REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. II, NO. 2 February 1, 1949

THE JOB OF A DISTRICT AIRPORT ENGINEER

Not all of the "Rambling Wrecks" are from Georgia Tech. but the life of a District Airport Engineer seems to lead in that direction. The principal reason the District Airport Engineers in the Sixth Region go around with that harried and haggard look is their primary responsibility for carrying out efficiently and equitably their part in a $500,000,000 airport grant-in-aid program.

This is a program for airport development where Uncle Sam assists in financing by putting up half the money and the public sponsor - City or County - the other half.

There are five District Airport Engineers in the Region. Each heads up a District Office. Usually there is one District Airport Office for each state, but in the case of California, which has over ten per cent of the aviation activity of the country, it is necessary to have two District offices: one at San Francisco which covers Northern California, and one at Los Angeles, which covers Southern California, with 256 and 285 airports in the respective districts.

The District Airport Engineer is the "contact man" of the Regional Airports Branch with the public and he is responsible for getting CAA airport development down to the grass roots. He spends much of his time encouraging county planning commissions and other local agencies to plan adequate systems of airports that will accommodate the flying ultimately anticipated. Acting as planning consultant to the counties in this respect, he must be familiar with the economic nature of the area, population trends, and aeronautical factors which influence the number and types of aircraft that can be expected in the future.

Planning of this type requires full coordination, not only among the local groups and CAA representatives, but also at the CAA Regional Headquarters level. This is to insure that there will be no conflict of traffic patterns of airports located close to one another; that the general area plan is properly coordinated with the needs of air carriers, providing full utilization of existing and proposed airways; and that the sites are suitable for the installation of future air navigation facilities.

The District Airport Engineer's job description requires that he have "a vast store of personal knowledge of the economic structure, aeronautical and engineering influences, geography, and physical and political attributes of the area encompassed by his district which will assist him in selecting sites and in establishing the soundness, accuracy, and practicability of programs and projects contemplated for his territory. This really makes the job a dynamic moving one. When the DAE's studies show that there is sufficient aeronautical need for development of a public airport within three years, it is included in the National Airport Plan, which establishes its eligibility for Federal Airport Aid Funds, on a matching basis. When a city has sufficient funds to sponsor a project, and the District Airport Engineer recommends it for inclusion in the current program, the Regional Office allocates the Federal share of the project if funds are available in the appropriation for that state.

GRADING FOR NEW TAXIWAY & ROAD

The District Airport Engineer then becomes a consulting engineer, advising the sponsor, aiding in the solving of myriad problems of site selection, land acquisition, zoning, master planning, and preparation of detailed plans and specifications for grading, draining, paving, lighting, buildings and other work necessary to complete the airport. After the contract is awarded by the sponsor, the District Office is still very much "on the job" making periodic inspections to assist in solving any unusual problems which arise during construction, and to insure that the Government contribution is properly spent.

Even after the airport has been built and opened for business, the work of the District Airport engineer is not finished. Now, working with the Regional Management Consultant, he helps the sponsor solve problems of airport operation, maintenance and management, and ascertains that the airport is being operated and maintained in accordance with proper standards to guarantee that the investment which the people of the United States have made in the airport is justified.

While Federal Aid projects are the basis for the bulk of our funds, the District Airport Engineer cannot overlook the important part that private airports play in aviation. Complete facility records are maintained on all airports, engineering and management advice is provided to all within the limits of available personnel, and a goodly part of the District Airport Engineer's time is spent in interceding on their behalf to prevent their closure by adverse zoning actions, nuisance suits, construction of roads or drainage canals through the sites, or interference with the approaches by construction of power lines, oil derricks, etc.

When you add to the above functions the problems of seaplane landing areas, locating heliports, and assisting in the disposal of surplus airports and equipment, and a host of lesser functions, it is easy to see why a District Airport Engineer may tend to become a "rambling wreck".

Regional Administrator's Column

BUSINESS MANAGEMENT FIELD TRIPS

The Sixth Region News has been established for the purpose of conveying matter of news interest to all 6th Region personnel. It was believed that employees in the field could provide a much better standard of performance if they could be kept informed of trends and plans for the future. It is recognized that field employees are hungry for information and interested in knowing what's going on in the industry in general.

At this particular time, I might provide some explanation relative to field visits of Business Management personnel. All field stations have received a copy of the itineraries which will provide you with knowledge as to when to expect these Regional Office representatives. These people are seeking information and attempting to learn at first-hand of your problems which cover personnel, budget, accounts, procurement, warehouse shipments, and many other items charged to the responsibility of Business Management. Their purpose is not to interfere with normal operations procedures, but rather to provide this office with information which in turn can be developed into a means for providing closer understanding of field problems. As an example, it is very difficult for the Chief of the Contract and Procurement Division to comprehend certain of the complexities of field requirements unless he can witness at first-hand the problems involved. This same condition also applies to other members of the Business Management Staff, and, under the circumstances, this is your opportunity to really unload and provide these people with necessary material to enable them to render a better over-all future service.

When visited by these people, you may have some doubts as to the purpose of questions put to you, and I would like to ask that you try and understand and recognize the benefits to be gained. We want to know your problems and we want to help you. Happy working conditions inspire people to provide better work performance. The unhappy employee naturally cannot produce the desired results, so our aim is to raise work standards to the highest level possible.

* * * * * * *

REGIONAL EFFICIENCY RATING COMMITTEE

A. H. Hadfield, Superintendent, Plant and Structures Branch; and H. A. Hook, Superintendent, Airports Branch, have been selected for membership on the Regional Efficiency Rating Committee. Mr. Hadfield has been appointed to relieve Mr. James E. Read, Acting Regional Administrator, for the duration of rating year 1949. Mr. Hook's appointment has been made for a five-year period.

Other members of the Committee include Robert Dake, Superintendent, Airman Branch; Art Johnson, Superintendent, Airways Operations Branch, and Glyndon Riley, Regional Personnel Officer.

Mr. Hadfield has been selected as Chairman of the Committee for the duration of the rating period.

REGIONAL MEDICAL OFFICER:

Vital Statistics: Eldridge S. "Doc" Adams was born on November 30, 1891...the place, Atchison, Kansas. In 1925, the "Doc" married Madeline Mayhugh. Eldridge, Jr. and daughter Jane complete the family circle.

Education: Received his Bachelor of Arts Degree from the University of Kansas in 1912. Obtained his M.D. at Rush Medical College, Chicago, Illinois, in 1914. Has also graduated from the Air Force School of Medicine at San Antonio, Texas.

Career Hi-Lites: Engaged in private practice at Pueblo, Colorado until World War I. Served in the First World War from 1917-1919, windin' up as a Captain in the Medical Corps. After the war, Doc returned to private practice--at Trinidad, Colorado for two years and then at San Antonio from 1921-1930. Accepted employment with the forerunner of the CAA in 1930, becoming Assistant Chief, Medical Section, Aeronautics Branch, Dept. of Commerce, which position he held until 1933, at which time he advanced to the Chief of the Section. The Doc yielded to his traveling urge in 1933 when he assumed the position of Aviation Medical Adviser to the Chinese National Government at Hangchow. Returned to the States in 1935, starting again as Assistant Chief of the Medical Section, but within two years was once more head of the Section. In 1940, entered on active duty as a Lt. Colonel in the Medical Corps of the U. S. Army. Was promoted to Colonel in 1942 and continued on active duty until 1946. Was appointed Regional Medical Officer, Sixth Region in 1946. Doc Adams is a real flying doctor, holding commercial pilot certificate no. 364, multi-engine ratings.

Avocations: Amateur radio - call letters - W6CPH.

CHIEF, AIRWAYS FLIGHT INSPECTION STAFF:

Vital Statistics: That old Stork flying machine dropped Johnny Campbell down at Cumberland Wyoming on October 21, 1902. Married Claire Arnold in 1938. Johnny and Claire are really proud of their twin daughters, Joan and Judith.

Education: Attended Elementary School at Cumberland and High School at Kemmerer, Wyoming. Had two years of mining engineering at ICS, Scranton, Pennsylvania.

Career Hi-Lites: Enlisted in the Army, March, 1918 and after period of training at Jacksonville, Florida, was shipped via oil tanker to France. Served with the 81st Division for a short time and then was transferred to the 6th Division until the Armistice. Most of the 12

months overseas were spent in the Alsace-Lorraine sector. The next few (restless) years following discharge from the army, were spent in Northwest lumber camps, and working on freighters plying between the West and East coast.

Became interested in aviation in 1926 and upon the recommendation of Eddie Allen, a pilot for Boeing Air Transport, went to Salt Lake City and commenced training under Tommy Thompson. After completion of flight training, went to work for Thompson Flying Service. This work consisted of charter flying, student instruction, barn storming and keeping the aircraft in flying condition, which meant flying all day and working most of the night. However, Johnny squeezed in enough time to become a captain in the Air Corps Reserve and was assigned to the 329th Observation Squadron, in Salt Lake City. In May, 1932 went to work for Pacific Air Transport assigned to the Seattle-Oakland run. Remained with Pacific Air Transport until November, 1932, at which time he returned to Salt Lake City, and again worked for Thompson Flying Service, until 1937, when he was employed as a Patrol Pilot by the Department of Commerce with headquarters at Oakland, California. Moved from Oakland to Santa Monica, when Department activities were consolidated with Regional Headquarters and established in Santa Monica.

Avocations: Fishing and poker.

CHIEF, FEDERAL AIRWAYS PLANNING AND CONTROL STAFF:

Vital Statistics: Edward Russell Diehl was born August 17, 1896 in Boone, Iowa. In 1923 he married Ruth Chamberlain. The Diehls have one son, John William Diehl, M.D. who is now a Resident Physician at the Veterans Hospital in Los Angeles.

Education: Received Bachelor of Science degree in civil engineering from Iowa State College in 1919.

Career Hi-Lites: Ed Diehl has had varied and extensive engineering experiences - both on private and public works - from the time he finished school until his appointment as an Airways Civil Engineer with the CAA in 1937. Over this period, Ed has been Paving Engineer at Ames, Iowa; Sanitary Engineer at Miami, Florida, Enid, Oklahoma, and Arlington, Virginia. He has also worked for the Interstate Commerce Commission and the U. S. Corps of Engineers; and, in addition, did highway and logging railroad engineering in the State of Washington. Ed was employed by the CAA in Sept, 1937 as a Civil Engineer in the Airways Engineering Section of the Washington Office. He remained in this Section until November, 1941, when he was transferred to Atlanta, Ga., as Chief of the Engineering Branch in Reg. II. In 1946, he came to Reg. VI to be Chief of the Engineering Division, Plant and Structures Branch, but was subsequently selected to head up the Federal Airways Planning and Control Staff.

Avocation: Farming.

PERSONALITY OF THE MONTH

From the time Hugh Brewster left Texas Christian University as a college senior in May, 1917, to take part in World War I, he has been "air minded" through and through.

In that span of thirty-one years, the Chief Coordinator of the Burbank District Air Carrier Office, has won more than his share of plaudits in advancing the aviation industry.

In 1914 Brewster decided that he wanted to be a doctor. After graduating from a San Antonio, Texas high school, he devoted his next three and one-half years to premedical training, but the tide turned in favor of aviation when he answered the call of the stars and stripes. He developed the yen for "flying away up yonder" as a World War I Ace. After completing aviation cadet training at Kelly Field, he was assigned as a ferry pilot in Orly, France. This was followed by an assignment to a pursuit squadron where he participated in the Meuse-Argonne, Argonne and St. Mihiel campaigns. He was registered with knocking down five German aircraft thus qualifying as an "ace". An indication of his contributions to the war effort are reflected by the Distinguished Service Cross presented by General Pershing.

When the war ended Brewster kept right on flying. From 1919 to 1927, he barnstormed throughout the Southwest entering the mail service as a pilot in 1927. In 1928, he came with the Aeronautical Branch of the Commerce Department as an airplane and engine inspector, and with the exception of World War II service, he has been assigned to various inspector capacities ever since.

One of his most fascinating assignments was a three-year hitch as the Supervising Aeronautical Inspector in Alaska. His job called for the direction of examination and licensing of all pilots and mechanics in the Alaska area, and the inspection and licensing of all aircraft. He admits, however, that he welcomed the opportunity to accept the Burbank assignment in October, 1938.

During World War II, he was recalled to active service as a Lieutenant Colonel with the U. S. Marine Corps. He drew an assignment as the commanding officer of Henderson Field at Guadacanal serving as the senior Marine officer on that historic island during some of its darker escapades. After three more years in service Brewster was discharged in August 1945 and was returned to his Burbank assignment.

PHILIPPINE REHABILITATION PROGRAM

Vitaliano B. Mamawal, Jr., Cesar S. Wycoco, Eduardo F. Cuaderas, Fernando L. Baluyot, and Benito Q. Calixterio are five of fifty Filipino trainees assigned to our Bay Region Airways facilities this month for on-the-job training.

Chiefs Glen Simonson, L. E. Houseman, E. C. Butler, and Eugene Matthews have their problems in directing the instruction and training of these young Filipino citizens under the CAA Philippine rehabilitation program. Of the foreign trainees, fifteen are actually putting into practice some of the air traffic control procedures learned at the CAA Aeronautical Center at Oklahoma City. There are twenty Airways Maintenance trainees assigned to Mr. Matthews at San Francisco and fifteen Airways Communicators undergoing training with Elmer Butler, Chief, San Francisco OFACS.

The Filipinos have just completed a year's technical aeronautical instruction in various phases of Federal Airways activity. They are presently on the last lap before returning to Manila to assume their regular functions with the Philippine Government. Selection of the candidates to undergo this training was done through the medium of competitive tests. All the trainees were required to have a good speaking knowledge of English. CAA officials connected with the various stages of their training report that the group as a whole have made extremely satisfactory progress.

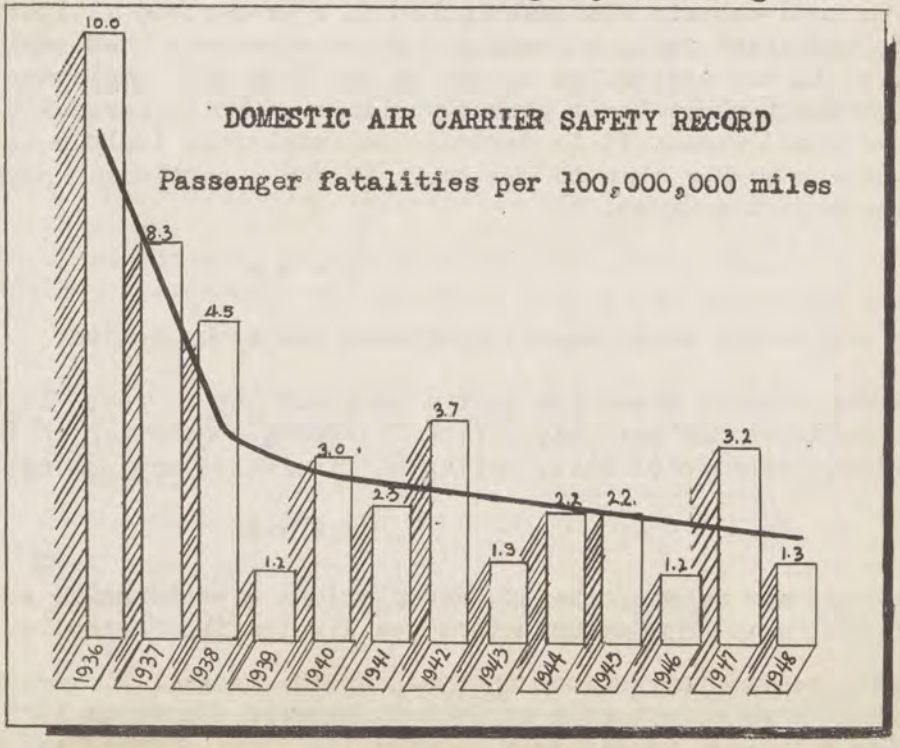
The group will depart for their homeland on February 25 en route to Manila. It is planned that their training will have been sufficient to permit them to assume actual control, communication, and maintenance functions immediately.

The Philippine Rehabilitation Program involves the expenditure of over $8,000,000 and the training of fifty selected citizens each year and is expected to continue until January 30, 1950. It is the desire of the Philippine Government to establish a system of airways including air traffic control communications, radio ranges, and other navigation facilities throughout the Islands similar in nature to our CAA.

* * * * * *

THE SAFETY TREND

U. S. domestic scheduled airlines for 1948 had 1.41 passenger fatalities per 100,000,000 passenger miles flown, as compared with a fatality record of 3.2 in 1947. U. S. flag carriers operating internationally ended the year with a record of one fatal accident on scheduled flights, involving 20 fatalities, for a record of 1.06 fatalities per 100 million passenger miles. The 1947 figure was 1.08. Only four fatal accidents occurred in 1948 on the domestic airline routes, and the death toll was 83 passenger fatalities. Last year's was one of the best all-around safety records in airline history.



Your Question Box eh!

Q. Who determines the requirements for positions under the Regional Promotion Plan?

A. The U. S. Civil Service Commission has established certain general requirements for positions in each grade. With this general framework, the Personnel Division and the appropriate Branch Superintendent have collaborated in identifying the job requirements as they relate to positions in the CAA.

* * * *

Q. What kind of information should I put on my application form 57 for use under the Regional Promotion Plan?

A. This information is often inadequate. Some forms are too sketchy; often Federal Airways employees refer to a chapter in the MANOP. Sometimes ex-servicemen refer to a certain MOS description in a prescribed military manual. This is not sufficient for our needs and it is necessary that employees describe their duties in the prescribed spaces on the form 57. Employees should include full information about their past experience as it is carefully screened under the promotional plan. It is desired that employees include all of their assigned functions rather than to pad their 57 for a particular position each time a vacancy is announced.

* * * *

Q. Why are within grade salary increases two weeks behind?

A. The regulations prescribe that a periodic pay increase is effective at the beginning of the next pay period following completion of the necessary waiting period. Because of this, employees' increases are generally 13 days in arrears.

* * * *

Q. What use was made of the job descriptions questionnaire sent from the Washington Office to the Communicators and Air Traffic Controllers?

A. These questionnaires were analyzed by the Federal Airways and classification personnel as a part of a project to develop standards for classifying positions. These have been tentatively approved by Civil Service and the Washington Office.

BUDGET REQUEST FOR FISCAL YEAR 1950

The President's budget for fiscal year 1950, recently submitted to Congress, contained appropriation recommendations of $215,008,500 for the CAA for next fiscal year. This is an increase of slightly less than $60,000,000 over the 1949 fiscal year appropriation. The following table indicates a comparison by appropriations of the funds approved for fiscal years 1948 and 1949 with the fiscal year 1950 recommendation:

	APPROPRIATIONS			
APPROPRIATION	1948 Actual	1949 Actual	1949 Ant. Suppl.*	1950 Recommended
Salaries and Expenses	$72,962,768	$82,451,000	$4,750,000	$97,437,000
Establishment of Air Navigation Facilities	22,486,825[b]	28,539,423[ab]	-0-	51,150,000[abc]
Technical Development	1,600,000	1,800,000	50,000	1,800,000
Maint. & Oper., Wash. Natl. Airport	1,102,500	1,185,000	75,000	1,300,000
Construction, Wash. Natl. Airport	-0-	1,835,000	-0-	21,500
Federal-aid Airport Program, Federal Airport Act	32,500,000	40,000,000[a]	-0-	51,500,000[ac]
Claims, Fed. Airport Act. (Anticipated Supplemental)	-0-	-0-	1,750,000	-0-
Construction of Public Airports, Territory of Alaska	12,500,000[a]	-0-	-0-	5,800,000[c]
Air Navigation Development	-0-	100,000	-0-	6,000,000[a]
TOTAL	$143,152,193	$155,910,423	$6,625,000	$215,008,500

*Unless otherwise indicated, the anticipated supplemtals are due to pay increases.
aIncludes contract authorizations.
bIncludes reappropriation of unobligated balances of the preceding fiscal year.
cIncludes funds to liquidate contract authorizations of the preceding fiscal year.

Approximately 65% of the funds recommended for CAA is for the appropriation Salaries and Expenses. The amount recommended is $9,857,038 in excess of the current fiscal year requirements. Of this increase, $8,573,187 is for the operation of the Federal Airways system. The following table is a comparison of fiscal year 1949 with fiscal year 1950 Salaries and Expenses requirements by major activity or function.

By Activity or Function	REQUIREMENTS 1949 (Adjusted)	REQUIREMENTS 1950	Difference Increase (+) Decrease (-)
1. Airport Development	$ 569,881	$ 748,563	$ + 178,682
2. Aviation safety	10,860,083	11,002,824	+ 142,741
3. Operation of Federal Airways System	61,372,482	69,945,669	+ 8,573,187
4. Operation of aircraft	2,180,508	2,535,700	+ 355,192
5. Aviation information	248,847	241,582	- 7,265
6. Aviation training	126,809	110,271	- 16,538
7. Administrator and staff	1,269,685	1,281,700	+ 12,015
8. Business Management	4,600,988	4,810,458	+ 209,470
9. Interfunctional	2,101,809	2,682,275	+ 580,466
10. Air coordinating committee	19,300	18,250	- 1,050
11. Printing and binding (contract excluding duplicating)	228,000	232,000	+ 4,000
12. Pay increase, Public Law 900	5,094,067	5,541,468	+ 447,401
Gross Requirements	$ 88,672,459	$ 99,150,760	+10,478,301
Adjustment:			
Transfers	- 964,846	- 1,586,100	- 621,254
Reimbursements for services performed	- 127,651	- 127,660	- 9
Adjusted requirements	$ 87,579,962	$ 97,437,000	+ 9,857,038

GCA AT WASHINGTON

Some noteworthy GCA approaches have recently been made at Washington. An Air Force A-26 was landed successfully at nearby Bolling Field. In this case, contact with the aircraft could only be made on 116.1 mcs., which frequency is not available to Washington GCA. Since the approach to Bolling had to be made by use of surveillance radar only, it was very necessary that rapid contacts be established between the aircraft and GCA. The GCA controller operating from the field trailer transmitted his instructions over the trailer-tower intercom and the approach controller in the tower held the range microphone in front of the speaker. GCA thus issued direct instructions to the pilot and acknowledgment of pilot transmissions were made over the range microphone by the approach controller, since the GCA controller could not hear the pilot's acknowledgment.

In another incident, a controller assisted a Navy aircraft to make a successful landing with no room established for a margin of error. The aircraft, a twin Beech, last reported over Baltimore with 45 minutes fuel; 20 minutes later, Washington GCA picked up a radar target 15 miles northeast. Requested by GCA, the pilot advised he had 2/10 pattern and, instead, vectored the aircraft in a short constant turn of six mile radius to intercept the precision approach path. This kind of vectoring comes with a Post Graduate course only. The controller's report stated, "the remainder of the approach was routine". However, the stage setting during and at the end of the approach was ceiling zero, visibility 1/16 mile, fog, smoke, with the Navy aircraft landing on Runway 36 and advising the tower that his fuel indication was zero.

STAFF HI-LITES

PERSONAL FLYING AND AVIATION INFORMATION:

The Assistant to the Regional Administrator for Personal Flying and Aviation Information met with Colonel Young, Manager of the Los Angeles Municipal Airport and submitted the combined information for release to the newspapers and aviation periodicals on the demonstration of the single burner unit of FIDO to be held in the near future. The information submitted is a consolidation of information obtained from the Plant and Structures Branch, District Airport Office, Bechtel Corporation and Todd Shipyards Corporation. This office will work together with public relations officials of the Los Angeles Municipal Airport to consolidate this information into a general and technical release to be released by the CAA and the City of Los Angeles jointly. This story and demonstration will be the forerunner to the public demonstration which will be shown some night after final acceptance of this facility. This public demonstration will be advertised in advance and is expected to draw several hundred thousand people. No advance publicity is to be given this activity prior to the actual demonstration.

FEDERAL AIRWAYS HI-LITES

ANF COMMUNICATIONS BRANCH:

Instrument Landing Systems

Reinstallation of radio equipment for the Salt Lake City Instrument Landing System was delayed until the first part of January. Recommissioning of this facility can be expected about the first of February.

The work of converting the Fresno Instrument Landing System localizer from phase comparison to equi-signal was started during the first part of January, and it is estimated that commissioning can be expected about the end of February.

Grading activities for a runway extension at the Los Angeles Municipal Airport have caused another move of the Instrument Landing System localizer - this time from the hilltop site back to the end of the runway, pending completion of runway extension and paving work in the indefinite future. Portable localizer equipment is now being tested at the west end of the runway, and the localizer should be ready for commissioning on a monitored basis during the latter part of January. In the meantime, it will be operated temporarily with monitor and power cables extended on the ground.

INSAC

Gila Bend, Arizona, INSAC control station will be moved to new quarters at the present field beginning February 1, 1949.

Low frequency voice service has been established at Hanksville INSAC, and establishment of low frequency voice service is under way at Bryce Canyon and St. George. Estimated completion date is February 1, 1949.

Conferences Attended

Mr. T. A. Kouchnerkavich attended a meeting at Omaha, together with personnel of the First and Fifth Regions, where Washington engineers discussed possible

improvements of VOR antennas, counterpoises and absorbing screens and other ideas which would improve the performance of high or mountaintop sites. We have not had an opportunity to hear of their conclusions in any detail. The Washington engineers will later in February come to the West Coast - we hope with some fruitful ideas. Very little was developed at Omaha in the way of improvements such as would guarantee the satisfactory operation of our site at Liebre Mountain or other mountaintop sites.

A Maintenance Inspectors' conference was held at the Regional Office from January 3 to 5, inclusive. All of the inspectors were present with the exception of Mr. Givens and Mr. Combs who were in Oklahoma City.

Training Classes

The following Communications Maintenance Division personnel are attending the ILS class at the Oklahoma City Training Center: Maintenance Inspector C. E. Givens, MTIC D. L. Irons, MTIC W. T. Kildall and Maintenance Technician G. W. Henke. At the radar class are Maintenance Inspector E. L. Combs and MTIC K. A. Jenkins. These personnel departed from their stations during the latter part of December and started classes on the morning of January 3. They will be there for approximately twelve or fourteen weeks.

Snow Troubles

We have not heard from our installation party at Mt. Laguna, where rebuilding of the antenna has repeatedly broken down due to ice and snow loads. We had word indirectly from the station that operations had to be suspended due to inability of the communicators to get to or from the stations due to the very severe snowstorms, wind and heavy drifts. A later brief dispatch from the station indicated that operations were resumed. It is believed that when and if the boys at Mt. Laguna can get in a literary mood they can provide us with some reading matter (perhaps not all of it will be printable.)

Twenty-nine inches of snow with a temperature of 10° below zero was reported at the Bryce Canyon INSAC.

The MTIC at Newhall has been unable to reach Liebre Mountain for the past two weeks due to deep snow. The closest point he can get is six miles away from the facility.

We suppose that most everyone has a story about the Southern California snowstorm, and know that Erwin Stentz, who has to traverse the Santa Monica Mountains twice daily via Mulholland Tunnel and Sepulveda Boulevard, was unable to negotiate that road and accordingly was checked up with two days' leave of absence during the storm.

AIRWAYS OPERATIONS BRANCH:

Old man weather has been raising ned with the operations of the Airways Operations Branch generally throughout the Region. Here are some of the reports that have reached the Regional Office up to this time:

Maintenance Technician Broudy, his wife and three small children were marooned for several days at Enterprise.

The first severe storm in many months struck Needles the other day and it was reported that much effort was required to keep all equipment dry. In addition, all tower, interphone and teletype lines were out; although it was possible to keep the range running from standby tower.

While Hanksville was snowed in an emergency developed which required taking Trahan's and Weinrauch's children to the hospital at Price. The road was closed by snow but they managed to get through by using a four-wheel drive vehicle of the weapon carrier variety. Meanwhile communicator Davis was advised that his father passed away in Oregon and that it would be necessary for him to leave at once, which cut the station to two communicators standing eight on and eight off. The boys at Hanksville had several private airplanes available, but were unable to use them because of the depth of snow on the field.

It was necessary to close the Mt. Laguna station for two days because of snow drifts which prevented access to the station. The snow was reported to be exceedingly fine and one would sink up to his hips on snowshoes. Communicators managed to negotiate a trip on January 16 and reopened the station.

Snow also caused trouble at Fairfield as most of the station personnel now live at American Fork or Lehi and the roads became impassable requiring two communicators who were at the station to maintain operations over an extended period until relief could reach them. Meanwhile food at the station was extremely scarce. The snowplow attempting to open the road struck Christiansen's car which was stuck in a snow drift causing about $200 damage. Word was received on the 24th that Fairfield was again snowed in.

Due to heavy snows at Cedar City, the hanger at the airport collapsed and badly damaged seven aircraft and two cars, one of which was owned by CACOM "Tiny" McCaughley.

The boys at Las Vegas are getting settled in the new tower and station quarters after having begun operation with temporary installations in time for the airport dedication ceremonies December 19. Reports reaching the Regional Office indicate that the new Las Vegas station has quarters second to none in the United States.

Arrangements have been made to send Shirley Smith, Roe Lemmer and some of the Senior Controllers from the Los Angeles Tower to Chicago on February 1 to obtain training in precision beam and surveillance radar procedures. This is in preparation for operation of new radar equipment which will be installed in the Los Angeles Tower within the next few weeks.

Bill Brenniman, Chief of Communications Operations Division, Region Three, visited the Regional Office during January and visited with some of his former coworkers.

ANF PLANT & STRUCTURES BRANCH:

New Facilities Authorized

Project approval and authorization to initiate engineering and surveys has been received for the establishment of new Inter-State Airway Communications Stations at Ukiah and Crescent City, California, to implement the San Francisco-

Seattle Coastal route. Surveys are under way and barring unforeseen delays, we should have construction completed and ready for equipment installation by May 1st and June 1st respectively, at Ukiah and Crescent City.

Tentative approval has been received for establishment of a VOR Radio Range at Lucin, Utah. The establishment of this range and construction of living quarters and other related work was recommended for inclusion in our 1950 budget request. If approved, we hope to have both the range and living quarters completed and ready for service before the advent of bad weather next fall.

Surveys are also under way to convert the Instrument Landing System at Arcata to a standard CAA installation. This project was assigned some months ago, but has been delayed pending coordination agreement between the Technical Development Service, Trans Ocean Airlines and other involved.

First Annual Maintenance District Conference

The first of the Annual Maintenance District Conferences was held at San Mateo (District #2) on January 13 and 14. All District personnel and Mr. Crouse, Mr. Klos and Mr. Hadfield from the Regional Office attended. Discussions covered various maintenance problems including equipment, sector assignments, funds, work loads and special problems.

AIRPORTS BRANCH HI-LITES

Federal Aid Airport Program for FY 1950 Submitted to Washington

Art Hook, Branch Superintendent, presented the Region's Federal Aid Airport Program to the Washington Review Committee on January 26. The program covers airport construction and development projects included in the National Airport Plan for which Federal Aid is requested during fiscal year 1950.

The Regional Program, which must remain confidential until released by the Washington Office, is the result of many hours of planning and coordination between Airports Branch personnel and representatives of other Branches, as well as with representatives of the State Aeronautical Commissions in the Region.

Proposed Monument Valley Airport Project

Monument Valley is located in South-Eastern Utah adjacent to the Utah-Arizona State line. The Valley lies in the country's only Navajo Indian Reservation. The Branch has recommended the construction of a 4,000' landing strip at this location because strategic mineral deposits exist in the vicinity, together with the general inaccessibility of the Valley to surface transportation. Also, such a landing strip would open up a remarkable scenic area to the farming private flyer.

To facilitate development of this project under the Federal Aid Airport Act, a recent meeting was held at Monument Valley between the Navajo Tribal Council, Mr. R. B. Patterson of the Utah State Aeronautics Commission and a representative of the State Land Board. An agreement was made to trade a section of Indian land for airport purposes. Under the terms of the agreement, Utah

would obtain title to the land suitable for the airport and would thus be able to sponsor the project and request Federal Aid for the construction of the landing strip. However, before the agreement becomes effective, it must be approved by the Congress.

Progress of the Federal Aid Airport Program

During December, a project application was received from the City of Phoenix, Arizona, for Federal aid in the amount of $58,672. This request covers the purchase of additional land for the Sky Harbor Airport.

Construction was started on the following projects during December:

Napa, California - Napa County Airport	Construction NNE/SSW runway and E/W taxiway
Moab, Utah - Moab Airport	Access Road and new NNW/SSE landing strip.

No projects were completed during the month. Of the 27 projects now under construction, it was necessary to discontinue work on 10 projects because of bad weather conditions.

Following is a summary of the program as of December 31, 1948:

	No. of Projects	Federal Share
Airports in program	106	$11,644,537
Project applications received	64	8,708,124
Grant offers accepted	57	6,864,960
Value of work accomplished	42	3,045,156
Projects completed	22	1,435,237

AVIATION SAFETY HI-LITES

During the month, Bob Dake, Armer Alcorn, and A. D. Niemeyer, the three Aviation Safety Branch Superintendents and Alex Ward, the District Counsellor, held the first of a series of "zone" conferences in the Bay Area. This conference was attended by all Aviation Safety technical personnel in the Central and Northern California areas. The general purpose of the meeting was to discuss current problems in carrying out the Aviation Safety program. It is planned to have additional conferences of this type in other areas in the Region.

AIRMAN BRANCH:

Airman Agent Dewey of the Oakland District General Inspection office has been detailed to the Aeronautical Center at Oklahoma City to serve as an Instrument and Airline Transport Pilot Instructor. Agent Dewey will be absent from the Region for approximately six weeks.

AIRCRAFT BRANCH:

Boeing Model 377

Two items of major importance recently arose with respect to the airworthiness certification of the first Boeing Model 377 airplane ready for commercial

delivery:

1. The amount of credit to be allowed for use of reverse thrust propellers in determining the accelerate-stop distance which, in this case, affected the determination of runway length; and,

2. Allowing variations in the forward center of gravity limit of the airplane in relation to weight.

These issues were of sufficient importance to warrant holding a conference January 24, 25, and 26 between Messrs. Marriott and Haldeman, representing the Administrator; and Messrs. Chamberlain and Freeman, representing the CAB and Messrs. Wells, Vanik and Steiner, representing the Boeing Aircraft Company, together with Regional Office members of the Type Certification Board.

The issues have been satisfactorily resolved by allowing some credit for use of reverse thrust propellers and permitting variations in the forward center of gravity limit. The Boeing Company is now in the process of revising their operating manuals to conform with the decisions reached at the conference. As a result, the first aircraft will soon be certificated and delivered to Pan American Airways.

Lockheed Constellation

Flight tests on the Lockheed Model 749 at a take-off weight of 107,000 pounds have been completed satisfactorily, and the data obtained are being analyzed at the present time.

FLIGHT OPERATIONS BRANCH:

Boeing Model 377

As a result of the airworthiness certification of the Boeing 377, Pan American Airways will now be able to take delivery of the first of these models. Proving runs will be made between Los Angeles, Honolulu and Tokyo, and between San Francisco, Honolulu and Tokyo. There is a possibility that a proving run from San Francisco to Tokyo via Midway might be undertaken. This would be the longest non-stop air carrier flight, since the distance between San Francisco and Midway is over 3,500 miles. The proving runs will determine the operational efficiency of this new transport over the routes that it will fly and at the bases where it will be serviced.

Special Assignment

Agent Broiles has been detailed to the Government of Turkey as a Civil Aviation Advisor for a period of 120 days. Agents Hudson and Ellis have been detailed to East Coast schools to take helicopter refresher courses.

Helicopter Accident

The preliminary investigation of the recent tragic accident resulting in the death of the pilot of one of the "flying windmills" used by Los Angeles Airways in the Los Angeles metropolitan area air mail service indicates that faulty loading may have been the cause of the crash. The placing of an unusually large amount of mail in the forward compartment of the helicopter resulted in changing the center of gravity of the ship so that when it took off, it almost immediately began to

nose over. The pilot was unable to stop the ship before it crashed to the street below. In order to prevent similar accidents in the future, a directive has been issued which requires helicopter pilots to hover a few feet above the ground in order to assure the ship is not unbalanced and then return to the ground, apply full power, and proceed to take off.

This is the first accident experienced by Los Angeles Airways in one and a half years of operation, during which time its helicopters have flown 7,000 hours and have made approximately 65,000 landings and take-offs.

Agent Injured

Agent William Perry, assigned to the Burbank District Office, was seriously injured on the night of January 14th. Perry was giving a six-month pilot competency check to personnel of a non-scheduled operator. The accident occurred at Palmdale Airport. The aircraft, a DC-3, taxied off the runway to permit an inbound ship to land. The runway shoulders were soft as a result of recent rains and the aircraft began to mire. To keep the ship rolling, the pilot in command opened the throttles in the DC-3; and the ship immediately nosed over, with the propeller on one of the engines breaking off at the nose section and windmilling through the cockpit, seriously injuring Perry. Perry is now in the Birmingham General Hospital at Van Nuys. He is expected to completely recover, but will be confined for several months.

CAPITAL GLEANINGS

Hospitalization Plan Proposed

A hospital prepayment plan for Government employees and their families whereby they would become eligible for hospital insurance benefits by giving up several days of their annual leave each year soon will be presented to the Federal Personnel Council.

The proposal advocated by several Government personnel officials calls for the Government to pay the actual costs of the program. Participation of Federal employees would be strictly on an individual and voluntary basis.

Per Diem Increase

A bill has been introduced by Senator McClellan of Arkansas to raise the travel allowance of Federal Officials and employees to travel on official business from $6 to $10 a day. The Senator is Chairman of the Expenditures Committee which will consider the legislation. In the meantime, it is reported that the Budget Bureau is having a survey made by the Bureau of Labor Statistics on actual travel costs. A preliminary study indicates the cost will be well over $9 a day. In other words, people who are ordered to travel must spend on an average of about $3.00 a day out of their own pockets.

Surety Bonds

Senator Downey of California has introduced a bill authorizing the Government to pay the premiums on Surety Bonds. At the present time, thousands of Federal employees who handle money are required to pay for these bonds from their own funds. The Senator estimates the bonds cost the employees upwards of $1,500,000 a year.

Pay Raise

Pay raises for approximately 200 top-level Federal officials appears to be a certainty. There are many rumors concerning legislation authorizing pay increases for other Federal employees, but nothing of significance has crystalized as yet.