



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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REGIONAL ADMINISTRATOR'S COLUMN

A NEW YEAR'S MESSAGE

Thirty years ago, the first contribution to the existing air industry showed up in the form of the first air mail. Sponsored by the Post Office Department, a few early pioneer World War I veterans started something. Little did they realize that thirty years would produce the industry that exists today.



Over twenty years ago, the original Air Commerce Act was promulgated and out of the original scant beginning came the present CAA. Throughout the past years, our organization has played a leading part in fostering the development of aviation practices and through the medium of scientific development, education, construction of navigation facilities, airports, training methods, control of flight movements, etc, the United States leads the world at large.

Long range planning by experts in many branches of the aviation industry have provided the RTCA program which is gradually producing an all weather flying possibility. The CAA contribution consisting of a large share of the scientific development phases followed by careful programming and installation planning results in the establishment of navigational aids such as the VOR ranges, the off course computer, distance measuring equipment, Instrument Landing Systems improved traffic control systems, etc.

The past year has seen the Sixth Region contribute a very fair share of the overall construction program and I'm sure Mr. Marriott would join me in saying that excellent progress has been shown. This showing has manifested itself only because an understanding degree of loyalty, faith, and good fellowship prevails. The front office is deeply appreciative of the good showing for 1948 and sincerely extends thanks to all. It is most desirable that we continue to pull together and further our progress during the coming year, 1949.

My best wishes to each and every one of you for a very Happy New Year!

THE JOB OF A COMMUNICATIONS MAINTENANCE TECHNICIAN



MTIC SURVEYING STORM DAMAGE

type dial on the relay rack panel, and dials two digits, waits a few seconds, and dials two more digits - a duplicate transmitter at the range station several miles distant, comes on the air, rectifying the irregularity.

These are only four examples of the results of the work of the "man behind the scenes," the Communications Maintenance Technician. He is the man who keeps the equipment of the vast Federal Airways network of communications and electronic aids to air navigation in good-working order. His is an important and complex job. His watchword is "reliability," as only reliable communications and electronic aids can safely be used by the airman.

The Communications Technician is not just a trouble shooter who sits around with his feet on his desk until something breaks down and then is called to fix it. His biggest task is to prevent these breakdowns insofar as is humanly possible, by periodic checking, and servicing of equipment to preclude and anticipate possible breakdowns. The best technician then, is not the one who is constantly working like a beaver fixing breakdowns, but one who works on his equipment in routine servicing and preventing breakdowns. Conversely, this does not mean that all breakdowns can be foreseen and prevented. Inanimate material, like the human who works with it, is fallible and failures cannot always be anticipated.

The Maintenance Technician must be versatile. As one technician has put it, "the Maintenance Technician can claim to be a specialist only in versatility." His field of activity is so large and varied that to put too much time in becoming familiar with one type of equipment causes him to partially
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OFACS TRANSMITTER STATION

WHO'S WHO

ASSISTANT TO THE REGIONAL ADMINISTRATOR FOR PERSONAL FLYING DEVELOPMENT AND AVIATION INFORMATION



Vital Statistics: Marshall E. Beeman, another Californian by way of Iowa, was ushered into this world on March 1, 1908 at Sioux City. He lived in Sioux City until 1919, at which time he came to California. In 1934, he married Lola Bernice Jones.

Education: Marshall graduated from Armijo Union High School, Fairfield, California. From 1926 to 1932, he attended the University of Southern California at Los Angeles, majoring in Physical Education. He was a pole Vaulting member of the U.S.C. track team.

Career Hi-Lites: Was employed by Standard Stations, Inc. from 1933-1938. In 1938, he opened the Beeman Flying Service at the Los Angeles Municipal Airport as a fixed-base operator. In 1940, he accepted a position with the Civil Aeronautics Administration as District Ground School Supervisor for Civilian Pilot Training. He subsequently served as District Flight Supervisor, Principal Flight Supervisor, and Assistant Superintendent of War Training Service. In July, 1945, he was promoted to Assistant to the Regional Administrator for Personal Flying Development, to encourage, foster, and develop personal flying. In July, 1946, the duties of Aviation Information were assigned jointly with Personal Flying for the purpose of collecting and disseminating aviation information to the press, radio, and interested aviation public. Indicative of Marshall's reputation in the field of personal flying development has been his election and appointment to numerous boards and committees such as the following: President of the Southern California chapter of the National Aeronautic Association for the year 1948; Member of the National Board of Directors of the National Aeronautic Association, 1948-51; a Board of Director member of the Southern California International Air Races, Inc., for 1948; and Executive Committee member of the Sixth Annual National Aviation Clinic for 1948; Executive Committee member for the Los Angeles Municipal Airport Air Transportation Day held in 1948; a member of Technical Committee for Bendix Air Races for 1948; and Regional Chairman of the Haire Airport Award Screening Committee for California and Nevada.

ASSISTANT TO THE REGIONAL ADMINISTRATOR FOR AVIATION TRAINING

Vital Statistics: William Otis Johnson was born on a farm, of all places, near the village of Cambridge, Kansas, on May 6, 1903. He grew up in the Jayhawker State and married Margaret Graham in 1927. The Johnsons have two daughters: Noreen and Joyce.

Education: Mr. Johnson attended various public schools in Kansas. He did his college work at the Fort Hays Kansas State College where he received the B.S. and M.S. degrees majoring in mathematics and physics. He has also done graduate work at the Uni-



versity of Southern California in education.

Career Hi-Lites: Began teaching career in Rexford, Kansas in 1926, for two years acted as Superintendent of the Rexford Schools. From 1929-1942 was associated with the Natrona County High School, Jasper, Wyoming, as an instructor in mathematics and science. In 1940, taught ground school in three non-college CPT programs in Wyoming and, in 1941, initiated a pre-flight course in the Natrona County High School, the first such course to be established in a Wyoming Public School. For a brief time in 1942, served as a civilian navigation instructor in the Naval Air Cadet Training Program at the Naval Air Station, Livermore, California. Later, he was commissioned a Lieutenant in the Naval Reserve and served for the next three years as an aerial navigator and navigation training officer at various naval air station installations. At the conclusion of the war, Mr. Johnson returned to teaching for a brief time prior to accepting employment with the CAA in August, 1946.

Avocations: Photography and, when time permits, gardening and fishing.

REGIONAL ATTORNEY

Vital Statistics: On May 1, 1897, Glen Douglas Woodmansee arrived in Ogden, Utah. At the time his parents resided on a ranch on "Moody Creek", a remote area in Eastern Idaho. As a boy, when required he did the customary farm chores such as milking cows, feeding livestock and keeping the box near the kitchen range full of stove wood. In 1919, "the Judge" married Ruby Johnson, a life-long neighbor and childhood classmate. The Woodmansees are justly proud of their three sons and one grandchild. Charles H. is attending Law School in Washington D. C, Willard Keith is a Flight Radio Operator; and Glen Douglas, Jr. is a student at the University of Southern California. The grandchild is Glen Arthur, age $1\frac{1}{2}$.



Education: Glen obtained his elementary and high school education at Rexburg, Idaho. He received his legal training at the University of Utah, where he received his law degree in 1924.

Career Hi-Lites: "The Judge" started out to be a preacher. From June, 1916, to September 1918, he served as a missionary for the Mormon Church in the Eastern States. This entailed explaining the Mormon doctrine to prospective converts. Much time was spent in traveling by foot through rural areas "without purse or script" (a habit which manifested itself in later life). He learned that poor people are more hospitable to penniless, itinerate preachers than other people. His meals were, at times, dubious in character and his place of repose at night was something less than a bed of eiderdown. He often felt that a 13th Beatitude would be appropriate. - "Blessed is he who expects nothing, he will not be disappointed."

From 1918 to 1920, Glen and his wife made an unsuccessful attempt to convert a tract of grazing land in Montana to a productive farm. The young couple

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CAA CHRISTMAS PARTY



OUR GENIAL REGIONAL ADMINISTRATOR
STARTING OFF THE FESTIVITIES

swell acts of entertainment. After a few more rounds of "rug cutting", the highlight of the evening's entertainment - - the surprise of all surprises - - was brought to light - - THE DANCING GIRLS (?). Attired in the very latest of late creations (the new look!), the chorus consisted of eight very shapely and charming (VIP's) of the fairer (?) sex who performed their routine with precision and grace??? plus lending their melodious voices to a few strains familiar to all.

With the notes of the orchestra's theme ringing in their ears to say nothing of the money in the pockets of the lucky prize winners the merry makers reluctantly departed, convinced they had enjoyed a very wonderful evening, provided and planned by their own Civil Air Association.

On the evening of December 17, Ye Ole Cafeteria was transformed into a Winter Wonderland for the CAA Christmas Dance. With red and white streamers covering the ceiling, the holly and silver Christmas tree adorning the hall, and Santa Claus effigies on the walls, Christmas had arrived with a bang at the Regional Headquarters.

Dancing started at 8:30 p.m., to the strains of Frank Sutter's Band. Under the able direction of our Master of Ceremonies, Len Platt of Personnel, novelty dances were introduced which served to get everybody acquainted and added to the gayety of the evening.

The first floor show of the evening was presented by a local dance studio who provided several





KID'S PARTY

My name is Alan McDonald. I am three years old, just the right age to be thrilled at seeing Santa Claus. The Sunday before Christmas, I saw St. Nick for the first time at the C.A.A. Children's Christmas Party. We arrived at the Cafeteria at three o'clock in the afternoon and pretty soon there were about 170 other kids there. Christmas carols were played for us while we waited for the movies to start. Shortly after three o'clock, when everybody had arrived and all the chairs were used up, the lights were turned off and we saw some good cartoons. Then suddenly, the movies stopped and we heard the Air Traffic Control Tower announce the approach of Santa Claus and his reindeer. As quick as you could say "Roger", dear old Santa walked right into the Cafeteria. He told us to get in line for our presents. All of us, except for a couple of real little kids, were brave and good and the line moved real fast.

When I got to Santa, he gave me a balloon and a box of candy and he put me on his knee and asked me what I wanted for Christmas.

After we had all received our gifts, Santa Claus left. We heard the Control Tower clear him for a take-off and then he was off for the North Pole. We were all very sad, but we saw another movie in color all about Jack Frost and then we went home. I had a real good time and I'm going to write Santa Claus and tell him so.



A SHANGHAI INTERLUDE

or

A SLOW BOAT TO CHINA

(Ed. Note: Following are some highlights written by Agent Bill Hudson on his recent assignment at the Shanghai International Field Office).

Destination China - that was our theme when my family and I sailed aboard the "President Wilson" (Black Friday) August 13, 1948. The voyage was quite pleasant as the California sun followed us almost all the way.

Our first port was Honolulu, where we were met by leis, alohas - and Don Ross of the Ninth Region. Next stop - eleven days later - was Manila. However, as it was being swallowed by a seasonal "low fog", a slight wet blanket was thrown on sight-seeing. In spite of that impediment, though, Rex Carpenter, CAA Scheduled Air Carrier Agent, conducted us on a tour of the city.

The real high spot of the entire trip was the typhoon we ran into outside of Hong Kong. During the storm's peak, the ship rode at right angles and life preservers were kept within a comforting distance. Needless to say, the Hudsons spent the "rough period" huddled in their stateroom with their soda crackers close at hand.

The after-effects of the typhoon greeted us upon our Shanghai arrival September 7, as the City was being slowly submerged by drenching rain. Consulate personnel ran interference for us through Customs. Therefore, there was a minimum of pain and strain.

Two days were spent at the Metropole Hotel, whereupon we moved into an apartment. We also came into the possession of two servants. However, as the cook-boy spoke North Chinese and the Amah (female Chinese servant) spoke South Chinese, the spoken word seemed a futile method of communication.

After a few days of orientation, I assumed my CAA duties as an Air Carrier Agent, which consisted of serving in a technical advisory capacity to the Chinese CAA and enforcing the U. S. Civil Air Regulations applicable to the two American Flag Carriers which operate into China, Pan American Airways and Northwest Airlines.

Our international Field Office was located on the first floor of the U. S. Consulate in downtown Shanghai. The staff included Ken Albright, Radio Communications Advisor; Jack Meehan, Maintenance Advisor; and Freda Hirsch, the indispensable secretary.

In the following weeks, I visited most of the Chinese CAA, which consists mainly of three sections: Air Traffic Control, Communications and Airports Construction. Although the headquarters of the Chinese CAA is in Nanking, the principal base of operations is located at Lughwa Airport about ten miles outside of Shanghai. This airport is spread over 350 acres, with one north and south concrete runway 6,000 x 150 feet, and one new terminal building under construction.

The Chinese CAA, which was established approximately two years ago, employs 525 persons. Getting well-trained personnel is very difficult because of the or-

ganization's low pay scale. Indicative of the low pay scale is the salary of Colonel Tai, the Administrator of the Chinese CAA, which amounts to a monthly wage equivalent to thirty U. S. dollars.

It is quite difficult to find anyone in the Chinese CAA who is authoritative. On one occasion out at Lughwa, I found 300 small children lined up in single file along a heavily used runway. I hastily looked for the airport manager in all CAA offices. The standard answer received was "Call Colonel Tai in Nanking - he fix-ee."

The oldest and major domestic airline in the country is owned by the China National Aviation Corporation, a Government-subsidized organization. It employs approximately 2500 people and constitutes the largest civil group of qualified aviation personnel in the country. This airline has its headquarters at Lughwa Airport, including operations and communications offices and complete engine, aircraft, and instrument overhaul shops. All departments of CNAC are headed by experienced American aviation personnel who are thoroughly conversant with Oriental procedures. CNAC has approximately 60 aircraft, including 4-engine DC-4's and 2-engine DC-3's and C-46's. CNAC utilization of its aircraft is greater than that of U. S. operators. During the current year, CNAC has used each of its ships an average of about 9 hours per day out of an available 12 hours daylight operations (only daylight operations are authorized); whereas the U. S. average is about 9 hours based on an available 24-hour operating period.

A high percentage of CNAC captains are American pilots, some of whom have been flying in China since 1931. Most of the pilots I met were averaging 130 hours per month, which is 45 hours over the maximum authorized for U. S. air carrier pilots for a one month period. CNAC pilot salaries, which average \$1500-2000 per month, payable half in U. S. dollars and half in Chinese dollars, are figured on a base salary with an hourly rate for flight time with no ceiling on the maximum number of flight hours.

On November 4, Ken Albright and I made a flight to Nanking to call on Colonel Tai and other Chinese CAA officials. We realized then that they were far more interested in their war problems than in international airport improvements.

After my Nanking trip and observation there and the over-all results of my stay in China, I decided I would make every effort to become a charter member of the "Get-the-Hell-Out-Of-China-Club". My family and I became members on November 26 via PAA flight 822 - destination America!

WHO'S WHO (Continued from Page 4)

finally decided to let the land revert to sage brush and grease wood, trading a team of horses for a Model T Ford, and drove to Salt Lake City. After getting his law degree, he engaged in the practice of law specializing in municipal corporations. The "judge" revised the city ordinances of sixteen Utah municipalities. Glen accepted Government employment in 1933 when he joined the legal staff of the Solicitor's Office of the Department of Commerce, working on the legal aspects of the Civil Air Regulations. Glen advanced from Chief of the Enforcement Section to Assistant General Counsel and, finally, General Counsel. In 1946, he transferred at his request to Region Six as Regional Attorney.

Avocations: Reading biographies; however, his favorite recreation is stud poker,

or wholly neglect another equally important type of equipment. He must be well trained in the field of radio theory, operation and maintenance to begin to qualify for his job and preferably be familiar with the CAA, its organization and scope.

His knowledge and ability must cover the entire field of the communications and electronics art, with a goodly amount of mechanical knowledge and skill thrown in for good measure. He must be able to measure power from kilowatts to milliwatts; currents and voltages to micro-amperes and micro-volts; measure time to milli-seconds; and make mechanical adjustments to tolerances of .001 inch and less.

By the time he has worked up to a Maintenance Technician in Charge position, he can readily see that no specific training would have completely qualified him for the position, but that his experience on the job with the CAA was the only adequate preparation for the many "abilities" necessary.

After perusal of the foregoing, if the specific duties and responsibilities of a Communications Maintenance Technician do not yet seem to be clearly outlined, the only excuse that can be offered is that the job is so varied that it almost defies adequate description. However, maybe the following letter written by a technician to a brother MTIC will help get over the picture: "I've got a little MRLWZ (an independent loop type radio range, without voice facilities and having a station location marker) out in the hills as part of my sector and several times I have had visitors stop in while I was out there, and ask to be shown around. Well, I start from scratch and try to explain the thing to them in easy steps. I show 'em the transmitter and compare it to a small broadcasting station's transmitter and then I lead them over to the coupling unit and try to struggle through the layman's one-syllable description of the goniometer and the Link Circuit Relay and the keyer and then I take 'em outside and show 'em the loops and try to give 'em a worm's eye picture of the paths laid down in the air for the guidance of planes. Then I confuse the issue further by giving them about 500 words on the function of the station location marker and the total leaves them sort of glassy eyed. They invariably ask me well, who runs the thing? Isn't there someone here all the time? And I tell them, no that the thing is automatic and the keyer keeps sending the "A"s and "N"s out continuously, only stopping long enough to periodically send the station identification letters in Morse code on each loop. They're always impressed by the length to which we go in duplicate equipment and standby power plant to keep the thing going continuously without any interruptions but I don't think even one percent of them leaves there with anything like a clear idea of what goes on.

Sometimes they'll send a friend out to see the joint, and the friend generally starts in with, "Say, Joe tells me you got a gadget out here that's worked by a robot (the poor suffering keyer) and it tells the planes what to do (??). Well sir, then I take my patience in hand, take my foot out of my mouth and start in again with the same old spiel, but like I say, I don't think they quite get it. I know once in a while, friends of mine in town will stop me and say, "I see you running around in that there black sedan delivery, just what do you do?" I start in with a different spiel I have for this question. (You can't make it too complicated at the beginning) and ask them: "You ever hear of the beam, about being on the beam, about pilots flying the beam?" He says, "yes" and I go on "Well, we call the beam the radio range and I'm one of the guys that goes around keeping them running, doing routine maintenance on them." This is all I give them for a starter for they invariably come back with, "Oh, you work for the airlines, eh?" Then I, of course, tell them "No", I don't work for the airlines

except that our organization's facilities are used by the airlines and that I work for the Federal Government, Department of Commerce, CAA. I give them a few words on the general function of the Federal Airways system with its weather and NOTAM broadcasts, radio ranges, flight plans, airways, and the equipment it takes for all this and wind up triumphantly with, "And I service and maintain the equipment they use in this area or sector." Well, Joe, unless they're pilots they don't seem to think I'm giving them the straight dope, and I just don't know what to tell them."

This leaves us in the same position. All we can say is, "you know those beam stations and all that stuff? Well, we keep 'em running."

PERSONALITY OF THE MONTH

Gordon J. Baber, Airport Traffic Controller, in San Diego, admits being quite apprehensive when the month of April approaches.

The ex-Army pilot enlisted in the Army Air Corps in April 1942, graduated from Pilot School in April, 1943, was shot down in an air raid over Germany in April, 1944, was liberated from a German prison camp in April, 1945, and was assigned to the San Diego Tower in April, 1948.

Baber chooses to pick out his last five years as having more excitement than all the other 25 lumped together.

He left for overseas duty as a Bomber pilot in July 1943 in what was destined to be an ill-fated assignment. Flying out of England in daily raids over Germany, Baber's B-24 crew was knocked down on Mission No. 17 near Munster. The crew bailed out safely, but Baber was the only one to escape immediate capture. For six days, he remained at large - - traveling by night and sleeping and hiding by day. He had scurried to within eight miles of the Holland border when he was spotted by a German girl. It wasn't long before the German Civilian Police picked him up.

The succeeding year was spent in four prison camps at Frankfort, Sagan, Nurnburg and Moosburg. Baber recalls that the diet of ersatz bread, potatoes and some kind of dehydrated leaf wasn't conducive to high morale in the Camp.

He was liberated by a mechanized cavalry unit of the force commanded by the late George S. Patton.

After the liberation, he admits that the meal he "wolfed at Le Havre, France remains in his memory as the greatest culinary effort ever tucked away by mortal man."

Following his discharge from the Army in November, 1945, at Fort McArthur he lost no time in affiliating himself with the CAA as an Airport Traffic Controller at Tucson. Since going to San Diego, Baber has found considerable exercise in staging impromptu chicken rodeos. As a chicken rancher on the side, he feels that the expression "turkeys is dumber 'n chickens" is totally unsound. As an illustration, he claims that you have to "run 'em down, rattle with 'em, bulldog 'em so you can coax them that they're supposed to roost".

He's thankful though that he met the former Bessie Teletha in Billings, Montana in 1940. She is a fine teammate when it comes to assisting Baber on his "chicken rasslin'".

RADIO MAINTENANCE TECHNICIAN EXAMINATION

Competitors in the recent Radio Maintenance Technician examination will be interested in learning that the examination papers have been scored and the raw scores sent to the Civil Service Commission in San Francisco. These raw scores were forwarded to Washington, D. C. where a transmutation table will be set up. As soon as the transmutation table is received by the Board of Examiners, the raw scores will be converted into the final score of the written examination.

Several inquiries have been received by the Board on the method used to notify competitors of their final grades. Individual competitors will be advised direct by the Board and grades will not be submitted to the Branches in advance of their initial release to the incumbents. It is estimated that it will be two months before final grades will be ready for release.

AVIATION CALENDAR

January 12-14	University of Illinois, Urbana, Illinois. Commercial spray operators to discuss spraying farms by planes.
January 13-14	Fourth NAS Council Meeting, Aircraft Industries Association Office, Hollywood, California.
January 18 - February 11	Third Air Transportation Institute, American University, Washington, D. C. in cooperation with CAA and ATA.
January 24-28	CAA Airport Superintendents' Conference, Washington, D. C.
February 13-14	Open House, Tucson Airport Dedication services, Tucson, Arizona
April 3-5	American Association of Airport Executives, Oklahoma City, Oklahoma.

STAFF HI-LITES

REGIONAL MEDICAL OFFICER:

During the past month, the Medical Service announced changed color vision requirements. Airline pilots are required to have normal color vision as determined by the Isochromatic Test Plates (colored numbers).

Second Class airmen are now required to be able to distinguish easily between signal red, signal green and white, as used in air navigation. These requirements correspond with the ICAO requirements, and a lantern meeting the proper specification for the Second Class is now under construction.

PERSONAL FLYING AND AVIATION INFORMATION:

The Assistant to the Administrator for Personal Flying and Aviation Information, M. E. Beeman, attended the Dedication Ceremony for the new McCarron Field, Las Vegas, Nevada where the CAA pictorial exhibit was set up. Approximately 15,000 to 20,000 people were in attendance at this function and a goodly portion viewed the CAA exhibit. Activities of this type assist tremendously in selling aviation in all its phases to the interested public.

AVIATION SAFETY HI-LITES

AIRCRAFT BRANCH:

A Narrow Squeak

A. G. Heimerdinger, CAA Flight Engineering Agent, flying as first pilot, and Mr. Fornasero, test pilot for Boeing, flying as co-pilot, and the flight test crew, recently took one of the giant Boeing 377's off the ground to flight test the ship's heat anti-icing system under actual icing conditions. The weather was bad at the lower altitudes but the ship broke through and climbed to about 8,000 feet. At this time, the number 3 engine caught on fire. The pilots immediately went through the emergency procedures and gave the engine a shot of carbon dioxide, the extinguishing agent. This momentarily put out the fire, but in another moment the fire warning device in the cockpit flashed again, indicating that the fire had spread into a more critical zone. Another shot of carbon dioxide was given, but to no avail. It was necessary for the pilots to make an immediate decision - - whether to risk bringing the ship back to the ground while it was on fire on an instrument approach or parachute from the plane. Although the odds were against them, the pilot and co-pilot decided to bring the ship in. Lady Luck was really with them, for they brought the ship in on the first approach and made a successful landing as the fire in the engine was rapidly spreading. The fire was finally extinguished, but only after doing considerable damage to the engine and the area around the wing where the engine is attached.

DC-6 Cargo Model

The Branch has received preliminary data pertaining to the DC-6A cargo airplane. This plane will be similar to the passenger model, except that the fuselage ahead of the wing will be about five feet longer and two large cargo doors will be installed on the left side of the fuselage. In addition, the fuel capacity will be enlarged, an oil transfer system will be installed, and the take off weight will be increased to 100,000 pounds.

"SKYDROL"

Preliminary test results of Skydrol, the Douglas Aircraft Company's new non-inflammable hydraulic fluid, are proving satisfactory. Service tests permitting the use of Skydrol in the cabin supercharger of one United Airlines airplane have been authorized.

Constellation Accident at Los Angeles Municipal Airport

Technical personnel of the Branch are participating in the accident investigation of the TWA Constellation which was destroyed by fire following a landing accident at the Los Angeles Municipal Airport on November 25. The preliminary investigation indicates that a hard landing under adverse weather conditions caused structural failures which resulted in a fire originating in the vicinity of the number 4 engine. Crew and passengers were evacuated safely; however, the aircraft was completely destroyed as a result of the fire.

FLIGHT OPERATIONS BRANCH:

New P.A.A. Route Approved

The Region participated in the Pan American Airways proving flight over the Seattle-Portland-Honolulu route on November 16 and 17 and approved the company's operations over this route on November 18.

Boeing 377's Soon to be in Operation

Pan American Airways expects to receive delivery of their first Boeing 377 before the end of the year. The first ship will be used primarily for pilot training purposes.

The Branch anticipates participation in proving runs with the 377's on or about the first of February to determine operational approval of this huge airplane over Pan American trans-pacific routes.

FEDERAL AIRWAYS HI-LITES

ANF COMMUNICATIONS BRANCH:

Control Tower Program

Actual move of the Las Vegas control tower from McCarran Field to the new Las Vegas Municipal Airport has been delayed pending completion of the tower structure and the Airway Communications Station building. Radio installation in the control tower was started December 13, and on December 18 temporary operation was established so that the Airport Commissioning Program was not delayed. Final completion of the control tower installation will be approximately February 15.

The relocation of the Tucson control tower from Tucson No. 1 Airport to Tucson No. 2 Airport has been completed. All of our equipment has been moved, reinstalled and commissioned at Tucson No. 2 Airport.

Radio installation work at the Ogden, Utah, control tower has been held up due to delay in completion of the building, which delay was caused by inclement weather in the Ogden area. It now appears that completion of the Ogden control Tower will be about February 1, although activities within the tower may be begun on a temporary basis prior to that date.

VHF Range Program

Considerable additional refinements of the tuning and installation work have been completed at Liebre Mountain. Flight checks after this additional work indicate that no great improvement has resulted in over-all operation of the range.

Installation of all radio station equipment has been completed at Sod House, although the station has not been flight checked. Control quarters for the Sod House range will be at Winnemucca and are now being completed.

Installation of modulation eliminator equipment is being accomplished at Oakland, San Jose and Daggett.

Work is rapidly approaching the status where there will be one complete VOR in operation. The Daggett VOR will be commissioned around the end of this month and will have voice, remote control, remote monitoring, modulation eliminators and all refinements known to this date. Huntington Beach will be the next VOR facility to be completed in all respects, and it will be followed immediately by Oakland.

Instrument Landing Systems

Reinstallation of radio equipment for the Salt Lake City Instrument Landing System is well under way. Recommissioning of this facility can be expected sometime during the latter part of December.

The method of operation of the Fresno Instrument Landing System has been changed again. The most recent orders from Washington are that it be equi-signal rather than phase comparison, and plans are now being made to complete the station for equi-signal operation.

OPERATIONS BRANCH:

RTCA Demonstrations

Starting November 8th, the Radio Technical Commission for Aeronautics conducted at our Indianapolis Experimental station a series of intensive one-day courses to explain and demonstrate the electronic air navigation devices that will be placed in service under the transition phase of the RTCA program. Region VI was fortunate in being able to send some of its representatives to witness the demonstration. They included Art Johnson, A. D. Neimeyer, R. E. Dake, G. I. Smith and C. G. Grosh.

Included in this demonstration was the use of the omni range with voice identification, the distance measuring equipment (D M E) and the off-course computers. Various landing aids were also demonstrated, including instrument landing systems, and precision and surveillance radar; and various systems of approach lighting, including new slope lines, which recently have been adopted as standard. Also included in this demonstration were actual flights, in which these new aids were used to prove their efficiency, and in several instances, complete automatic landings were made.

AIRPORTS BRANCH HI-LITES

Dedication of McCarran Field

On December 19, the new Clark County Airport was dedicated to Senator Pat McCarran of Nevada. Among those present at the dedication were the Senator himself and the following officials representing the Sixth Region: James E. Read, Gordon M. Bain, H. W. McKinley, H. A. Hook, P. A. Hahn, and Pilots Campbell and Keeler.

The new airport is located six miles south of Las Vegas and consists of two 6500 foot paved runways; one graded runway; 16,100 lineal feet of taxiway; 31,100 feet of loading apron; an Administration Building with approximately 27,750 square feet of floor area; and has the very latest design in airport lighting systems. The cost of the project totaled approximately \$1,500,000, of which the United States government's share amounted to 62.5%.

Progress of Airport Program

During November the following project applications were received for regional review and transmittal to Washington, making a total of 65 project applications received to date:

Del Mar, California - Del Mar Airport	Runway lights
San Luis Obispo, California, San Luis Obispo County Airport	Obstruction lights
Concord, California - Buchanan Field	Runway lights

Construction was started on the following projects during the month:

Concord, California - Buchanan Field	Construction E-W Runway
Hayward, California - Hayward Municipal Airport	Auto Park and access road.

The following projects were completed during the month, bringing the total of completed projects to 22:

Flagstaff, Arizona - Flagstaff Municipal Airport -	New runway and lights
Springerville, Arizona - Springerville Eager Airport	Land purchase
Las Vegas, Nevada - Clark County Public Airport	New airport