REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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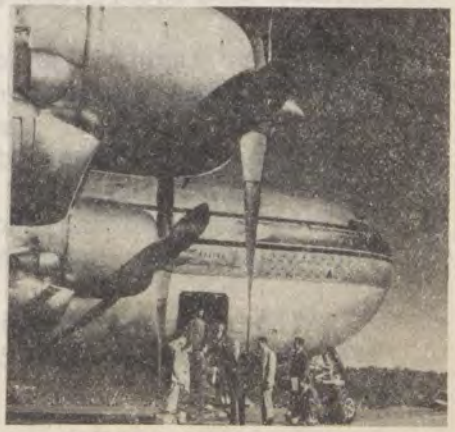
THE JOB OF AN AIRCRAFT TEST PILOT

When a new type aircraft is being built and tested or when any airplane has had a major modification, it must be flight tested before CAA approval can be given. These flight tests are conducted by the Aircraft Test Pilot (Flight Engineering Agent). Flight tests may range from a Cub with a changed engine to tests on a DC-6 or Boeing 377. On all changes to aircraft which require flight test, a partial flight test is made to check the performance, operation, and characteristics affected by the changes made. On all new aircraft, the flight tests cover complete investigation and entail considerable planning and foresight in evaluating the airplane in accordance with the airworthiness requirements. The Aircraft Test Pilot flies the airplane in performance tests at various weights and center of gravity conditions to ascertain that it meets the rate of climb required. He conducts take-off tests for measurement of distances and runs a cooling test to ascertain that the engine cools within the allowable limits. In addition, he conducts control tests and stability tests to make sure the airplane has satisfactory characteristics. These include stalling, climbing, gliding and ultimately diving the airplane to the maximum speed limit for which it is designed.

In all tests, the Aircraft Test Pilot continually checks the operation of the various components, such as the powerplant, propellers, hydraulic systems, cabin supercharger systems, cabin and perhaps thermal anti-icing heaters. Ultimately, on new type airplanes when the testing is completed, a service test of from 50 to 150 hours' flying is made in order to operate the various parts of the airplane and to make sure they function properly.

The Aircraft Test Pilot must have a knowledge of all the parts in an airplane, how they work, the function of each, and what effect they have on the airplane as a whole. He must analyze the important parts, such as power plant, and establish procedures for operation of the airplane in case an emergency arises by the failure of any part due to flight conditions in order that he can impart this information to an Agent on the ground for inspection.



BOEING STRATOCRUISER

Recently, dive tests were conducted on the Boeing 377 (Stratocruiser), the largest commercial aircraft ever built. This is a

four-engine airplane weighing 70 tons with a design maximum air speed of 390 miles per hour at a Mach number of .65. (The .65 Mach number means .65 times the speed of sound). These tests were planned to be the last of the investigations in order that all other items were considered and would not indicate any unsatisfactory characteristics in the dives. Everything was planned even to the exact duty of every crew member. Then, the weather was not right. Finally, after two weeks of waiting, a clear day came with no clouds at the required high altitudes.

The flight crew boarded the airplane and they made their take-off. In this case, the aircraft test pilot was flying the airplane from the co-pilot's seat. They climbed to 19,500 feet and made their first dive, attaining an airspeed of 350 miles per hour with a Mach number of .63.

With this dive completed at 350 mph, everything appeared to be satisfactory so they climbed back upstairs to 23,000 feet to attempt attainment of 390 mph and a Mach of .65. Two additional dives were conducted at 390 mph, but the design Mach number of .65 was not attained. The manufacturer's test pilot and the CAA test pilot were satisfied with the airplane at this speed, but they still had to attain a Mach of .65. They climbed back to 23,000 feet and started the fourth dive. This time they started at a steeper dive angle in order to attain 390 mph at a higher altitude where they could attain a Mach of .65. At this dive angle, they were descending at a rate of approximately 18,000 feet per minute. The airspeed ran over 390 and, as it approached 400 mph the airplane began to shake and buffet. Before they could act to recover, the airspeed went to 407 and a Mach of .672 where things began happening. The metal skin on the outer wing panels started pulling away from the rivets. An immediate recovery was made, but it had to be made carefully because of the already weakened condition of the outer wing panels.

COCKPIT ARRANGEMENT-MODERN AIRLINER

They finally slowed down and took account of their condition. First they declared an emergency by radio to the field with explanation of the observed damage to the wing, and then started a slow descent for a landing. A landing was accomplished after one and one-half hours, during which time fuel was dumped to decrease the landing weight and a more detailed damage inspection was made. First consideration was given to the effect the damaged structure would have on the landing characteristics.

After landing, a complete inspection was conducted by the Aircraft Test Pilot, Manufacturing Inspection Agents and the manufacturer. The Aircraft Test Pilot then, as a result of the tests conducted, made decisions regarding the limitations of 390 mph and a Mach of .65 for approval. His responsibility is very high due to the circumstances of such a test. His practical knowledge of how the airplane will be operated and judgment regarding the engineering details gave him adequate control of his responsibility in such a case.

This incident is only one of many that are considered routine to the Aircraft Test Pilot because of his knowledge of most all aircraft, the aircraft equipment, the design limitations, and the operation of new type aircraft.

(Continued on Page 8)

WHO'S WHO

SUPERINTENDENT, AIRPORTS BRANCH:

Vital Statistics: A native of Baltimore, Maryland, Howard Arthur Hook first saw the light of day on September 7, 1901. "Art", an only child, grew up in Baltimore. He married Olive Charlotte Marjorie Winslow and the Hooks have two sons, William and Patrick.

Education: Graduated in engineering from Baltimore Polytechnic Institute in 1919. He also took additional work at Cornell University in bridge design, hydraulics, etc.

Career Highlights: Immediately after leaving school, Art worked in railroad and highway survey corps. From 1923 to September, 1928, was with Army Engineers on hydrographic service, dredging operations, blowing up wrecks, etc.

On September 18, 1928, Art started in at the bottom in the Airways Division of the Bureau of Lighthouses (one of the forerunners of the CAA) as a Junior Civil Engineer. He moved up through successive steps to Chief of the Airway Engineering Section, Washington, in January, 1934. Transferred to the Sixth Region in December of 1941 as Superintendent of Airways. While Colonel Marriott was away on duty with the Armed Services, Hook occupied the position of Regional Administrator. In January of 1946, Colonel Marriott returned, and Art took over the duties of Assistant Regional Administrator until October, 1946 when he transferred to Washington to serve as Assistant Administrator for Airports. Served in this capacity for two years and, acting on the advice of his physicians that it would be best to get away from the strain of the Washington job and move to the much better climate of California, he transferred back to Region Six as Superintendent, Airports Branch.

Avocations: Says he's "just a tinkerer". Since he is presently engaged in moving into his home, says his present avocation may be considered as moving furniture, unpacking, and house renovation. This will gradually turn into a project of digging plants up by the roots to make room for other plants.

SUPERINTENDENT, AIRCRAFT BRANCH:

Vital Statistics: Armer M. Alcorn arrived in a remote corner of Mexico on October 8, 1893, born of English parents who had spent many years in Latin America. The family later moved to the United States and established residence within a few miles of New York City. In 1925 he was married to Clarabelle Glover. The Alcorns have two sons, one of whom is, like his father, a veteran of the recent war, having served with the 7th Army in Germany. The younger son, Paul, is living with his parents in Santa Monica.

Education: Mr. Alcorn attended public schools in Hackensack, New Jersey, and was a student at New York University for two years.

Experience: He worked for a number of years in New York City in general office work, sales, and in engineering work in connection with the Federal valuation of railroads.

In May, 1917, he enlisted in the British Royal Flying Corps and served as a flight instructor at various fields in Canada and England for 2½ years. At the end of World War I, he went into aerial advertising and sales.

He started his government career with the Aeronautics Branch, Department of Commerce, in 1929 and for the past nineteen years, has served in the capacity of Aeronautical Inspector, Flight Engineering Inspector, Superintendent, Safety Regulations, and Superintendent, Aircraft Branch in various Regions. He previously served in the Sixth Region from 1937 to 1940, so he is no stranger to the "Old Timers" in this area. He was called into active duty from reserve status in 1942 and served with the Air Force at Wright-Patterson Field in Ohio until December, 1945.

Avocations: Woodworking, photography, and gardening.

COMMENDATIONS

George I. Smith and Clyde Foreman of the Air Traffic Control Division have been commended for their assistance in the movement of 400 students and staff of the Command and General Staff College, Fort Leavenworth, Kansas from N.A.S. Olathe, Kansas to N.A.S. San Diego, California and return. In order that the employment schedule of the college could be maintained, it required the lift to be scheduled under Instrument Flight Regulations.

Aviation Safety Agent C. L. Schmidt, Coordinator of the San Francisco Air Carrier District Office, was commended for an assignment completed in Region Two. Agent Schmidt was assigned to the National Airlines and given full responsibility for this company's operation for a period of sixty days due to a very delicate situation in relation to their pilot strike. Agent Schmidt completed this assignment in an excellent manner, exercising the highest degree of tact, diplomacy, and sound judgment.

CORRECTION

The November issue of the Sixth Region News carried an article entitled "Personality of the Month - Benny Gaines" in which we related a Pan American -ways Proving Run incident. The News stated the date of this proving run as "in 1940". This was in error. The incident occurred on March 6, 1946.

PACIFIC TRAVELOGUE

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 24th on a trip over Pan American's central Pacific operations. The journey consumed four 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. The following is Mr. Niemeyer's account of the highlights of the trip:

MANILA WAR DAMAGE

"We arrived at Honolulu about 10:30 the night of the 24th and found that the C.A.A. boys had arranged for our welcome which included the usual Honolulu custom of placing leis around our necks.

"Our next stop was Midway Island, a very picturesque tropical isle, not much larger than the airport itself. It has considerable tropical vegetation, cocoanut palms, and a friendly little community. We paused there for about an hour and a half and during refueling operations were taken for a jeep ride over the island. It would seem to be an ideal place in which to spend a limited assignment. There was considerable evidence of war damage at Midway, as well as at Wake Island, which was our next stopping point for refueling.

"Wake Island is much warmer and has very little vegetation. It is a typical coral reef on which the airport has been constructed. Most of the present facilities such as buildings, lighting equipment, etc, were constructed from material that was left either by the Japs or put on the island shortly after its recapture by the Americans. The only fresh water available on the island comes from distilling sea water. Although the inhabitants can take a swim on the beaches, a good fresh water bath is almost unheard of, except during some of the tropical downpours which occur during the wet season.

"After refueling at Wake Island, we continued to Guam. We made a brief inspection of the facilities of the various airlines operating in and out of this island base. The military have large installations on this island and since personnel are permitted to have their families with them, assignments are favored here in preference to some of the other island bases.

"We left for Manila at what was considerably past our normal "going to bed time" since we had been traveling all day with the sun. On descending at Manila, it became very obvious that we had arrived in the tropics, the climate being very hot and humid.

"I do not remember ever reading an article which adequately described the terrific war damage that occurred in the City of Manila during our return to that island. Although considerable work has been accomplished in clearing the rubble and repairing buildings and roads, there still remain many blocks of large hotel and office buildings that are complete ruins. Some eight and nine story buildings have holes large enough to drive a steam locomotive through them.

"After three days in Manila, we departed for Bangkok via Hongkong, arriving in the mid-afternoon of the following day. The trip from Hongkong to Bangkok is very scenic, being partly over water and mountainous terrain, with the last 100 miles over continuous rice paddies as far as the eye can see. In most of the outlying parts of the City of Bangkok, the houses are on tall sticks and transportation is via canoe in the large canals that link the populated areas. Enormous rice fields are planted, cultivated and harvested, using the water buffalo instead of tractors and horses. The population appears to be well fed and happy, and I saw only one man whose shirt appeared to be in need of laundering. Even the petty cab boys in Bangkok have up-to-date, modernistic equipment, chrome plated and of the latest colors. A breathtaking experience is viewing the beautiful cathedral and place monuments within the City of Bangkok.

SHANGHAI PETTY CABS

"After leaving Bangkok, I made a one-day trip to Calcutta, spending approximately six hours in that city. The weather was very warm and the air dry, but filled with odors which identified the filth of that tropical city. I considered myself very fortunate not to have to stay more than a day. The trip in the taxicab to the airport gave me more thrills that I have received in all my years of flying. The driver operated at 35 mph plus, with only his fender lights burning, zigzagging in and out through petty cabs, ox carts, etc. Eighteen miles to the airport on Fiesta night was really an experience. I was more than willing to board the Pan American Clipper for the return to Hongkong.

"The most prosperous appearing city of the entire trip was Hongkong, China. Hongkong affords a wonderful opportunity to the tourist to purchase silks and Chinese handiwork.

"After three days in Hongkong, we flew to Shanghai, arriving late Saturday evening. We witnessed a grueling "rat race" of Chinese red tape, immigration customs, and a very strict money control. All passengers arriving were completely searched, and I might state that this was my first experience of being searched in my travels of more than a million and a half miles, entering and departing from most of the countries throughout the world.

"Two days in Shanghai were like a nightmare and words can not express the filth, confusion of thousands of petty cabs, people sleeping by the dozens on the sidewalks, and an odor that you just can't forget. On departing, we went through the same searching and customs immigration problems, but were willing to put up with almost anything to get out of the country. It was with considerable relief that we finally boarded the Pan American Clipper bound for Tokyo.

"On our way to Tokyo, we flew over Nagasaki, but were too high to get a good look at the atom bomb damage. We arrived in Tokyo after dark and found the city all lighted up, reminding us of the large cities in the United States. We remainted three days in this city and noted that General MacArthur has done a marvelous job in putting Japan back on normal footing. With the exception of the Japanese Naval Headquarters which were completely destroyed during military operations, the parts of the city we saw have been completely rebuilt, not even rubble in vacant lots remaining. Traffic conditions are orderly, the streets are clean.

"We returned to the States via Wake Island and Honolulu, stopping at these points only for refueling.

"On this trip, I found that food and conditions in general were much better than I had anticipated prior to leaving this country, and yet, words cannot express the feeling an American citizen has on returning to the good old U.S.A."

THE JOB OF AN AIRCRAFT TEST PILOT (Continued from Page 2):

Primarily his job is to see that the aircraft, as designed, meets the minimum requirements established by Civil Air Regulations for performance, characteristics and operation. However, in the majority of cases, it is required that he determine the limitations of these items in evaluating a new or modified aircraft. Quite frequently, he encounters spine tickling incidents in the course of his flight evaluations.

One such incident was when an aircraft test pilot was evaluating the anti-icing capabilities of a twin-engine aircraft while operating on one engine. The Aircraft Test Pilot was flying the aircraft and the manufacturer's test pilot was acting as co-pilot. The CAA test pilot was concentrating on the effect of ice accumulation on the aircraft while operating in icing conditions and was flying at about 9,000 feet. In this particular locality the mountains were 7,000 feet high which did not leave too much clearance of altitude for testing. There had been considerable discussion about the carburetor icing characteristics of the engines and the manufacturers test pilot thought that the engines were satisfactory and were very unlikely to collect carburetor ice and cause a reduction of power. Just at the time that ice was building up on the leading edges of the wing and on the tail, the one engine which was operating, suddenly iced up, with a great loss of power. There was a mad scramble to see what was the matter. Naturally, the pilots started pushing and pulling levers to get the other engine operating and to attempt to save the bad engine before they descended to a dangerous altitude in the vicinity of rough terrain. While this was going on they were still on instruments and the ice kept building up. After about five minutes, they regained power on both engines and climbed to approximately 13,000 feet where the weather was clear. They smiled at each other and decided the engines could ice up after all.

Many things were proved by this occurrence and the aircraft test pilot evaluating his situation at that time is a typical example of what might happen to any pilot flying in this type aircraft under such conditions. He, therefore, could and did set up operating procedures and recommendations on the sequence of operation of the aircraft in these likely conditions, which provided information for the safe operation of the aircraft.

The above incidents occurred on large aircraft with considerable flying equipment such as radio, cabin superchargers, large supercharged engines, et cetera.

There are also incidents concerning the smaller aircraft which interest the personal flyer more than anyone else. Recently one of the aircraft test pilots was testing a small personal airplane that was to be a training type aircraft and spinnable. The category under which it would be approved required that it be spun 1, 2, 3 and 6 turns and that it recover by itself, hands free of the controls.

The CAA test pilot conducted the spin tests accompanied by the manufacturer's test pilot who had stated that the spins were satisfactory, however, after doing the 1, 2, and 3-turn spins, there was some doubt in the CAA test pilot's mind as to the recovery characteristics of the aircraft. He held the airplane in a spin for 6 turns and when the controls were released, the aircraft immediately dove violently and started an outside loop. With delicate control touch, he eased the rapidly accelerating aircraft out of the dive. His deduction was that the control forces were so light that a private pilot in such a recovery might over control the airplane and possibly damage the structure. But to evaluate it further he decided to conduct the spins again and again until he was sure he was right. One of the spins progressed to a hair-raising point, diving in the recovery to a speed that would have exceeded the design speed of the aircraft if he had not used delicate control touch and good judgment in recovering.

His decision was to disapprove these spin characteristics and placard the airplane that it was not to be spun except for experimental purposes. However, to further back up his evaluation of these tests, which only he and the manufacturer's test pilot had witnessed, he decided to have one of the other CAA test pilots evaluate these particular characteristics. It was decided to instrumentate the aircraft with a movie camera to take pictures of these characteristics. In addition, it was arranged to have pictures taken by a CAA photographer from another aircraft in order to show the complete entry, execution and recovery of the entire spin.

After take off the test pilot endeavored to feel out these characteristics at first by doing a 2-turn spin to the left and a 2-turn spin to the right, then proceeded into a 6-turn spin to the left for the pictures and evaluation of the spin and recovery. However, in this spin even more things occurred than in the first evaluation - the engine stopped after 2 turns, the airplane began to flatten out into a semi-flat spin, the controls reversed themselves and the spin rotation began to increase, which all indicated that the airplane would not recover in a hands free condition and it might become difficult to force a recovery by use of the controls. Since this condition existed, the recovery was started at 4 turns by use of full control, but with full opposite controls on the airplane it was noted that the spinning only increased. Therefore, it would be a particular combination of controls that might recover this spin. So the test pilot neutralized his controls and proceeded to use one at a time, first the rudder, then the elevator, to work out a particular control position which would recover the aircraft. Finally it was found that full right rudder and stick slightly ahead of neutral caused the airplane to pitch forward and recover from the spin, however, it did this so quickly and so violently it was on its back before the pilot could make a normal recovery with the controls. The airspeed was building up steadily, but the pilot with fine control touch rolled the airplane off its back and recovered from the dive. The pictures showed just about everything. The decisions by the CAA test pilot conducting the flight test program was well founded as proved by the movie picture evidence.

The manufacturer started on plans to correct these unsatisfactory characteristics. Everybody concerned was happy and thankful that the unsatisfactory characteristics of these spins had been discovered and evaluated conclusively before the airplane could get into the hands of an inexperienced pilot.

This same CAA test pilot is now conducting tests on a helicopter and is trying to evaluate the control characteristics of the helicopter in power-off flight.

There is no telling what kind of a flying contraption will be dreamed up next which the CAA test pilot will be required to evaluate.

PERSONALITY OF THE MONTH - GLENN L. SIMONSON

Let's pause and devote a few jagged lines to the role played by Glenn L. Simonson since he saw the light of day in San Diego, California some forty years ago.

Glenn is presently assigned as the Chief of the Air Route Traffic Control Center at the Oakland Municipal Airport, being in charge of all traffic in Northern California and halfway to Honolulu.

Simonson's career has been "flowery" in more ways than one. In addition to being a top flight administrator, his active hobby is Floriculture. He justifies this hobby on the basis that there are relatively few hazards to life and limb in growing petunias and orchids. Too, he modifies this by simply stating that he is "crazy about flowers."

Our personality has had many experiences in his professional life where he has been subjected to quite a number of hazards both to life and limb. He recalls the time when he was on active duty as an Air Traffic Control Officer in the India-China Division of the Air Transport Command. One experience occurred at Ching-Tu, China in 1943, when their air base was under constant bombardment by the Japs. Simonson was huddled in a slit trench located in a Chinese cemetary with demolition bombs falling on the runways and surrounding buildings. The field phone from the Command Post revealed that the Japs were dropping poison gas bombs and all personnel should don gas masks. Simonson hadn't lugged his that particular day. If the report had been true, Glenn wouldn't be in charge of the Oakland Center today, but in view of this experience, a gas mask was his constant companion thereafter.

Glem was recently recalled to active duty by the Army to assist in the establishment of an Air Route Center at Weisboden, near Frankfort, Germany, to direct planes in the Berlin Air Lift. Simonson spent ninety days in this operation receiving numerous commendations for the part he played in increasing the efficiency of the Air Lift.

While on this latter assignment, his most memorable experience occurred while riding as a passenger in a Berlin bound coal ship which was making a G.C.A. instrument approach at Templehof. The ceiling was around 400' and the visability less than one mile in a rather heavy rain. While descending at 500' per minute from an altitude of 1500', they were told by the controller to increase their rate of descent. At 500' they were still descending at a 700' per minute clip. They managed to make the landing, but Glenn is unable to explain how they did it.

Simonson commenced his CAA experience as a Communicator serving at Kingman, Las Vegas, Bakersfield, Nevada and Oakland. In 1939 he jumped over into ATC at the Oakland Center. From August, 1942 until January, 1946, he was on active duty with the U. S. Army. Since his return to Oakland, he has been in charge of the Center operations there.

TEN YEARS AGO ----------

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

"A. H. Hadfield has come to Washington as Assistant Chief, Project and Survey Section, after a long sojourn as Rocky Mountain Regional Engineer."

"PERSONNEL ITEMS"

The following personnel changes effective during June, 1938:

NAME	REMARKS	PRESENT ASSIGNMENT
Anderson, Hans	Promoted to Maintenance Insp. (Radio), Oakland, Calif.	Coordination & Liason Maint. Officer, (Comm.)
Applewhite, M. G.	Asst. Awy. Keeper Transferred from Auburn to Livermore, Cal.	Admin. Asst. Property Management Division
Astmann, Irving	Appointed Jr. Radio Operator Donner Summit, Calif.	MTIC, Red Bluff, Calif.
Elwell, Joseph W.	Promoted to Radio Operator, Daggett, Calif.	Aircraft Communicator Riverside, Calif.
Gaines, B. R.	Promoted to Maint. Inspector (Radio) Oakland, Calif.	Aeronautical Engineer (Aircraft)
Hammond, Geo. W.	Appointed Chief Clerk Los Angeles, Calif.	Chief, Budget & Management Division
Hathaway, Leon H.	Promoted to Jr. Radio Operator, Bakersfield, Calif.	Aircraft Communicator, Daggett, Calif.
Herbert, Arthur D.	Promoted to Maint. Inspector (Radio), Oakland, Calif.	Radio Engineer (Comm.)
McGeorge, H. Crosby	Appointed Jr. Radio Operator Daggett, Calif.	Aircraft Communicator Paso Robles, Calif.
McKinley, Howard W.	Promoted to Assoc. Radio Engineer, Oakland, Calif.	Superintendent, Communications Branch
Moseley, Maurice	Promoted to Radio Operator Enterprise, Utah	Radio Maintenance Tech., San Francisco, Calif.
Smith, Claude M.	Promoted to Communications Supervisor, Chicago, Ill.	Chief Communications Operations Div., AOB.
Tripp, Ray N.	Radio Operator Transferred from Milford, Utah to Salt Lake City, Utah.	Aircraft Communicator, Salt Lake City

ASST. TO REGIONAL ADMINISTRATOR FOR PERSONAL FLYING:

Mr. M. E. Beeman, Assistant to the Regional Administrator for Personal Flying Development and Aviation Information, made a transcription for a new aviation program called "Flight Lane". The transcription included the duties and responsibilities of his position and what the CAA is doing to assist in the promotion of private flying. The record was approximately twelve minutes long and was broadcast over Radio Station KCIL, Van Nuys, California, October 14, 1948. This is a weekly program and they plan to interview individuals in all phases of aviation to bring before the public items which will be of interest to them and to explain where they can secure the answers to their particular aviation problems.

Mr. Beeman also attended meetings of the Executive Committee, as a member, for the Los Angeles Municipal Airport Transportation Day, which was held November 14. The CAA pictorial exhibit was displayed at this function, and different types of aircraft were also on display. Courtesy scenic tours were conducted by the various airlines for $2.50 each throughout the day and approximately 1,500 people took advantage of these flights, the biggest portion being either children or "first-timers" in the air. The CAA Communications Station was open to the public. This function was a very fine example of how air transportation in all its phases can be sold to the public. The Air Transportation Day is to become an annual affair. More exhibits and fairs of this sort should be conducted throughout the United States to more adequately inform people in general of what all phases of aviation have to offer.

REGIONAL FOREIGN STAFF OFFICER:

During the last part of September and through the middle of October, Mr. R. D. Schall, Sixth Regional Foreign Staff Officer, accomplished an annual survey of the Pacific Area including Honolulu, Canton Island, Sydney and Darwin, Australia, Singapore, Bangkok, Hong Kong, Shanghai, Manila, Tokyo and Wake Island.

He reports that due to current conditions in China, the CAA International Field Office at Shanghai is being deactivated.

Arrangements were made for Colonel Gonzales, Director of Civil Aviation, Mexico, and eight students from the University of Mexico, to accomplish a ten-day tour of the Lockheed, Douglas, Northrop and North American aircraft factories in Southern California.

REGIONAL ATTORNEY:

In an unprecedented case, the Civil Aeronautics Board recently ordered the revocation of the Airline Transport Pilot Certificate held by Charles Robert Sisto, former American Airlines pilot. The Board, in its Order, stated that Mr. Sisto shall not hereafter be issued any pilot certificate or rating which would permit him to carry passengers for hire.

This action was the result of an incident which occurred October 8, 1947 in the vicinity of El Paso, Texas, when Mr. Sisto applied the gust lock on an airline transport DC-4, causing it to make an outside loop.

SAFETY REGULATION HI-LITES

AIRCRAFT BRANCH:

Anti-Icing Tests Completed

Anti-icing tests have been conducted on the Consolidated Vultee 240 to determine the efficiency of a new heat exchanger installation. Aeronautical Engineer Bussey and Flight Engineering Inspectors Gray and Greenberg conducted the tests in the Seattle area and in Canada where weather conditions were more conducive to proving the worth of the installation. The airplane appeared to anti-ice satisfactorily, but final approval is pending analysis of data gathered during the flight tests.

First Helicopter Certificated in 6th Region

In October the flight tests on the United Helicopter Model UH-12 were completed, and this model became the first helicopter to be certificated in the Sixth Region. It is understood that the manufacturer is planning on the immediate production of 100 of these with most of the components being subcontracted.

New DC-6 Freighter for Army

Douglas Aircraft is building a new freighter version of the DC-6 for the Army. The new version will have a longer fuselage and several other changes.

Tests Begun on Experimental Plane

A certificate for tests flights has been issued for the Experimental "WeeBee", a small experimental airplane whose flight will be limited to uninhabited areas. The pilot is strapped to the top of the fuselage in prone position, and flies the airplane by putting his hands and feet through holes in the fuselage in order to reach the controls.

FLIGHT OPERATIONS BRANCH:

Changes in CAA International Field Offices

Former plans to deactivate the CAA International Field Office at Tokyo have been changed, and instead the Tokyo Office will continue, and the Shanghai office will be closed immediately. The State Department has requested the CAA to place a field office in Bangkok, Siam, and consideration is being given to the transfer of personnel at Shanghai to Bangkok. Two men who were formerly with the Sixth Region are involved in the change. Mr. Frank Albright has been transferred to the Bangkok Office, and Mr. William Hudson will return to Los Angeles.

AIRMAN BRANCH:

New Helicopter School Approved

Another helicopter school - Rick Helicopter, Inc. of Los Angeles - has been approved. This is the second such approved school in the Sixth Region. At the same time, the Sixth Region is in the process of approving its 18th mechanic school - Gibbs Flying Service, San Diego. Incidentally, enrollment in CAA mechanic schools has not decreased materially.

FEDERAL AIRWAYS HI-LITES

Tom Dodson Selected for Washington Position

Region Six is proud of the good showing made by its employees in the recent examination for CAF-13 Airways Operations Specialist positions in Washington in connection with the SC 31 program. Information has been received that Tom Dodson, Chief Aircraft Communicator, Lovelock, Nevada, has been selected to fill one of the vacancies.

As a result of the July screening of over 100 employees selected nationally, 18 applicants were selected to appear in Washington the latter part of September for personal interview. Included in this group were four applicants from Region Six:

Tom Dodson, Chief Communicator at Lovelock, Nev.
R. E. Tucker, Chief Communicator at Fallon, Nev.
N. E. Ward, Chief Communicator at Delta, Utah
G. O. Crowley, Chief Controller, Santa Barbara, Calif.

After intensive written and oral examinations, the following personnel were selected to fill the positions:

Tom Dodson, Region Six
John H. Hilton, Region Three
R. C. Jones, Region Five
Simon Justman, Washington, D. C.

Our personnel are to be congratulated for the good record set for this Region.

Transoceanic Radio Range

With the completion of the painting, installation of coaxial lines and miscellaneous small items, Plant & Structures soon will reach the end of the construction road leading to the completion of the MOR facility at Pescadero, California. This is one of the major Establishment projects on the program and when finally complete will represent an investment of about $300,000.

The five antenna structures are self supported steel towers 320' high, each tower set on a reinforced concrete foundation of special design requiring 50 cubic yards of concrete and 7400 pounds of reinforcing steel. A ground system of over 100,000 feet of #6 bare copper wire surrounds the tower.

This is the second facility of this type to be constructed. The first project at Nantucket, Rhode Island in the First Region met with disaster when the towers blew down in the hurricane of October, 1947. The Nantucket station was rebuilt after modification of the inculators, tower base and foundation.

Similar stations are under construction at San Juan, Porta Rica and Honolulu. Others are planned as required to provide radio coverage for large range transoceanic and transcontinental operations.

The Sixth Region job has been supervised by Clancy Steene who has been on that job since May 14.

Dictaphone Voice Recorder Maintenance Course Held

A course of instruction on the maintenance of dictaphone voice recorders, utilized by CAA at towers and centers, was conducted at Seattle, Washington, by Mr. Hamilton of the Bridgeport, Connecticut, Office of the Dictaphone Recorder Corporation. Those attending the ten-day Seattle class from this Region were Mr. A. D. Herbert and MTIC's J. H. Wilson from Santa Barbara, H. O. Walker from Stockton, W. C. Hill from Sacramento, W. M. Callahan from Oakland and G. E. Eckholdt from Long Beach. Immediately following this class at Seattle, a second class was called at Fort Worth, Texas, covering the same scope of activities. To the Fort Worth class, this region sent MTIC's C. W. Elliott from San Diego, F. C. Goff from Tucson, and J. E. Hammond from Bakersfield and J. C. Schulte from Phoenix. A class at the Los Angeles Regional Office was commenced immediately following the Fort Worth class and is currently being conducted by Mr. W. N. McKee of the Los Angeles Office of Dictaphone Corporation acting as instructor in the maintenance of these recorders. This class is convening daily 8:00 A.M. to 4:30 P.M. in the OFACS control room. Those in attendance are Mr. H. Andersen, Standards and Compliance Staff, Maintenance Inspectors E. H. Becker, C. E. Givens, E. L. Combs, G. R. Thornburg, O. A. Covert and M. E. Zeigner, MTIC's J. H. Gibson of Los Angeles, J. L. Shaw of Burbank, E. W. Foster of Fresno, N. W. Scanlan of Las Vegas and W. F. Buck of Ogden, Relief Maintenance Technicians G. S. Morris, H. R. Ledington, L. L. McAdoo, E. R. Evans and C. H. Lehr, Maintenance Technicians R. W. Pyburn from Salt Lake City, S. L. Barr from San Francisco Sector 37 and Einar Lee, Chief, Radio and Teletype Shop. With the completion of this class during the week of November 15 to 19, instruction in the maintenance of these dictaphone voice recorders will have been completed insofar as organized school activities will be possible. It is hoped that those participating thus far from this region will be able to disseminate adequate maintenance information to all other technicians.

Radar Course Extended

An inquiry from the Washington Office was received pertaining to the extension of the present radar class being conducted at Oklahoma City. Our concurrence was given to their recommendation that a two week's extension be made to permit instruction in DME operation. This will result in termination of their first radar class on approximately December 3, 1948. We are not yet certain what the schedule for the second radar class will be or when it will convene. Those people having technical background or interest in further radar specialization with CAA and having a particular knowledge and hobby of mathematical studies should advise the Regional Office of this interest so that they might be considered for candidacy in this radar training.

Status of Airways Projects

CAA is anticipating the move into the quarters now being built at Winnemucca. The VOR facility now being built at Sod House, which is about twenty miles away from Winnemucca, will be controlled from Winnemucca.

The Ukiah facility is completed as far as tune up is concerned.

The radio installation crew is completing their portion of the work at Tucson No. 2 Airport. One problem still to be worked out is the planting of a sixth-foot pole for an antenna mount.

Installation of the Ogden control tower has been started.

Additional work is contemplated at Hanksville, St. George and Bryce Canyon, and, by the time the required material arrives, winter will probably be well on its way.

Buildings are now complete and reinstallation of the Salt Lake City Instrument Landing System will be started on approximately November 20.

Move of the Las Vegas DT station and move of the control tower functions to the new Las Vegas Municipal Airport will be started during the last part of November to accommodate the move of all civilian air traffic from the existing Las Vegas McCarran Field to the new Municipal Airport.

CAPITAL GLEANINGS

Leave: No major change in annual and sick leave benefits is slated to be recommended by the advisory council to the Senate Civil Service Committee. If present plans are carried out, the advisors will urge continuance of the present system of 26 days annual and 15 days of sick leave. Among the proposals set for approval are that temporary employees be reduced from 30 to 26 days annual leave and that supervisors be required to discipline employees who take unwarranted sick leave.

The Federal Personnel Council has recommended that Congress revise the present system of deducting withholding taxes from lump-sum annual leave payments. A laid-off employee gets paid for his leave in a lump sum which may cover several months' pay. The tax, however, is figured as if the employee had earned the entire amount in a single pay period. If he finds a new Federal job, he must repay the entire amount of the leave, including tax. Although everything is adjusted when the employee files his next income tax return, he may find himself several hundred dollars short in the interim.

Oral Hearings: Because of the many protests received, an order which permitted efficiency ratings appeal boards to determine when oral hearings would be held was never put into effect. Federal employees will continue to have the right to an oral hearing when they appeal their efficiency ratings.