REGION VI NEWS

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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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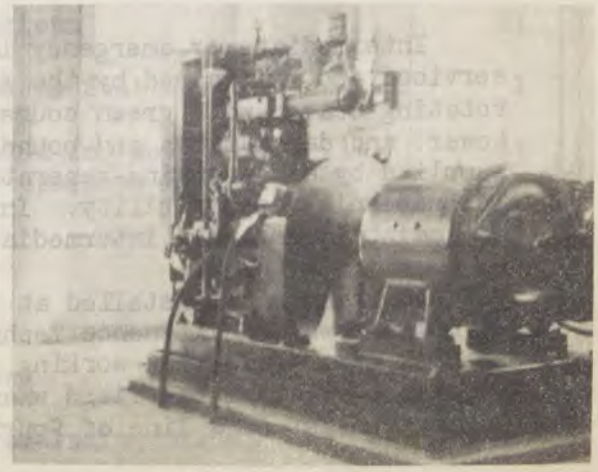
THE JOB OF AN AIRWAYS MAINTENANCE TECHNICIAN

If variety is the spice of life, there is plenty of spice in the life of an Airways Maintenance Technician. He is literally a jack-of-all-trades. To do his job effectively, he must have the knowledge of an automobile mechanic, plumber, electrician, carpenter, and painter--in other words, he must be an extraordinary practical engineer. He must have a working knowledge of all these trades, because in his job he must know how to service and maintain stand-by power plants, sewage disposal systems, water distribution systems, airway light beacons, neon approach lights, and control tower light guns. In addition he must be plenty good with the hammer, saw, and square for emergency repairs to any CAA structure.

In order to accomplish these numerous service and maintenance tasks, the Plant & Structures Branch has divided the Region into approximately 30 sectors, with an Airways Maintenance Technician headquartered in each sector. These sectors range in area from 2,000 to 10,000 square miles. The usual rugged Western terrain is found in practically all sectors--no soft touches here. With respect to facilities, a typical sector may contain approximately ten light beacons, eight stand-by power plants, two intermediate landing fields, and perhaps a neon approach light lane and an Airport Traffic Control Tower light gun if a major airport is located in the sector. These are the primary service and maintenance responsibilities in the sector. In addition, any repairs to any CAA structure (communication station, radio range, living quarters, etc.) are also the responsibility of the Airways Maintenance Technician.

Each Sector Headquarters is a branch office of the CAA, and in some areas is the only official representation. As a result, the Airways Maintenance Technician is asked all sorts of questions, ranging from the best type of field lights to the advisability of installing bi-focal windshields on grandma's Cessna.

An Airways Maintenance Technician has, at his sector headquarters, a storeroom, shop, and office where he stores his sector truck, working equipment, replacement parts, and supplies. Here he performs repairs and tests to various types of equipment and accessories of the operating units, and also



Stand-by Power Plant

the fascinating clerical work such as correspondence with the Regional Office, preparation of reports, and forms required for property transactions.

Stand-by power plants constitute the major load factor in most sectors. These power plants, which assume the facility load in the event of commercial power failure, are standard installation at radio ranges, communication stations and towers. Consisting of engine driven generators and related electrical control apparatus, they start automatically and supply sufficient and consistent energy within forty-five seconds of commercial power failure. When normal power is again available, the plant operates several minutes then automatically cuts out.

Although the emergency engine-generators are designated as stand-bys, their proper functioning is essential, and the units require many careful adjustments including no-load to full-load tests. During servicing and repairs to stand-by units, particularly at important radio facilities, the Technicians are conscious of stormy weather conditions that might cause a power failure and result in a shut-down of an important facility if the emergency power is not available.

Winter Beacon Maintenance

In addition to the "stand-bys" some sectors have continuous operation engine-generator equipment to supply electrical energy for an entire CAA facility located in isolated areas where commercial power is unavailable. This type of equipment requires regular weekly or semi-monthly service checks as well as emergency maintenance when failures or mal-functioning occurs.

During favorable weather, maintenance and servicing of beacon sites is somewhat less difficult mechanically than other equipment. But many beacon sites in the mountain areas are located on the highest points and hikes of two and three hours are necessary to reach the site. It is really "fun" in winter struggling through the drifts and up steep mountain slopes with either modified "bed slats" or "tennis rackets" strapped to your feet.

When time switches, motors, lenses, or other items of equipment require replacing, the Technician becomes a beast of burden, packing the replacement equipment, tools and supplies to the site.

Intermediate or emergency landing fields also have aids which must be serviced and maintained by the Airways Maintenance Technician. These include a rotating beacon with green course lights, a lighted wind indicator attached to the tower, and day markers and boundary lights which outline the runways. If power is supplied by a CAA engine-generator, this equipment is also the Airways Maintenance Technician's responsibility. In addition, first aid and fire fighting equipment are maintained at all intermediate fields.

Lighting aids installed at the larger airports are also part of the workload of many Airways Maintenance Technicians. These aids include light guns for tower control of traffic when working ships without radio, searchlights employed to provide spot light on the field when necessary, and neon approach light lanes. The latter consist of a line of fourteen neon lights, an incandescent course light

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Regional Administrator's Column

TEAMWORK

From a very modest start, we of the CAA have grown with the aviation industry to a point where our responsibilities require the services of a very large number of people. During this growth, continued development of facilities of all kinds has made possible more effective utilization of air space.

The Federal Airways system facilitates flight movements almost without regard to weather conditions. The CAA's part in the training of air and ground personnel, close participation in the checking of aircraft production, the airport construction program, and our other activities has been a major contribution to the "Air Age."

Teamwork of CAA personnel has been the dominate factor in this continuing development program. More than twenty years of progressive effort have provided an overall result which has contributed to a major degree in establishing the United States air industry and air power second to none.

We all speculate as to the form of the future. What is the ultimate conclusion? Continuous research will, of necessity, provide ever changing systems affecting flight and associated enterprises. Our efforts will therefore continue and that very necessary "teamwork" must remain the keynote of future programs. Each and every one of us is a representative of the CAA and, as such, should at all times act accordingly. As an organization, are we not just as important as other well known government agencies? Of course we are, and by our combined efforts (TEAMWORK) I'm sure you will all agree that our organization can push to the front and stay there.

REGIONAL FACTS

(Actual as of November 1, 1948)

Number of employees	1454
Number of Interstate Airway Communications Stations	51
Number of Overseas Foreign Aero. Communications Stations	1
Number of towers (including Ogden, Utah scheduled for Nov. 1) operated by CAA	16
Number of low frequency ranges	49
Number of high frequency ranges - VAR	10
VOR	25
Number of Airways Maintenance Technician Sectors	32
Number of Communications Maintenance Sectors (including OFACS)	61

SUPERINTENDENT, AIRMAN BRANCH:

Vital Statistics: Robert Edward Dake, CAA's "hot rod" pilot, checked in with the Stork on a cold winter night--January 25, 1895, to be exact. The place--Chicago. Our handsome, mustachioed Superintendent is married to Claris Young Dake and both are very proud of their lovely daughter Claris (age 20, Editor's note to eligible bachelors).

Education: Bob Dake completed grade and high school at, of all places, Waukegan, Illinois, and you're guessing right if you think Jack Benny was a classmate. Bob completed his higher education at the Carnegie Institute of Technology, Pittsburg, Pennsylvania, where he received his B.A. degree in Architecture in 1921.

Career Hi-Lites: Entered the U. S. Army Infantry as a Private in 1917 and was subsequently transferred to the Aviation Ground School at the University of Illinois and later became a flight instructor at Kelly Field, Texas...Left the service in 1919 in order to complete education...After graduation from Carnegie Institute, Bob practiced architecture for the next seven years, also owning his own decorating business. However, during all this time, he had his own airplane for intermittent barnstorming and racing...Bob has been quite a hot rod pilot, competing in numerous races, among them being the Pulitzer Trophy Race, in 1922, and a transcontinental race in 1927, from New York to Spokane...In 1928, he took second place in a race from New York to Los Angeles and first place in a race from Los Angeles to Cincinnati...In 1929 he was first again in a race from Miami to Cleveland...He maintained his interest in racing aircraft as Manager of the Los Angeles to Cleveland cross country races held in 1931, 1932 and 1933...From 1931 to 1935, he was an official of the National Air Races in Cleveland.

From 1928 to 1936, Bob Dake was associated with aviation on the business side, being President of Pittsburg Airways for two years and Aviation Manager of the Kendall Refining Company for six years. He accepted employment with the CAA in 1936, coming into the organization as an Inspector at the Burbank District Office. He has advanced since that time to positions of higher responsibility, becoming Superintendent of the Airman Branch in February, 1946.

Bob saw a lot of action in the recent war...called to active duty with the Air Corps in October, 1942, as Major on the staff of the First Troop Carrier Command, he later became Deputy Chief of Staff of the Combat Cargo Task Force in the India-Burma theater...was hospitalized back to the States in 1945. During his tour of active duty, he rose to the rank of Colonel. He left the service in February, 1946, to return to the CAA. Bob still maintains his interest in the Air Force Reserve and is at present Commanding Officer of the 67th Air Service Group, an active Reserve outfit.

Avocations: Bob's two primary avocations are indicative of his varied interests. One is gardening and he does a fine job of it, as the beautiful gardenias and camellias that he brings to his secretary demonstrate. His other avocation is reading, particularly history.

SUPT, FLIGHT OPERATIONS BRANCH:

Vital Statistics: A significant date in the history of the Lone Star State is July 6, 1901, for it was on this date that Alvin "Nemo" Niemeyer first saw the light of day in Dennison, Texas. Although the family ultimately consisted of three boys and three girls, little Alvin was stuck with the family woodcutting because the brothers didn't make their appearance until ten and fourteen years later. In 1938, Nemo married Florine Melton. Six-year old Vernon completes the family circle.

Education: Attended high school for four years in Dennison and then graduated from business college. Later studied mechanical engineering through ICS.

Career Hi-Lites: After leaving high school, Nemo accepted a position with the Missouri, Kansas and Texas Railroad as yard clerk and progressed to the position of Assistant Terminal Train Master until his resignation in 1925. While employed by the railroad, Nemo invented several useful instruments now commonly in use, including the aluminum tray which is used throughout the country by most drive-ins. Indirectly, this inventive ability led Nemo into the field of aviation, for as a result of the sale of his aluminum tray invention, he was able to purchase his first airplane in 1924...He learned to fly at Love Field, Dallas...After a year and a half of flying, after work and during weekends, Nemo started barnstorming through Texas and Oklahoma...In January, 1928, he opened a flying school at Houston Texas. Subsequently, he contracted with a Mexican fishing company to fly fresh fish out of Mexico...In December, 1928, Nemo accepted a position with American Airlines as pilot, flying various mail routes including the St. Louis-Chicago run (the famous Lindberg route). Subsequently, Nemo accepted a position with E. P. Hallirburton to fly freight into a gold mine in Honduras. Between 1934 and 1936, he flew in more than 4½ million pounds of machinery, dynamite, and cyanide.

In 1936, Nemo accepted employment with the CAA as an Airline Inspector. During the first year and one half with CAA, he had more than his share of excitement. He just happened to be in three major aircraft accidents, during two of which, he was riding as a passenger. In the third, although he was pilot, he was a victim of circumstances, taking no credit for a master rod failure and complete disintegration of the engine...During the past twelve years with CAA, Nemo has successively advanced from Airline Inspector to Section Chief in the Washington Office, and finally to Superintendent of Flight Operations at Kansas City before coming to the Sixth Region in 1947 in that capacity.

Side-Lite: How did Nemo get to be called Nemo? In 1919, Nemo, together with some friends, witnessed the spectacular screening of the movie production of Jules Verne's "Twenty Thousand Leagues Under the Sea". His friends after following the adventures of Captain Nemo, the main character in the production, immediately dubbed their friend "Captain Nemo". Although the "Captain" has since been dropped, our Who's Who for this month is still known as Nemo to his many friends and associates.

Avocations: Inventing and working with machine tools, mostly metal working. Always starts a new project before the last one is finished.

PERSONALITY OF THE MONTH -- BENNY GAINES

To those who know Benny Gaines, Aeronautical Radio Engineer in Aviation Safety only as a casual acquaintance, it may be surprising to learn that the quiet spoken, unassuming old timer has had some blood curdling episodes as a radio inspector.

One such incident which would leave an indelible spot in anyone's memory occurred in 1940 when he was with the CAA as Air Carrier Radio Inspector. It was a Pan American Airways proving run in the Lockheed Constellation between Hawaii and Burbank with other CAA Inspectors, Oliver Rosto, Bob Keeler, and Bob Blanchard (now in the Washington Air Carrier office) also aboard. They were cruising a bit over 20,000 feet with Keeler as pilot when a cabin pressure valve blew open. In a bare 15 seconds this caused a loss of cabin pressure. With no oxygen at this altitude and the fact that Benny had had a terrific cold for nearly a week, this was a terrifying interval. Only one person aboard (the co-pilot) failed to don oxygen masks in time to prevent blacking out. Benny recalls that he was barely able to hear for over two weeks as a result of their rapid descent to 12,000 feet.

Gaines traces his radio beginning back to 1919. Having had a little experience with telephone and electricity, he admits that "watching the fireworks fly out of a spark transmitter sparked a career in wireless" (as they knew it then). One of the best spots to learn about radio at that time was in the Navy, so young Gaines chose the life of an aviation radioman in the U. S. Navy for the next six years.

He commenced his civilian career as a Broadcast Engineer in Chicago with WBCN and WBBM. He recalls that the repair of a 200 foot antenna which had fallen on the roof of the broadcast station in zero weather wasn't exactly pleasure. Young Engineer Gaines took many cautious and patient steps on the ice laden tower before he had the station back on the air.

He spent 1930 with Warner Bros. at Burbank as a sound engineer. While on this job he was seized with a sudden dislike for the entertainment world and elected to get back into his first love -- Aviation Radio.

In 1931, Gaines showed up as a Radio Electrician with the Lighthouse Service, predecessor of the CAA. His assignments carried him all over the Western States directing parties in the installation and major repairs of our radio facilities. At one time he was Howard McKinley's lone radio technician in California, Oregon and Washington. With one panel truck chucked full of the necessary instruments and tools, he spent over 4 years "living out of a suitcase".

His real chance came in 1939 when he was solicited for a position as an Air Carrier Radio Inspector at Kansas City to serve the districts under Kansas City, Chicago and Fort Worth.

In 1943, Gaines returned to his home stomping grounds on the West Coast -- coming out to an Air Carrier Radio Inspector job in Region Six. He was recently aboard the accelerated service test for the new gigantic Boeing Stratocruiser (the 377) which traveled throughout the continental United States.

His present duties which he assumed in 1946 involve the initial design engineering on aircraft electrical and communications systems up to the time of the final certification.

Benny's family life focuses around his wife, the former Pearl Marrs of Arkansas, and their 13 year old son, Jerry. Jerry, a pianist, has little use for "boogie-woogie" and concentrates on the classical. Gaines is a senior member of the Los Angeles Chapter of Institute of Radio Engineers.

STANDARD CAA ABBREVIATIONS

GLOSSARY OF SOME ABBREVIATIONS USED IN THE CAA

ILS - Instrument Landing System

ATC - Air Traffic Control

OFACS - Overseas Foreign Aeronautical Communication Station

INSACS - Interstate Airway Communication Station

DME - Distance Measuring Equipment

ILF - Intermediate Landing Field

VHF - Very High Frequency

MH - Radio beacon (homing) station used principally for direction finding purposes, power output less than 50 watts.

MHW - Radio beacon (homing), as defined above without voice (no ground-air radio communication).

SRA - Low frequency 4-course radio range with vertical radiating antenna, tower output between 150 and 400 watts, usable distance 65 to 100 miles. Simultaneous transmission of radio range signals and voice on range frequency.

SMRL - Low frequency radio range with loop radiation, tower output between 50 and 150 watts, usable distance 30-55 miles. Simultaneous transmission of radio range signals and voice on range frequency.

MRL - Low frequency radio range with loop radiation, tower output between 50 and 150 watts, usable distance 30-55 miles.

MOR - High powered low frequency omni-directional radio facility with usable distance in excess of 500 miles, atmospherics permitting.

VAR - Very high frequency 2-course visual, 2-course aural radio range with simultaneous voice transmission on range frequency, usable distance approximately 50 miles.

VOR - Very high frequency omni-directional radio range with simultaneous voice transmission on range frequency, usable distance approximately 50 miles.

MEDIS - Automatic teletype message diversion station

PBR - Precision Beam Radar

VFR - Visual Flight Rules

IFR - Instrument Flight Rules

CAR - Civil Air Regulations

TCB - Type Certification Board

DAMI - Designated Aircraft Maintenance Inspector

TIA - Type Inspection Authorization

THE JOB OF AN AIRWAYS MAINTENANCE TECHNICIAN (continued from page 2)

with a green lens, and in some cases where necessary, obstruction lights. The light lane provides visual aid to the pilot approaching the runway, which is particularly important when visibility is limited.

In summary, it is the job of the Airways Maintenance Technician to maintain and service any or all of the facilities described. He must be capable of detecting abnormal conditions in electrical or mechanical equipment. Elimination of failures is his objective, and the operation of these units is his direct responsibility. It is a round-the-clock responsibility regardless of weather--sunshine or snow, sleet or sandstorm. Nevertheless, the Airways Maintenance Technician is thankful for one thing: His work is so diversified it never settles into a dull routine!

TEN YEARS AGO - - - - - -

Taken from the May, 1938 issue of "720 Hour Check" a monthly publication by the Bureau of Air Commerce for "business and relaxation":

"PERSONNEL ITEMS

"The following personnel changes effective during April, 1938.

NAME	REMARKS	PRESENT ASSIGNMENT
Applewhite, M.G.	Appointed Asst. Awy. Keeper -Auburn, California	Admin. Asst. Property Mgmt. Div.
Ellis, Wyman, Jr.	Appointed Jr. Aero. Insp.	Flight Operations Insp. L. A.
Fielder, A. F.	Promoted to Radio Operator in Charge, Enterprise, Utah	Airways Operations Specialist (Comm.)
Garrison, John A.	Jr. Radio Operator, transferred to Navasota, Texas	Airways Operations Specialist (ATC)
Gibson, James H.	Promoted to Jr. Radio Operator, Milford, Utah	MTIC, Los Angeles
Hacker, Robert	Appointed Jr. Radio Operator Locomotive Springs, Utah	Aircraft, Communicator, Yuma, Arizona
Kenney, Chester L.	Prom. to Sr. Radio Operator	
Lobnow, Robert M.	Appointed Asst. Awy. Keeper Blue Canyon, California	Relief Maint. Technician, L. A.
Nelson, Rudolph H.	Appointed Jr. Radio Operator Laramie, Wyoming	Overseas Communicator, S. F.
Owens, William E.	Appointed Asst. Awy. Keeper Blue Canyon, California	Aircraft Communicator, Williams, California
Smith, Robert D.	Promoted to Airways Keeper Maine, Arizona	Aircraft Communicator, Bryce Canyon, Utah
Whitney, D. R.	Appointed Awy. Traffic Controller, Detroit, Michigan	Airways Operations Specialist (ATC)
Zeigner, Merle E.	Promoted to Radio Operator Burley, Idaho"	Maintenance Inspector, L. A.

LETTERS TO THE EDITOR

AVIATION SAFETY HI-LITES

AIRCRAFT BRANCH

Douglas Non-Inflammable Hydraulic Fluid

Representatives from this Branch recently witnessed tests of a hydraulic fluid, designated DKX-8, which is being investigated and sponsored by the Douglas Company. Preliminary indications are that this fluid is equivalent or superior to standard hydraulic fluid in terms of lubricating qualities, metallic corrosion, viscosity index, chemical stability, and, in addition, is non-inflammable. It is understood that the primary obstacle to the immediate use of this fluid is that special hoses and packings are required.

FLIGHT OPERATIONS BRANCH

Trip to the Orient

A. D. Niemeyer, Superintendent of the Flight Operations Branch, accompanied by Don Conklin, Assistant to the Operations Manager for Pan-American Airways, departed the United States on September 24 on a trip over Pan-American's complete Pacific operations. The journey consumed 4 weeks during which time the following points were visited: Honolulu, Midway Island, Wake Island, Guam, Manila, Bangkok, Calcutta, Hongkong, Shanghai and Tokyo. The purpose of the trip was to get first hand information of operational problems of overseas American Flag operations in the Pacific area.

AIRMAN BRANCH:

Flight Examiner Standards

In an effort to raise flight examiner standards, the District Coordinators of the fifteen District Inspection Offices in the Region have been holding conferences for some time in their respective district offices with flight examiners. The Phoenix and Reno offices held such conferences during the past month.

Private Pilot Cross Country Course

Thirteen schools have now been approved for the experimental private pilot cross country course. This course permits students to spend approximately half of their flying time in cross country flights, the objective of the course being to accelerate familiarization with the problems involved in cross country flying (see Region 6 News July 1, 1948). This represents an increase of six schools over the number reported in the July 1 issue of the News.

AIRPORTS BRANCH HI-LITES

Meeting of California Planning Commission

Carl Hand, Chief of the Airport Planning Division recently attended a meeting of California County Planning Commissioners at Shasta Springs, Dunsmuir, California. Hand was guest dinner speaker. He addressed the gathering on "Trends in Airport Planning and Design". He also exhibited the films, "Ceiling Unlimited" and "Wings for an Angler" as well as layout plans and data relative to latest airport developments.

Progress of Airport Program

The Sixth Region has 64 project applications for a total of $8,795,185.00 or 75% of the funds allocated to this Region. During the month of September, the following 6 project applications were received for regional review, national review, and transmittal to Washington:

NAPA, CALIFORNIA	-	Napa County Airport, pave 2 runways.
REDDING, CALIFORNIA	-	Municipal Airport, runway lighting.
PHOENIX, ARIZONA	-	Sky Harbor Airport, new Northeast-Southeast runway
PHOENIX, ARIZONA	-	Sky Harbor Airport, relocate power line.
SPRINGERVILLE, ARIZONA	-	Springerville-Eager Municipal Airport, land purchase.
SPANISH FORK, UTAH	-	Spanish Fork-Springerville Municipal Airport, new landing strip and runway.

The following projects were completed during the month, bringing the total of completed projects as of October 1 to sixteen:

HOLBROOK, ARIZONA	-	Municipal Airport runway paving.
DEL MAR, CALIFORNIA	-	Municipal Airport runway & taxi-way.
KANAB, UTAH	-	Municipal Airport runway & landing strip.

Construction was started on three airports, bringing to the total under construction as of October 1 to nineteen:

SANTA ROSA, CALIFORNIA	-	Sonoma County Airport, auto park and access road
LOGAN, UTAH	-	Logan-Cache County Airport, apron auto park & access road
SALT LAKE CITY, UTAH	-	Municipal Airport No. 1, extension of North-South runway.

As of October 1, eighteen projects have been completed.

FEDERAL AIRWAYS HI-LITES

Fresno and Bakersfield Towers Show Their Stuff

On October 24, an Aeronca airplane departing from Fresno lost the right landing gear in takeoff. As the aircraft was not radio equipped, the pilot could not be made aware of the damage. The loss was noticed by CAA Controller Berryhill who, having previously been stationed at Bakersfield, and recognizing the airplane as from there, assumed the airplane was returning to Bakersfield. Following his hunch, he immediately notified Bakersfield Tower via interphone. The Bakersfield tower personnel contacted the owner of the aircraft who arranged for a sign to be painted on another airplane which was sent out to intercept the damaged ship. The control tower operators arranged for fire and ambulance equipment, advised the owner that traffic would be cleared, and that the incoming airplane would not be given a green light for landing until such time as they were assured that the plane bearing the warning signal had intercepted the incoming pilot.

The pilot was notified, and a landing was accomplished with minor damage to the aircraft and no injury to the pilot. If Controller Berryhill had not been alert, it is possible, if not probable, that damage to the aircraft would have been great, plus injury to the pilot.

Communications Maintenance Inspector Conference Held

During the week October 11-15th, a conference was held at the Regional Office of all communications maintenance inspectors. There appears to be universal acceptance of the zone inspection plan based upon recent coverage of three out of sevel zones. It is expected that positive improvements in equipment maintenance, training, and personnel orientation will result.

The return to the Region of inspectors Rarer and Bertuleit from the Oklahoma City training course will provide coverage of two zones. In addition, G. R. Thornburg has been selected as zone inspector in the Utah area and O. A. Covert has been selected as zone inspector in the Nevada area.

Commissioning of Ogden Tower Delayed.

Though it was intended that the CAA operate an airport traffic control tower at Ogden, Utah, utilizing the old structure until new facilities in the administration building are completed, it has been decided to postpone commissioning until the new building is available.

FEDERAL AIRWAYS HI-LITES

Region 6 Representative attends New Orleans Meeting

Elmer Butler, Communications Operations, San Francisco, is presently attending an East Coast OFACS Chiefs conference at New Orleans. It is expected that Butler will return to the Region within a week or ten days.

Status of Airways Construction and Modification Projects

Status	Place	Type of Project
Survey	Sacramento, California	For ILS
Survey	Salinas, California	For ILS
Invitation to bid	Torrance, California	OFACS transmitter building
Received bids	Pt. Mugu, California	SRA (low frequency range for Navy
Survey	Miramar, California	YA-2 localizer for Navy
Completed	Santa Monica, California	Installation of stand-by engine generator, Airport Traffic Control Tower.
Completed	Wells, Nevada	Resurfacing intermediate landing field runway, taxiway, parking apron and access road.
Completed	Hanksville, Utah	Addition to power shed and sewer system.
Completed	Sod House, Nevada	Structures, now ready for equipment installation, VOR range.

Region 6 Representatives Participate in Seattle Conference

Evan Lewis, Elmer Butler and Art Johnson, representing Region 6, met with representatives of the 3rd and 7th Regions and representatives of the Washington Office concerning the new overseas route from the Pacific Northwest to Honolulu. Involved is the establishment of a new Flight Information Region centered at Seattle, in line with ICAO recommendations, and involving a readjustment of the Oakland Flight Information Region.

Also discussed were the communication requirements for aircraft flying this route.

Tentative arrangements and agreements were made to take care of the immediate need subject to a final meeting to be held at a later date.