

# REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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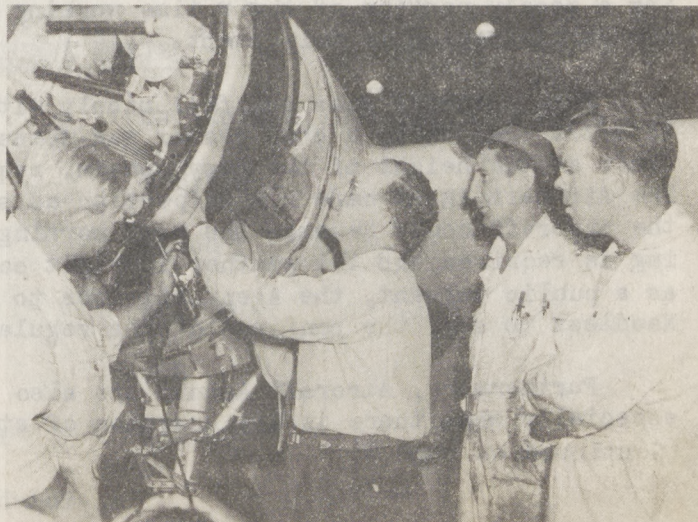
## THE JOB OF AN AIRCRAFT AGENT

The most frequent contact of aircraft owners with the CAA is with the Aircraft agent - to many, he typifies our entire organization. Though annual airworthiness inspections are generally conducted by DAMI's, as well as the inspection of any major modification, repair or alteration to an aircraft, there is constant close backup and supervision by an Agent. DAMI (Designated Aircraft Maintenance Inspector) is an approved private mechanic to whom authority is delegated by the CAA for the inspection and certification of aircraft for airworthiness.

What does the Aircraft Agent do if all of his work is done by the DAMI? Well, the DAMI's require supervision. Supervising the DAMI's is no simple administrative chore; rather it demands that the Agent be thoroughly informed on air frames, engines and related components on 4-engine transport type aircraft such as the DC-4, as well as small single engine aircraft like the little Piper Cub. Some of the Designees can't "produce", must be dropped and replaced; others require guidance and instruction. From time to time peak load conditions occur within any one Aircraft Agent's area of supervision requiring that he assist the DAMI in doing his routine job. There are times when friction develops between a DAMI working for one fixed base operator, and some other fixed base operator. In such instances, the Agent tries to smooth over the problem and to create a better understanding.

Aircraft Agents also inspect approved aircraft mechanic schools to insure that students are being prepared to handle the type of problems which they will meet after graduation. The Agents feel that the long run qualitative improvement of aircraft maintenance starts in these schools. Hence, this portion of their job receives considerable emphasis, because of the increased enrollment resulting from the GI training program.

Another element of considerable importance is aircraft weight and



AIRCRAFT AGENT INSPECTING TWIN ENGINE AIRPLANE FOR AIRWORTHINESS

balance. Too few owners and mechanics realize that minor modifications or alterations made to an aircraft, adding or subtracting only a few pounds in weight, may very well have a dangerous effect on the aircraft's ability to fly.

Aviation, too, has its "radical fringe", its "hot-rodders", "screwballs" and what have you! Here is where the Agent's headaches begin and also the most interesting phase of his work. This is the job related to certificating experimental (NX), limited (NL), or restricted (NR) types of aircraft.

Involved here are the types of ships used for aerial photography, crop dusting, sky writing, and seeding clouds to produce rain. For example, the Agent may receive a call from a man requesting a visit to his place as soon as possible, if not sooner. This chap has purchased an old military airplane and had installed numerous items of equipment for producing rain by "seeding clouds". After an inspection requiring a few changes here and there, the Agent has satisfied himself that the aircraft as equipped is airworthy; however, under existing CAA regulations it is not considered eligible for certification. Our Agent



AIRCRAFT AGENT CHECKING AIRCRAFT FOR  
C.A.A. AIRWORTHINESS REQUIREMENTS

then calls the Regional Office for confirmation. In the meantime, of course, the plane owner is anxiously pacing the hangar floor, as he is eager to try out his "new gadget". Permission is finally received to certificate the aircraft experimentally; the Agent takes a deep breath and finishes the work necessary.

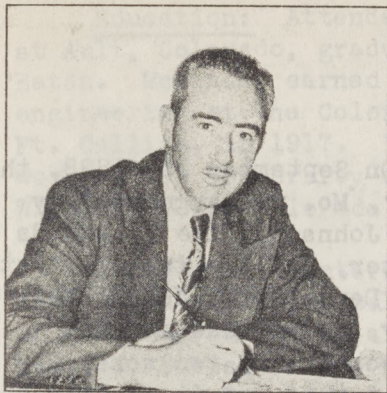
There is also the guy who has something different, frequently the Rube Goldberg sort of thing. Many of these odd ideas work, becoming in effect major forward steps in aviation. After all, the Wright brothers were considered by many to be more than a little "teched"!

Inspection of racing aircraft also falls into this category of the Agent's work. Before the recent Bendix races, Agents in the Los Angeles area were spending a goodly portion of their time working with owners who were preparing aircraft for participation in this event.

This activity does not fall nicely within the usual working hours of 8:00 to 4:30. Recently, a crop duster was forced to make certain changes on his aircraft at the height of the busy season, requiring that the work be done at night. The Aircraft Agent made his inspection as soon as the work was completed so that the aircraft could be used the next morning. Tying up a crop duster when dusting is required and the weather is right can be a very costly proposition, and as a public servant, the Agent attempts to cooperate in every way possible. Needless to say, the confines of the regular eight-hour work day are ignored.

Furthermore, Aircraft Agents are also called in when there are accidents, especially when there is any question of structural or power plant failure.

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## REGIONAL ADMINISTRATOR'S COLUMN

### CONSTRUCTIVE THOUGHT AND ACTION

During the past month I received a letter from an organization which had a motto inscribed on its letterhead. It read, "Vision to see, Faith to believe, Courage to do." An organization which adopts this slogan and practices it obviously should be progressive. The slogan calls for constructive thought and action. It might well

be the motto of CAA. Certainly we should be a progressive organization. If we are not, and do not keep pace with the development of aviation, we will become a hindrance rather than a help to the industry which we are directed by Congress to foster and encourage.

As an illustration of what I mean, how often have you heard the expression, "It's against regulation." Possibly these phrases should be outlawed. Too often they are used as short cut answers to a suggestion or a request made by an employee, the aviation industry, or the flying public. These expressions are lazy devices in that they avoid constructive thinking and the giving of a completely intelligent reply to a legitimate question. If something is contrary to regulation or policy, there should be a good reason and you ought to know the reason. Why not tell it? If you don't know the reason, say you don't know, but you will find out and make it available in short order. If a good reason can't be found, then possibly the policy or regulation should be changed, and I assure you I'll help initiate action to get it changed. Don't say, "It's against the policy" or "It's against regulation." Tell why it's against the policy or regulation.

In the event you find that reasons develop which you believe justify changing the policy, have confidence in your judgment based on the facts and initiate action toward revision. In the meantime comply with your understanding of the intent of the policy. This calls for constructive thought and action. Vision to see, Faith to believe, Courage to do.

### REGIONAL FACTS

States in Region Six:	California, Nevada, Arizona & Utah.
Square Miles Area in Region:	468,058
Number of Cities & Towns in Region:	8,034
Number of civil aircraft in Region:	12,772
Number of airports:	718
Number of certificated airplane pilots:	52,116
Estimated Number of passengers on scheduled airlines in the Region, 1948:	3,001,275

## WHO'S WHO

### SUPT, ANF OPERATIONS BRANCH:



Vital Statistics: On September 13, 1898, the population of Kansas City, Mo. was augmented by the arrival of Arthur F. Johnson. (The F. stands for Ferdinand). Much later, while with his first job with the Post Office Department, Aerial Mail Service at Salt Lake City, he met and married Stella Jensen. The Johnson's have two sons, Roy and Lynn, and rumor has it that Art is shortly to become a grandparent.

Education: Attended public schools in Kansas City. He also has completed ICS electrical engineering courses, various military technical schools (Navy), and extension courses at the University of California.

Career Hi-Lites: Johnson worked as an electrical instrument laboratory test man for the Kansas City Light & Power Company from 1914 to 1916, at which time he entered the U. S. Navy, serving through World War I until 1920. In 1918 his ship, the convoy escort destroyer "U.S.S. Manley", was badly damaged in a collision at sea. Art, with other survivors, was rescued and finally arrived safely at Plymouth, England. Incidentally, he was a member of the Naval Reserve from 1924 to 1941, obtaining the rank of Lt. Commander.

He is one of our CAA pioneers, having started with the old Aerial Mail Service, U. S. Post Office Department in 1920 in the capacity of radio operator in charge of the then new station at Salt Lake City. With a very brief interval in 1921 as engineer with the Federal Telegraph Co., he has continued with CAA and its predecessor organization.

In 1929, he was promoted to Traffic Supervisor of "Everything West of Cheyenne"; he later held the job under the same title at Oakland, California. From 1933-1942, he was Chief, Communications Branch, and from 1942 to 1946, he was Regional Superintendent of Airways.

Quoting Art - "And that, gentlemen, adds up to about 32 years of Federal Service."

Avocations: Gardening, and, not by choice, building a brick wall in his back yard.

### SUPERINTENDENT, ANF COMMUNICATIONS BRANCH:

Vital Statistics: Howard Waldo McKinley arrived at an Iowa farm on December 22, 1894. He states that though he was there at the time, the selection of the middle name was strictly his parents' doings.

Education: Attended grade and high schools at Ault, Colorado, graduating from high school at Eaton. McKinley earned a BS degree in electrical engineering at the Colorado State A & M Collete, Ft. Collins, in 1917. In addition, he has taken work at the University of Arkansas, University of Wisconsin, and Colorado State Teachers' College.

Experience: Entered the U. S. Army in 1917 as a Private (incidentally, McKinley was a member of the Colorado National Guard during his college years). Subsequently, he attended aviation ground school at Austin, Texas, acquiring his wings and commission in 1918.



There followed a 1½ year period during which he underwent sales and engineering training at the Westinghouse Electric Co, at East Pittsburgh, Pa., then a short period of employment with their sales representative at Denver. For the next 5½ years, he instructed electrical engineering at the University of Arkansas.

He entered the Federal Service as an Assistant Radio Engineer with the Bureau of Lighthouses; Airways Division, in March 1928, remaining in the Washington Office until 1933. At that time, he was transferred to the Sixth Airways District Office, Oakland, California, continuing in the Region in the field of radio and communications engineering and maintenance.

Avocations: Avocado tree culture, fishing, and, with his son, tinkering with gas powered model airplanes.

SUPT, PLANT & STRUCTURES BRANCH:

Vital Statistics: Born July 29, 1904, Arta Hawkes Hadfield became the oldest child of a family of six. At the age of ten, Hadfield moved with his family from his birthplace at Smithfield, Utah to an Idaho farm. In 1936, he met and married a Canadian nurse, Eva Newsham.



Education: After completing high school in 1923, he acquired a BS degree in civil engineering from the University of Utah in 1927.

Experience: First trying his hand at contracting work, Hadfield accepted a position in 1928 as Scientist-Astronomer with the U. S. Naval Observatory from which a year later he transferred to the Airways Engineering Division, Bureau of Lighthouses. From 1929-1936, he served as an Airways Engineer, including two years in the old 17th Maintenance District. In 1935, Hadfield went with the Bonneville Dam Project where he served as an inspector, working on sewage treatment plant design and engineering until the following year, when he returned to the CAA. In 1938, he was transferred to the Washington Office where he successively held the positions of Ass't Chief,

Projects Section; Chief, Engineering Section; and Ass't Chief, Engineering Division. During World War II, Hadfield supervised the selection of radio station sites and construction along the North Atlantic route to England and the South Atlantic route through North Africa to India and China. He joined the Sixth Region as Superintendent of the Plant and Structures Branch in 1946.

Art Hadfield is a registered Engineer in the State of Oregon, a corporate member of the ASCE, and an associate member of the National Academy of Sciences (Highway Research Board).

Avocations: Flying, fishing and gardening. (tomato culture a speciality).

#### THE JOB OF AN AIRCRAFT AGENT (Continued from Page 1):

In the conduct of his work, the Agent must convince mechanics and owners that an aircraft that will fly is not always airworthy. Generally, if it can be demonstrated that it is for the safety of the pilot, owners are more than willing to cooperate.

In addition to these duties, our Agent must also study and inspect aircraft maintenance facilities recommending the issuance of repair station certificates and ratings, make airworthiness inspections for export aircraft and generally try to promote interest and proper understanding in and out of the industry.

There is never a dull moment for the Aircraft Agent!

#### PERSONALITY OF THE MONTH

##### Gerry Kalfin

Gerry Kalfin, Johnny Campbell's secretarial aid in the Airways Flight Inspection Staff, can reveal a rather callous story about her varied background.

She, for one, is an advocate of the American way of life. This is not hard to understand if you momentarily take a glimpse.

Gerry saw the light of day in Vienna, Austria, some twenty-five odd years ago (women's ages are always odd, you know). She attended schools in the Blue Danube City until her father, an architect, was awarded a construction contract with the Russian Government in Moscow. Gerry, her brother and sister, and mom and pop, trekked off from Vienna to live four years (1932-1936) under Communist-dominated Russia. She recalls that the social adjustment for a school girl who could not speak Russian was quite difficult and sometimes embarrassing.

It was a happy family who returned to Vienna in 1936, but this happiness was short-lived when the shadow of the Nazi Swastika fell over Austria. With war fever spreading throughout Central Europe, Gerry recalls that a stroke of good fortune allowed her to be aboard the British liner, "The Georgic," embarking from Cherbourg, France, in 1939, headed for New York City.

By virtue of her total unfamiliarity with the "King's English," the first position she landed was as a model in New York City. Although the income was

slight, it afforded her time to pick up the English language. After moving to Trenton, N. J., in 1941, she took secretarial training at Rider College and has been a secretary since 1942.

One of the most lasting impressions of her early life in the United States was the presence of radios, refrigerators, cars, and labor-saving devices of all sorts in the everyday life of the average American. "'Tis amazing to compare the way we lived in Central Europe to the method of living enjoyed by the average person over here."

She admits it has not been an easy task for a teen-age girl (not knowing English) to make any headway in mammoth places like New York City; Trenton, and Los Angeles.

The man of her choice was Harry Kalfin, in 1942. She spent the life of a war-time bride journeying around Army camps while Harry was in the service. They decided that Horace Greeley was right when he said "Go West," and in 1946 made Los Angeles their residence. She feels that Greeley's advice is well founded.

Her first duty with the CAA was in January of 1947, with the Contract and Procurement Division. She was promoted to Johnny Campbell's staff last October.

It has been Gerry's pleasant and cooperative attitude that has closely endeared her to her many friends and associates in the Regional Office. It has taken a lot of nerve and determination to accomplish what she has with the numerous hurdles thrown in her way.

#### IN MEMORIAM

Clifford L. Fairbanks and his wife, Frances P. Fairbanks, both of whom were employed as Aircraft Communicators in this Region were killed September 2, 1948, in an airplane crash in El Paso, Texas.

The plane, a Luscombe 8A, owned by the Kiwi Flying Club at Yuma, Arizona, of which Mrs. Fairbanks was a member, crashed while on final approach for landing at the El Paso Municipal Airport. Mrs. Fairbanks was piloting the ship.

Fairbanks had been employed with the CAA since February 1946, assigned to the Airways Communications Stations at Trona, California; Enterprize, Utah; and El Centro, California, where he was stationed at the time of his death. Prior to entering on duty with the CAA, Fairbanks had served in the Army Air Force for five years, having seen combat service in Italy and Germany. He received his Honorable Discharge in 1945 as Staff Sergeant.

Mrs. Fairbanks entered on duty with the CAA as an Aircraft Communicator Trainee in Santa Monica, California; in December of 1943. At the completion of her training period, she was assigned to Fairfield, Utah and subsequently transferred to Yuma, Arizona, where she was stationed at the time of the accident.

The Fairbanks had been married but two weeks at the time of their deaths.

SAFETY REGULATION HI-LITES

AIRCRAFT BRANCH:

Hughes Flying Boat

The Hughes 8-engine, giant flying boat is tentatively scheduled to resume taxi and flight tests about the middle of October. All modifications have been completed and the aircraft has been painted white to reduce temperature differentials in the various structural components. The taxi and flight tests are awaiting final examination of the modifications by Mr. Hughes.

FLIGHT OPERATIONS BRANCH:

Helicopter Night Operations

Los Angeles Airways, which uses a fleet of helicopters to pick up and deliver mail throughout the local metropolitan area, has obtained CAA approval for night operations.

AIRPORTS BRANCH HI-LITES

During the last month, Federal-Aid-to-Airport-Projects started and completed are as follows:

New projects started

Nature of Work

<u>Place</u>	
Los Angeles Municipal, Calif.	Grading and filling - runways, taxiways, and building area.
Buchanan Field, Concord, Calif.	E-W runway
Rohnerville Airport, Fortuna, Calif.	Runway extension.
Mendocino Co. Airport, Little River, Cal.	Runway lighting
Napa Co. Airport, California	Taxiway
Flagstaff Municipal, Arizona	Administration building
Phoenix Sky Harbor, Arizona	Relocation of power line.
Beaver, Utah	Construct 2 landing strips
Ogden Municipal, Utah	Aircraft and auto parking area - lighting
Spanish Fork - Springerville, Utah	Runway and apron
Boulder City, Nevada	Warm-up pads.

Projects Completed

Place  
Del-Mar Airport, San Diego, Calif.

Nature of Work  
Paving Runway and taxiway

Amador Co Airport, Jackson, California	Landing strip
Merced Municipal Airport, Calif.	Access road, auto parking area, and aprons
Holbrook Municipal, Arizona	(Second project) paving runways
Phoenix Sky Harbor, Arizona	Procure land for airport extension
Tombstone Municipal, Arizona	Landing strip and access road
Milford Municipal, Utah	N-S Runway, taxiway and apron
Nephi Municipal, Utah	N-S runway, taxiway, apron and Access road.
Carbon Co. Airport, Price, Utah	Three runways, apron, and access road.
Roosevelt Municipal, Utah	N=W, S=E runway, apron, and access road.
Salina-Gunnison, Utah	Runway, taxiway, apron, and access road.
Tremonton, Utah	NNE-SSW runway, parking area, and access road

Number of projects under way - 18

FEDERAL AIRWAYS HI-LITES

Status of Federal Airways Construction and Installation

Projects Started:

<u>Place</u>	<u>Nature of Work</u>
Sacramento, California	Started survey for ILS
Castaic, California	Completed survey and selection of site for relocation of Fan Marker
Salt Lake City, Utah	Shut down localizer, removed all radio equipment, awarded contract for relocating localizer and approach light lane. Necessitated because runway is being extended 1400 feet.
Montague, California	Construction of a Homing Beacon, utilizing the old Mt. Shasta range materials. Airways Maintenance Technician's headquarters building being constructed.
Pt. Magu, California	Completed survey and issued invitations for bids to construct a low frequency range (SFA).

Santa Monica, California	Completed lease arrangements and started installation of standby engine generator for air traffic control tower.
Saddle Peak, California	Started construction of repeater station (Part of Los Angeles Overseas Foreign Communications Station facility)
Tucson, Arizona	Relocation equipment in communications station and tower from Davis-Monthan Field to Tucson Municipal #2 started.
<u>Projects Completed:</u>	
Long Beach, California tower )	Installed air conditioning.
Los Angeles, California center )	
Salt Lake City, Utah tower )	
Ukiah, California	Construction for omni-directional high frequency range (VOR) completed; ready for installation of equipment.
Hanksville, Utah	Enlargement of power plant completed.
Douglas, Arizona	Range (MRL) connected to commercial power, tuned up, courses aligned, flight checked, and commissioned.
San Francisco, California	Instrument landing system glide path modified = metal counterpoise mat and new improved type upper antenna. Retuned, flight checked and approved.
Daggett, California	Very high frequency radio link installed between communication station and range, making this the first omni directional high frequency range in the Region with voice and remote control.
Huntington Beach, California	Modulation eliminators installed and tested. Makes course shifts in high frequency ranges due to de-tuning of transmitter impossible.

ANF OPERATIONS BRANCH:

Whitney Attends Pittsburgh Conference

Don Whitney, Airways Operations Specialist, is attending a conference being held in Pittsburgh, Penn, concerning a study of air route traffic control procedures, being conducted by the American Institute for Research, for the Civil Aeronautics Administration. The study is primarily directed toward the matters of air traffic control in critical traffic conditions and controller efficiency and fatigue. It is expected that Whitney will, on his return to the Region, help collect information required to complete this study.

## Air Traffic Controller Participates in Navy Maneuvers

Former Navyman, Albert C. Cook, Senior Controller at the Los Angeles Center, was aboard the "USS Eldorado" from September 20th to 24th serving in a liaison capacity with the Navy on air route responsibilities of the Los Angeles Center during maneuvers. These maneuvers were held in the vicinity of Oceanside, California, blocking off part of Amber Civil Airway Number One. Cook will make a "repeat" performance during the period October 5th to 10th when further maneuvers are to be staged.

### ANF COMMUNICATIONS BRANCH:

#### Communications Maintenance Personnel Take Radar Course and Instrument Landing System Courses

Five Communications Maintenance representatives from Region Six are presently taking the new radar course at Oklahoma City. The daily schedule calls for a one hour lecture in the morning and in the afternoon, with the balance of the half days devoted to lab work. There are also five representatives of this Region taking the instrument landing system course. Mathematics is emphasized in this course.

#### Many Regional Maintenance Personnel Take Civil Service Exam

About 80 Region Six maintenance and communicator personnel took the Civil Service examination for Maintenance Technician held September 24th. From some of the people who took the exam, the consensus is that it was a "toughy". In addition to 80 General Mechanical aptitude questions, there was an optional section on teletype maintenance, followed by a 50 question section of radio maintenance. There were then two shorter radio maintenance sections to be taken by those seeking ratings for higher than the minimum grade of SP-6.

### WANTED!!!

Your comments, opinions, suggestions, ideas, with respect to Region Six activities. Just send a brief note to Region Six News. Each month, the best of the lot will be published in the News, together with editorial comments. All letters must be signed, however, the name of the individual writing the letter will not be published unless specifically requested by that employee. So let's start firing them in!

### INDUSTRY BRIEFS

#### Swedish Jet Fighter Test Flown

Sweden's latest jet fighter, the SAAB-29, or Air Force J-29, stayed aloft for 23 minutes recently at Linkoping, Sweden, thereby successfully completing its first test flight. The J-29 is powered by a DeHavilland Ghost engine of 5,000 lbs. t.o. thrust and has a top speed of about 650 mph. It features a very thin sweptback wing and a "hook shape" fuselage.

## Industry Would Require 18 Months to Reach All-Out Production

Based on present resources, plant capacity and availability, and the use of stand-by plants, defense officials have estimated that the aircraft industry could get into production within eighteen months on nearly all vital aircraft and components.

## CAA to Issue New Plane Certificates in Regional Offices

Mr. D. W. Rentzel, Administrator of Civil Aeronautics, has announced that hereafter, type certificates will be issued in the Regions instead of in Washington. Mr. Rentzel stated that the aviation safety agents in the field have been doing all the technical work of testing, leaving to the Washington Office the sole tasks of establishing policy, reviewing, and in very rare cases, resolving differences of opinion. In the two and a half years that Washington has been issuing the certificates, no significant discrepancies with field decisions have occurred.

## CAPITAL GLEANINGS

CAA LEGISLATIVE PROGRAM FOR 81ST CONGRESS is in the formulation stage... among the measures tentatively scheduled for submission are the following:

1. Authorize the Secretary of Commerce to establish 10 positions at \$10,000 to \$15,000 per annum in the professional and scientific service to effectuate research relating to the national defense.
2. Authorize reimbursement to States for damage to air navigation aids and airmarkers caused by the Federal Government.

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