tests are being conducted under various conditions to determine whether or not the crew could be incapacitated by an excessive amount of carbon dioxide gas in the cockpit. Bottles containing this gas are strategically located throughout the aircraft for fire extinguishing purposes. Although investigations are not yet complete, it appears that if both banks of bottles are discharged in quick succession in the front baggage compartment, a dangerous amount of carbon dioxide could be present under certain flight conditions, thus incapacitating the crew.

Similar tests have been conducted on Lockheed Constellation aircraft with essentially the same results as those obtained on the DC-6. Washington has been advised of these results by telephone and attention was invited to the fact that these conditions might exist in almost any transport category aircraft having carbon dioxide protection for fuselage compartments. Accordingly, precautionary information was issued to all Regional Offices.

FLIGHT OPERATIONS BRANCH:

New District Air Carrier Office Opened

The Region's third District Air Carrier Office was opened at Salt Lake City July 6. Agent J. S. Beasley has been transferred from the San Francisco District Air Carrier Office and placed in charge of the new office. This office will be primarily responsible for all Aviation Safety aspects of Challenger Airlines, as well as periodic inspections of Western Airlines Northern Division and other air carrier facility inspections in the Salt Lake area.

AIRPORTS BRANCH HI-LITES

Progress of Airport Program

During the month of June, five additional project applications totaling $2,598,823 were received for Regional review and transmitted to Washington.

Project applications amounting to $6,485,783, or 50% of the total funds allocated to this Region, have now been received by this office. Contracts were awarded and construction started on five additional projects, making a total of 22 airports under construction as of June 30, 1948.

The honor of having not only the first but also the second completed FAAP construction project goes to the Northern California Airport District Office, C.B. Worthley, District Airport Engineer. The two completed projects are Amador-Jackson County Airport and Merced Municipal Airport. These projects were given final inspections and approvals by Stan Boggs, Assistant Branch Superintendent, and S. A. Wallace, Airport Engineer of the NOCAL District Office.

Dedication of Skyway Number 30

Bob Schmidt, Branch Superintendent, represented the Civil Aeronautics Administration at the dedication of Skyway Number 30 at the Winslow Municipal Airport on Sunday, June 27, addressing a gathering of approximately 1,000 persons. The terminal points of this new skyway are Los Angeles and Charleston, South Carolina.

FEDERAL AIRWAYS HI-LITES

AIRWAYS OPERATIONS BRANCH:

Glen Simonson Recalled to Active Duty

Glen Simonson, Major, Air Corps Reserve, The Chief Controller of the Oakland Air Route Traffic Control Center, has been ordered to active duty by the United States Air Forces for a period of 90 days. Simonson's special assignment is to lay out a coordinated air traffic control program within the Berlin Corridor for "OPERATION VITTLES", the tremendous air lift project involving hundreds of American and British planes for the supply of the American, British, and French sectors of Berlin.

Simonson's appointment to this important task is a signal honor and the Region takes pride in wishing him the best of luck.

PLANT AND STRUCTURES BRANCH:

Air Marking

In this Region, 217 air markers have been completed to date, 81 of which have been flight checked. This includes two markers having 40-foot letters. These are the largest air markers on record in the country.

Status of Construction Projects

Completed. Two additional housing units at Hanksville are ready for occupancy, making a total of 7 at this facility...the CAA building at Salt Lake City has been re-roofed.

In progress. The intermediate landing field at Bryce Canyon has been surfaced, with Guy Jarrett, Engineer in Charge...Foundations for the 5-300 foot towers for the MOR facility at San Francisco have been poured and erection of the steel towers is underway with Clancy Steene in charge of construction... Modification of the Airport Traffic Control Towers at Ogden, Utah and Stockton

and Santa Monica, California has been started...Paving of front and rear parking areas and adjacent roadways at the Regional Office is nearing completion, with Frank Zielinski, Engineer in Charge...Arrangements have been completed for the relocation of the Lucin INSAC to Wendover, Utah. Modification of the CAA building at Wendover is underway with the move from Lucin to Wendover scheduled for the latter part of August.

Scheduled: Contract for the construction of the VOR range at Sod House, Nevada, has been awarded and work will begin on or about August 15...Engineering specifications and plans have been completed for a combined CAA and Weather Bureau building at Winnemucca, Nevada with construction to begin on or about August 15.

COMMUNICATIONS BRANCH:

ILS Program

The ILS middle and outer marker control lines at Phoenix and Winslow, Arizona have been activated. The complete system at both these localities has now been flight checked and formally commissioned.

VHF Program

Since last month the following ranges have been flight checked: Red Bluff, Etna, San Diego, Long Beach, and Wendover...Tune up of the Wells VOR range has been completed...Installation of the monitor and VHF link at the Daggett VOR is in progress.

Tower Program

Position recording and approach control equipment has been installed at the Santa Barbara Tower...installation of equipment in the new Sacramento Tower is in progress.

INSAC Relocations

Relocation of the Salt Lake City INSAC from the Airport Administration Building to the CAA building is completed except for minor clean-up...this is also true of the relocation of the Enterprise INSAC to Cedar City...the move of the St. George INSAC to the intermediate landing field near St. George has been completed.

CAPITOL GLEANINGS

PAY RAISE...Concrete evidence of the recent pay raise bill, signed by the President, will be in the pay check you will receive on August 6th...Grapevine reports indicate that Federal pay is still a live and controversial subject... Congress will be asked again in January to authorize another pay advance for Federal workers...Also, Congress will be asked to reconsider overhauling the Classification Act providing for the merger of the present five classification series into one schedule, increasing pay on the average of $90 for all Federal workers under the Act, authorizing higher salaries for top level Federal officials and meritorious promotions for outstanding work...These items were in the original bill that was first reported to the Senate during the recent regular session of Congress.

QUESTIONNAIRE ON REGIONAL PROMOTION PLAN

The Regional Promotion Plan has been in operation almost a year. From the standpoint of the Regional Office, the Plan represents at least a start toward the objective of selecting the best qualified employee for any given vacancy.

We are extremely desirous of receiving suggestions from employees for ways in which the Plan can be improved.

It is necessary to keep two basic concepts in mind in making suggestions: (1) that the Plan should produce the best qualified employee for a vacancy; and (2) that all qualified employees should be given consideration in filling any vacancy. The questionnaire below is for the purpose of obtaining your ideas. Please fill it out and return it to 6-1.

QUESTIONS	YES	NO
Have you read and do you understand the Plan?	____	____
Do you favor any type of formalized method of promotion?	____	____
Do you believe that the promotional factors in the Plan are adequate?	____	____
Do you think that the written or oral examination would facilitate the selection of the best qualified employees for most positions?	____	____
Do you think that too much credit is given for experience in CAA?	____	____
What are the weaknesses of the Plan? What suggestions for improvement can you make?		