REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. II, NO. 3 March 1, 1949

THE JOB OF AN AIRCRAFT FACTORY AGENT

To explain the duties of an Aircraft Factory Agent in a short article would be like trying to make $6.00 per diem cover actual travel costs; however, an attempt will be made to outline his basic functions.

The functions of an Agent falls into three categories: (1) Type certification of aircraft and its component parts; (2) airworthiness certification of newly manufactured and experimental aircraft; and (3) production certification of the manufacturer's facilities.

For type certification, the Agent is only one member of the CAA team. The other two functions are the sole responsibility of the Aircraft Factory Agent in Charge. An Agent is normally responsible for an area, such as the Burbank area, which would encompass all aircraft manufacturers in that vicinity.

Type Certification: The Manufacturing Inspection Agent enters the type certification project as soon as raw material is fabricated into parts to become a part of the prototype article, and he remains an active member until the type certificate is issued by the Branch. His duties in this connection consist of determining that the article presented is in strict conformance to the approved engineering data and the experimental certification of the article, if it is an aircraft. He assists Flight Engineers during the flight test, determines that the aircraft is loaded correctly, and is the "watch dog" of the aircraft's airworthiness during the flights. He may participate in actual flight testing when it is desirable to have an additional man aboard to observe operations. The Agent serves as a member of the type certification board and during the development of the prototype, is required to watch for items that, in his opinion, fail to meet the minimum requirements of the regulations, particularly those items that are not readily detected in the engineering data that have been submitted. Because of the extreme size and complexity of many of the aircraft, this inspection is necessarily only a spot inspection principally aimed at strategic or questionnable areas. The Agent also participates in various engineering load tests. As a member of the type board, he helps to evaluate questionable or marginal items as they apply to the regulations; and it is his sole responsibility to determine that workmanship meets minimum airworthiness requirements.

FINAL ASSEMBLY LINE

Certification of Newly Manufactured and Experimental Aircraft: After the article has been certificated as a type, it is the Manufacturing Agent's continuing responsibility to determine that subsequent articles are in conformity to the approved data, that workmanship is satisfactory, and to certify that the aircraft is airworthy when operated in accordance with regulations and within its limitations as are generally set forth in the Airplane Flight Manual.

Production Certification of Manufacturing Facilities: At this point, the work of certification of individual articles may mushroom into virtually an impossible task for the personnel available; therefore, arrangements have been made and proper regulations written to cover the issuance of a production certificate to the manufacturer and further arrangements made whereby certain personnel of a manufacturer may be designated as actual representatives of the "Administrator" while remaining on the manufacturer's payroll. Before such a certificate or such designations can be issued, the Agent must determine to his satisfaction that the manufacturer's facilities, personnel, quality control system and processes are such that articles built under those circumstances will result in reasonable duplicates of the type certificated articles. This process may take from months to years, depending upon the manufacturer's willingness to bring his facilities up to minimum CAA requirements. This having been done, it would appear, at first glance, that the Agent's work is completed in that factory. Unfortunately, that is not the case. The Agent is still required to determine by semi-annual inspection and continuous checking of the manufacturer's plants that the facilities continue to meet minimum requirements and that the end product being certificated still meets the minimum airworthiness requirements. As transport type aircraft are constantly being changed, "partial type certifications" are continually being handled. These certifications are handled much the same as full type certifications.

ASSEMBLY OF MAIN WING SPARS

The above duties represent only the major functions, and no attempt has been made to outline, even briefly, incidental work involved in type certification of engines, propellers, safety belts, skis, floats, etc., or other duties, such as export certification, experimental aircraft certification, partial type certifications of airplanes in service, such as dusters, private airplanes and the like, issuance of Dealer's Aircraft Registration Certificates, issuance of identification numbers, witnessing of static and operational tests, etc.

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U. S. CABINET MEMBERS

Secretary of State	Dean Acheson
Secretary of the Treasury	John W. Snyder
Secretary of Defense	James V. Forrestal
Attorney General	Tom C. Clark
Postmaster General	Jesse M. Donaldson
Secretary of the Interior	Julius Albert Krug
Secretary of Agriculture	Charles Franklin Brannan
Secretary of Commerce	Charles Sawyer
Secretary of Labor	Maurice J. Tobin

Regional Administrator's Column

YOUR SLIP IS SHOWING

During the calendar year 1948, this Region suffered a total of 41 automobile accidents involving a net loss to the Government for damage to Government vehicles of $4,815. The Government also paid claims in the amount of $425.30. Other claims are still pending.

Some of us will say that in view of the large fleet of automobiles operated by the Sixth Region, a given number of accidents must be expected. Yet a thorough analysis of all accident reports shows that 17 mishaps were caused by negligence on the part of Government employees; 15 were caused by negligence on the part of the other fellow; 5 by contributory negligence, and 4 provided no determination of negligence.

Facing these facts we must all admit that wilful misconduct in the operation of an automobile is not the main factor in our accident rate. Naturally none of us want to be involved in trouble. It cannot be denied that we all know how to drive automobiles though the operating practices demonstrated by many are worthy of improvement.

Good judgment is definitely demonstrated by the type of courtesy displayed while driving, and unfortunately too many of us forget courtesy when it really means so much.

While operating Government automobiles we should always remember that the vehicle itself advertises the fact that the driver represents the United States Government. Naturally then, any lack of courtesy shown by such drivers provides unfavorable thoughts directed toward our agency. Were we all to recognize that to give the other fellow the right of way when in doubt, the loss of a few seconds of time would mean nothing. Why then can't we all demonstrate the same courtesy on the streets and highways that we do in company with our associates and change our accident record accordingly?

Daily life as of today when using our streets and highways is directly comparable with playing with a stick of dynamite. The unexpected results can prove disastrous. Personally, I like the philosophy voiced by A. B. Jenkins, one time Mayor of Salt Lake City, and former race driver, namely, "In the interest of safety do not drive any faster than you can see." If all would follow this practice the many dozens of collisions caused by our coastal fogs could be eliminated. It should be recognized that law enforcing agencies cannot be expected to adequately cope with situations of this nature so the responsibility then rests with the operator of the motor vehicle.

Were we all thoroughly conversant with the general provisions of the State Motor Vehicle Code and recognized the purpose of these requirements, I am sure that all automobile drivers could more capably accomplish the safety provisions intended.

REGIONAL FOREIGN STAFF OFFICER:

Vital Statistics: Richard D. Schall's first taste of living came on January 7, 1913 in Minneapolis, Minnesota. He was the prize bundle of the late Senator Thomas D. Schall of Minnesota. Dick is married to the former Mary Kathleen Cann. The Schalls are right proud of their two offspring, Janet, 3, and Mark, 6 months.

Education: Graduated from Shattuck Military Academy in Minnesota. Won the Dubrow Cup as award for his public speaking ability. Took pre-law training at the University of Maryland. Admits that legal training was his father's desire--that he had his heart set on aviation as a career for himself. Dick nevertheless went ahead and pocketed a LLB degree from National University by June 1939.

Career Hi-Lites: Concurrently with his schooling in Maryland, he started the "Dick Schall Aircraft Company" in College Park, Maryland. While engaged in this activity, he found plenty of spare time to pilot. He joined the CAA in 1938 as an Aeronautical Inspector in Region One. Was promoted to the Washington Office in 1939 to become an assistant to the Director of Bureau of Safety Regulation.

On Pearl Harbor day, he was designated as a CAA representative with the Air Forces Ferrying Command in acquiring civilian planes and pilots for emergency military duty. This experience came in handy to Dick when he went on active duty in June, 1942, as a major. While in this assignment, he set up a system of military uses for airline travel.

Before he completed his military career, Schall had been in all theatres of operation during the war. On one occasion he was assigned to the Alaska Wing of the Air Transport Command to develop the operations along the inland and coastal routes. On another, he was with the Headquarters of the European Wing of the ATC as a Transport Operations Officer. At the time of his discharge as a Lieutenant Colonel, he was assigned as Base Training Officer, Gore Field, Sioux Falls, Montana.

When returning to the CAA, he was asked to "pioneer" the technical aspects of the foreign and international activities of the CAA and its expected post war growth as U. S. Airlines spread over the world. In April 1947, he was tapped on the shoulder to come to Region Six to act as an advisor on foreign and international matters for the Region. The latter assignment he regards as his most interesting.

Avocations: While in military school, swimming was his principal source of relaxation. Since being in sunny L. A., he has built his own hobby house.

DISTRICT COUNSELLOR:

Vital Statistics: Alexander S. Ward, District Office Counsellor for Aviation Safety, saw the first light of day across the pond - his parents were residing in Oldtown Cumberland, England at the time - January 30, 1909. Departing from England when Alex was still a youngster of five, the Wards called Spokane, Washington

their home. He is married to the former Naomi Markham and they hold claim to a three year old daughter, Patty Ann.

Education: Attended schools in Spokane, graduating from Lewis & Clark High School. Developed the yen for science and mechanics during his high school days which subsequently affected his employment.

Career Hi-Lites: His first full time position was repairing motor boats. This led to a position as a mechanic with Eau-Claire Airways in Wisconsin in 1929. While performing aircraft repair at the airport, Alex gradually drifted into flying. By 1934 he had advanced to the spot of General Manager and Pilot in conducting the general airport operations for this airways. For the period 1934 - 1939, he saw the Eau-Claire Airways develop into a first-class commercial airport. That year he broke away and assumed duties as a first officer with a scheduled airlines (Chicago and Southern Airlines with headquarters in New Orleans).

In 1939 he answered the call of the CAA to report to the Washington Office as an Aeronautical Inspector. For the past two years, he has capitalized on his knowledge of all phases of aviation in his assignment as a District Counsellor. During the war years, Alex was a Senior Inspector for the Los Angeles District Office. He drew a "detail" assignment in 1945 to direct the commercial flying activities for the Western Vital Defense Area for the San Francisco Bay Region. He handled this assignment in such a manner to prompt a high degree of appreciation by top Army and Navy officials.

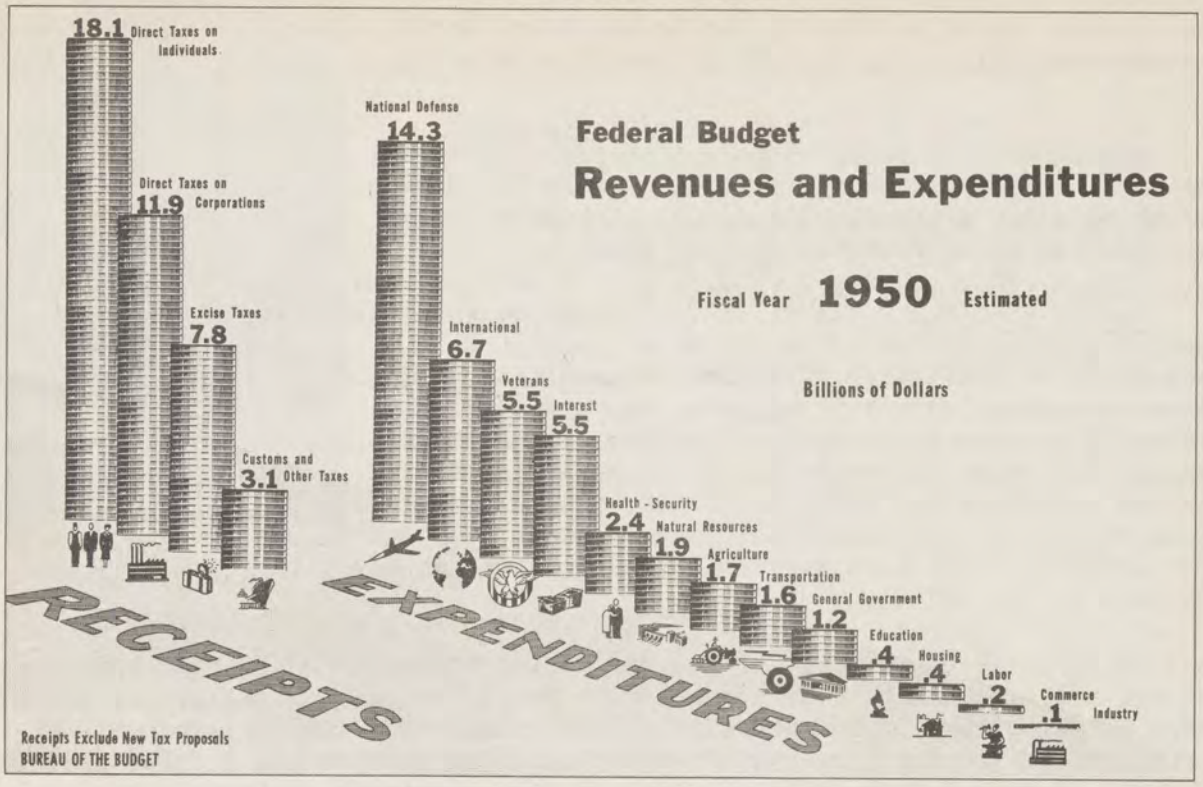
Side-Lite Vocation: Alex once had a yen to follow a professional wrestling career. Right after his high school days, he did considerable barn storming. His main claim to glory was a semi-final match on the World's Championship Card in 1929. After a drubing or two, Alex shyly admits that this stuff wasn't for him

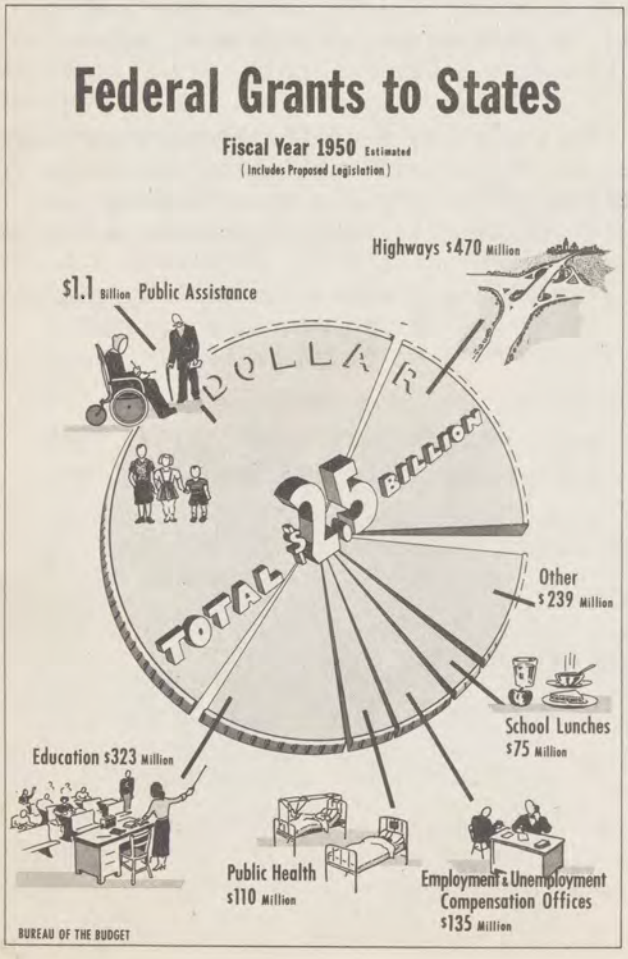
Avocation: He admits that woodworking is his main avocation to keep him out of mischief.

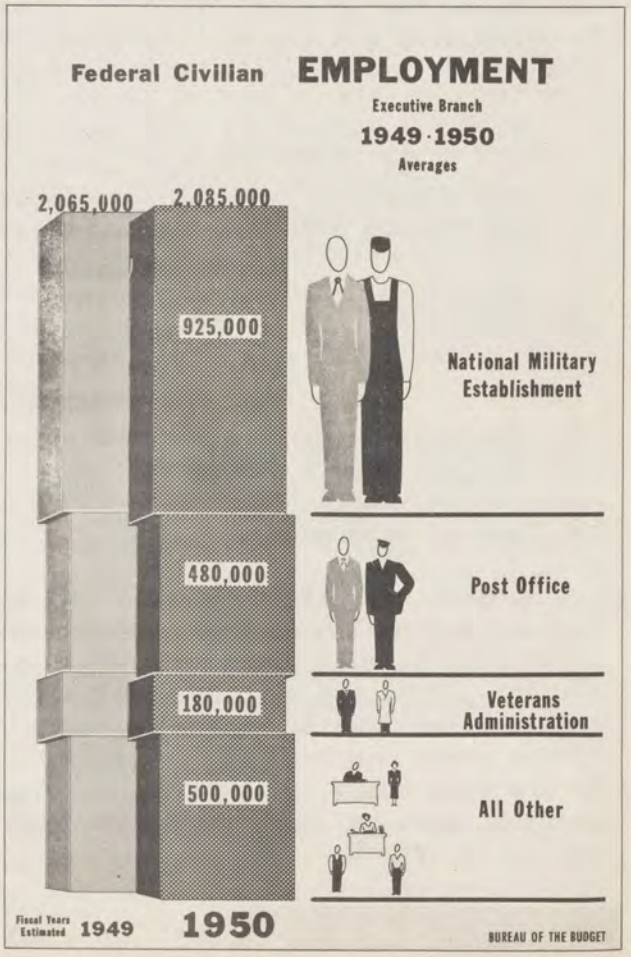
SNOW AT DELTA

The picture below shows the Airways Communications Station at Delta, Utah, on a typical day in January. The minimum temperature there has been 24.8 degrees below and at one time they had almost two feet of snow cover.

A continued effort was made to keep the airport and road open since "operation haylift" flights were being made from the Delta Airport. Food and supplies were dropped to stranded families and sheep-herders. Most of the sheep had been reached by land parties by the time operation haylift was organized, however, some hay was dropped by aircraft operating from the Delta field.


18.1 Direct Taxes on Individuals
Direct Taxes on Corporations 11.9
Excise Taxes 7.8
Customs and Other Taxes 3.1
RECEIPTS
National Defense 14.3
International 6.7
Veterans 5.5
Interest 5.5
Health - Security 2.4
Natural Resources 1.9
Agriculture 1.7
Transportation 1.6
General Government 1.2
Education .4
Housing .4
Labor .2
Commerce .1
Industry
EXPENDITURES
Federal Budget
Revenues and Expenditures
Fiscal Year 1950 Estimated
Billions of Dollars
Receipts Exclude New Tax Proposals
BUREAU OF THE BUDGET


Federal Grants to States
Fiscal Year 1950 Estimated
(Includes Proposed Legislation)
Highways $470 Million
$1.1 Billion Public Assistance
DOLLAR
TOTAL $2.5 BILLION
Other $239 Million
School Lunches $75 Million
Education $323 Million
Public Health $110 Million
Employment & Unemployment Compensation Offices $135 Million
BUREAU OF THE BUDGET


Federal Civilian EMPLOYMENT
Executive Branch
1949-1950
Averages
2,065,000
2,085,000
925,000
480,000
180,000
500,000
National Military Establishment
Post Office
Veterans Administration
All Other
Fiscal Years Estimated 1949 1950
BUREAU OF THE BUDGET

Question Box eh!

Q. If I am an employee with permanent status, when must I take another examination?

A. There is no need to take another examination to maintain your present job. If you desire to change your line of work or be promoted, your experience record will be evaluated and if adequate you may be requested to take a formal examination if one has been announced since March, 1946. The Personnel Division 6-230, is responsible for this determination.

Q. What is the present status of the examining program as it relates to Radio Maintenance Technicians, Aircraft Communicators, and Air Traffic Controllers?

A. A written test of the recently inducted Radio Maintenance Technician examination has been scored. The application forms have been turned over to the Rating Examiners for necessary screening on the candidates' experience records. We estimate that the grades will be completed and the candidates notified sometime during March. For the other positions, examinations have been written by the CAA and forwarded to the Civil Service Commission for their approval. All non-status people will be permitted to compete for the positions which they occupy.

Q. Why aren't all job requirements standards published to the field?

A. The Personnel Division has a project underway to complete job requirements for all positions within the Region. When completed, all standards will be published to the field in the form of a manual or booklet.

Q. If I am demoted in title and/or grade only, when does my waiting period start for my next periodic pay increase?

A. Your waiting period started as of the time you received your last increase in salary. The change of title and/or grade has no bearing on the case. The theory of periodic pay increases is that every employee should receive an administrative raise once every twelve months (up to CAF-11's and/or equivalent) or once every eighteen months for CAF-11's and/or equivalent or above, providing his last efficiency rating is "Good" or better, his present conduct and services are satisfactory, and he is not in the top step of his new grade.

COMPLETED STAFF WORK

Probably a majority of us in the Regional Office, and to a lesser extent at field stations, are given "staff" assignments as part of our duties. Another Government agency has issued a memorandum regarding staff work which contains such good common sense that we all should benefit from it.

* * * * * * *

"Every day we see instances where a staff officer is given a job to do and then, although he does not realize it, fails to complete it properly.

"Completed staff work is the study of a problem and presentation of a solution by a staff officer in such form that all remains to be done on the part of the head of the staff division is to indicate his approval or diapproval of the completed action. The words completed action are important, because the more difficult the problem is, the more the tendency is to present the problem to the head of the staff division in piece-meal fashion. It is your duty as a staff officer to work out the details. You should not consult your chief in the determination of those details no matter how perplexing they may be. You may and should consult other staff officers. The product of your work, no matter what it is, should, when presented to the chief for approval or disapproval, be worked out in finished form.

"The impulse which often comes to the inexperienced staff officer to ask the chief what to do occurs more often when the problem is difficult. It is accompanied by a feeling of mental frustration. It is easy to ask the chief what to do and it appears so easy for him to answer. Resist that impulse. You will succumb to it only if you do not know you job. It is your job to advise your chief what he ought to do, not to ask him what you ought to do . . . He needs answers, not questions . . . Your job is to study, write, restudy and rewrite until you have evolved a single proposed action - the best one of all you have considered. Your chief merely approves or disapproves. Do not worry him with long explanations and memoranda. Writing a memorandum to your chief does not constitute completed staff work, but writing a memorandum for your chief to send to someone else does . . . . The theory of completed staff work does not preclude a rough draft, but the rough draft must not be a half-baked idea. . . .

"Completed staff work may result in more work for the staff member, but it results in more freedom for the chief. This is as it should be.

"When you have finished your completed staff work, the final test is this: If you were the chief would you be willing to sign the paper you have prepared and stake your professional reputation on its being right? If the answer is in the negative take it back and work it over because it is not yet completed staff work."

PERSONALITY OF THE MONTH

Charles B. Donaldson

Civil engineering and marine navigation have been followed by C. B. Donaldson, District Airport Engineer, Carson City, intermittently for more than two and a half decades.

Charlie (they called him "Boyd" until he came with the Federal Service) regards his Carson City assignment as the normal size load to stimulate the imagination and yet not break down one's constitution. Charlie has been in positions where this was not necessarily the case.

In 1941, he was given the nod to be Director of the Airports Service for the CAA in Washington, D. C. during the war years. For six years, he guided the activities of the airport program. In January 1947, he realized that his health was on the verge of breaking and applied for transfer to a field activity. That month he reported to his Carson City assignment and is frank to admit that he didn't go wrong.

Donaldson's background in engineering dates back to his first assignment in 1915 as a rodman and transit man with a civil engineering firm in Grand Rapids, Michigan. The Army made good use of his drafting and surveying ability when he was a non-commissioned officer with Company K of the 126th Infantry in World War I. Following his discharge in 1918, he continued his construction work with the Quartermaster Corps on a job in Puerto Rico.

All of this time, the yen for the sea had absorbed his interest. He went with the Merchant Marine studying navigation and marine engineering and eventually wound up as a Navigation and Deck Officer. Charles dabbled with the Merchant Marine and civil engineering task for the next seven years.

In 1927, he began his aviation career and started a barnstorming tour from the Canadian border to the Gulf of Mexico.

His initial association with the Federal Service was as an Airport Advisor in Pennsylvania. He was called into the Washington Office to direct the Airport Engineering Service in 1939. After a successful tour of duty in this spot, he was chosen to direct the entire national airports program.

Charlie's side line activity during the past ten years has been citrus growing. Until only recently, Donaldson owned an orange grove in Vero Beach, Florida. He had intended to make Florida his eventual home but as he is quite well satisfied with the West, he has placed his orange orchard on the market.

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STAFF HI-LITES

PERSONAL FLYING AND AVIATION INFORMATION:

The Assistant to the Regional Administrator for Personal Flying and Aviation Information, M. E. Beeman, spoke to a group, composed of city officials, city airport commission, Sheriff's Aero Squadron, and flying clubs from Chico and Auburn, California, on "The History and Trends of Private Flying". This meeting was called and organized by the Chico Flying Club.

Mr. Beeman attended the State-wide Conference on Agricultural Use of Aircraft held at the University of California, College of Agriculture, Davis, California, which was called by the California Aeronautics Commission. At the conclusion of the conference, a demonstration was held at the University Airport of equipment for seeding by both aircraft and helicopter.

AVIATION SAFETY HI-LITES

AIRCRAFT BRANCH:

United Helicopters, Inc. have equipped one of their flying machines with dusting equipment and they are running extensive tests to determine what sort of tanks and spreaders would meet the need of the duster industry. This equipment is being designed in close cooperation with duster interests, approaching the problem from the standpoint of the operators' need.

United Helicopters, Inc. also plans to conduct a coast-to-coast tour in the near future for demonstration of Model UH-12 helicopter in a number of cities. Watch for future issue of Life magazine with interesting pictures of the UH-12 helicopter flying without benefit of a pilot.

During the past month, Consolidated-Vultee Aircraft Company has delivered one Model 240 aircraft to Australia. Ryan Aeronautical Company has delivered a Navion to Uruguay and also one to France.

AIRMAN BRANCH:

Twenty-six American Airline Flight Engineers have been certificated to date. Twelve examinations in DC-6 aircraft were conducted by A. C. Burns, Chief, Technical Personnel Division, Airman Branch. Two and one-half hours for the oral flight engineer test and one and one-half hours for the flight test is the minimum time required for each individual. One of the American Airlines' pilots has been designated as a Flight Engineer examiner to assist in the workload.

FLIGHT OPERATIONS BRANCH:

"Hands Off" Landing Approach

Messrs. Niemeyer, Allen, Keeler, Petersen, Seely, Campbell, Webb, Gaines, Lewis, and Doctor Adams participated recently in a highly successful flight demonstration of the Bendix Automatic Flite Path Control equipment in the CAA DC-3 aircraft.

This equipment is electrically controlled and is three positional. Position No. 1 flies the plane on automatic pilot, maintaining altitude and direction. Position No. 2 (localizer position) follows directionally a ground control ILS radio beam in addition to the automatic pilot function. Position No. 3 combines Position No. 1 and 2 and controls the plane in following a glide path (i.e. controls the throttles and attitude to govern the rate of descent for landing.)

Although the equipment is designed for automatic approaches rather than landings, the demonstration included several landings in which the wheels of the aircraft touched the ground before the pilot took over.

The main features of this new type control equipment is smoother action and more positive control.

Agent Brennan was assigned to assist the Royal Dutch Airline, KLM, in familiarizing some of their captains with local flight procedures, in the event that a route to Batavia via the U. S. is authorized this foreign flag carrier.

Agent Gammon represented the Flight Operations Branch at a two-day conference in Washington for the purpose of discussing Sixth Region Air Traffic Control procedures.

Frank A. Allen, Chief, Non-scheduled Operations Division, participated as a speaker at the conference on agricultural usage of aircraft held at Davis, California, on February 8th and 9th. Mr. Allen spoke on CAA activities in connection with crop dusting and seeding.

AIRPORTS BRANCH HI-LITES

The Tucson Airport was the center of activity on February 12, 13, and 14 when the Arizona Airport was reopened in a civilian capacity with 33,000 people in attendance.

Those representing the Sixth Region were H. A. Hook, S. S. Boggs, C. H. Jones, and J. K. Hicks. These representatives were able to renew an old acquaintance with Bob Schmidt, our former Superintendent of Airports, who is Manager of the Tucson Airport.

Conference of Superintendents of Airports Branches, Washington, D. C.

The Superintendent attended a conference in Washington of Superintendents of Airports Branches from all Regions to review the tentative 1950 Program based on target figures as contained in the President's recommendation to the Congress, and to discuss and revise basic policies. The agenda included review of methods and procedures for administering the Federal Airport Program on a decentralized basis, the major objectives of a National Airport Plan, and the perpetuation of airports through a sound management and compliance program. District Airport Engineers of Region Six gathered in the Regional Office prior to the Washington conference to formulate and compile estimates for proposed projects within the respective Districts.

FEDERAL AIRWAYS HI-LITES

COMMUNICATIONS BRANCH:

VHF Range Program

A circuit for selective control of either the low frequency range of the VHF range or both from the operator's position has been devised, installed and tested and appears to operate satisfactorily at Huntington Beach. This equipment has been devised as a stopgap measure to give control and remote voice operation over VOR facilities during the interim period before console equipment becomes available.

Equipment similar to that built up for Huntington Beach has been constructed and tested for the Oakland VOR facility, and similar equipment will be constructed and installed at other facilities in this Region.

The Red Bluff VOR facility is being arranged for control over a common control line with the low frequency range facility. This type of operation will require that dialing numbers for VOR range functions be different from those for the low frequency range facility, so that separate control of either facility will be provided.

The Ukiah VHF facility has been completed insofar as range station equipment is concerned, and a preliminary flight has been accomplished. Additional work will be required at this site before acceptable courses can be produced. It may be of interest to note that the Ukiah facility could only be reached by walking approximately two miles through snow, which was as much as four feet deep in places, and carrying of tools and equipment through this snow complicated installation details.

The Modesto VHF range facility has been completed, and a system which provides automatic monitoring and automatic transfer from a bad set of equipment to a stand-by set of equipment has been installed. This system will be used at range facilities where a control circuit to an existing DT station is not available. We expect that final flight check and commissioning of the Modesto facility will be accomplished in the near future.

The Tucson, Arizona, and Douglas, Arizona, VOR facilities have been completed insofar as equipment on hand allows and are being arranged for remote control, using equipment similar to that installed at Huntington Beach. We expect that final flight checks and possible commissioning of these facilities will be accomplished in the immediate future.

Improved sideband generators have been installed at St. George, Utah, and are in the process of being installed at Las Vegas, Nevada, at the VAR facilities. This new equipment should provide easier maintenance and more reliable operation of the existing VAR facilities. Installation of additional control equipment has also been accomplished at Hanksville, St. George and Las Vegas to provide aural monitoring of the aural courses of the VAR facilities at those points. This installation will allow monitoring in category I, which is desired for permanent operation of these facilities.

Instrument Landing Systems

Final tune-up of the Fresno Instrument Landing System, following conversion from phase comparison operation to equi-signal operation, was commenced at Fresno on February 14.

Radio Engineer Roy Balaam and Radio Technician Glenn Kassing have both recently qualified themselves for an antarctic expedition in attempting to complete reinstallation of the Salt Lake City Instrument Landing System localizer. Both of these gentlemen worked in an unheated antenna shelter in temperatures that ranged from below zero to plus 14° Fahrenheit, in addition to digging through ten-foot snow drifts for buried cables and to release trucks and other equipment. Br-r-r-r!

INSAC

The Gila Bend, Arizona, INSAC control station has been moved to new quarters at the present field.

Establishment of low frequency voice service at Bryce Canyon and St. George has been held up for transmitter replacement parts. The estimated completion date is March 1, 1949.

Mr. Henry A. Selby from the Washington Office is here in connection with installation of the Los Angeles-Saddle Peak VHF link. Washington approval has been given for installation of remote receivers and transmitters at Saddle Peak, which will serve the INSAC at Los Angeles.

Conferences

A Maintenance Inspectors' conference was held at the Regional Office from February 14 to 18, inclusive. Those in attendance were Messrs. E. H. Becker, E. B. Rarer, H. E. Bertuleit, O. A. Covert and G. R. Thornburg.

A joint meeting of the Communications Branch Maintenance Inspectors and Plant and Structures Los Angeles zone personnel was held for discussion of delineation of maintenance duties in accordance with MANOP I-E-1 and related problems.

Radio and Radar Aids Classes

Tentative selections for attendance at the Aeronautical Center Radio Aids Class Number 12, which is anticipated to start sometime during April, 1949, are as follows: Maintenance Inspector M. E. Zeigner, MTIC W. C. Eastwood, Relief Maintenance Technician H. G. Pack and Maintenance Technician F. H. Horn. MTIC C. Wallach and Maintenance Technicians (Radar) J. A. VanVoorhis and S. Randler have been tentatively selected to attend the Aeronautical Center Radar Aids Class Number 3, which is scheduled to begin on April 11.

Snow Problems

MTIC Tucker and Maintenance Technician Osborne were pretty busy lately shoveling snow which was piled up to a depth of three and one-half feet around the Wendover VOR. Said Maintenance Technician in Charge (lately from Tanacross, Alaska), "There is more snow and cold here than in Alaska."

Also, there has been more than two feet of snow at the Tempie Fan Marker and, having no snowshoes, it is quite a problem to get supplies in; however, the Federal Grazing Department says they have some stock in that area and may be in a position to open the road soon.

PLANT AND STRUCTURES:

An acceptable operating agreement has been reached with the City of Sacramento, and leases with the private owners involved have been negotiated for the instrument landing system installation at Sacramento Municipal Airport. The contract for the construction has been awarded to Jennings & Jennings of Cedar City, Utah, and it is expected that work will get underway on or about March 1, 1949. Gerald R. Webb has been assigned as project engineer.

Construction of the new INSACS quarters at Gila Bend is now complete, and the new quarters rate with the best in the Region. Norman C. Seewald was in charge of the construction work.

The INSACS quarters at Blythe have been expanded by a 12-foot addition to the existing building. Concurrent with this work, a briefing counter and a new floor furnace were installed.

Relocation of the Castiac, California fan marker was started February 28 and will be accomplished by force account under the supervision of Construction Superintendent Harry E. Daniels.

Bids were opened for construction of the various components involved in the Precision Approach Radar (PAR) and Airport Surveillance Radar (ASR) installations at the Los Angeles Municipal Airport. We expect to award a contract and get construction underway in the immediate future.

The second of the annual P & S Maintenance Division District Conferences (District I) was held at the Los Angeles Regional Office on February 14 and 15. The next conference is scheduled in District IV in Phoenix on March 3 and 4.

The P & S Maintenance Division salvaged NC-55, Twin-engine Beechcraft, which was forced down in the East side of the Great Salt Lake. Salvage operations were accomplished under extremely difficult conditions due to snow, cold weather and unstable ground. The plane was finally raised by means of air-jacks. Specially constructed skids were then placed under the wheels, and with motive power supplied by two Army Weasels, the plane was towed some eight miles to solid ground, where it could be loaded on a transport. Operations were supervised by R. S. Duce, Chief of the Structures and Grounds Section. The Air Force at Hill Field, Ogden, Utah, cooperated to the fullest extent in loaning us the special equipment required.

Due to heavy snows, and blocked roads, highways and trails, we are encountering extreme difficulty in servicing many of the sites. Our road crews have been opening up roads, but progress has been slow because of continuing storms and drifting, which in some cases have blocked roads as fast as they could be opened. Relief Airways Maintenance Technician H. G. Hardy utilized a ski-equipped airplane in servicing Promontory Point, Utah field and beacon and the beacon at Locomotive Springs, Utah.

The Plant and Structures Branch bulldozer-equipped tractor was placed at the disposal of the Grazing Service at Elko, Nevada for a period of one week. This equipment, operated by Construction Foreman Otto T. Bowie and Equipment Operator Dean O. Jaynes, was used to open up supply roads to isolated ranchers, sheep and cattle herds in the Wendover, Utah area.

OPERATIONS BRANCH:

Operation of the airport traffic control tower at Ogden was taken over by CAA January 30. On that date, the new tower structure was placed in operation.

Thirty Filipino trainees were assigned to the San Francisco Bay Area for on-the-job training prior to departure February 25 for Manila. Fifteen of these are traffic controllers who received their training in the Oakland Center and Tower. Fifteen are aircraft communicators who received training in San Francisco OFACS. These trainees recently completed one year of training at the Oklahoma City Standardization Center and are now en route home.

Roe Lemmer, Jack Koers, Don Himes and Larry Morton of the Los Angeles Tower are spending the month of February in the Chicago Tower undergoing training in GCA procedures. This is preparatory to the installation and operation of precision beam and surveillance radar devices in the Los Angeles Tower. Shirley Smith, 6-92, is also visiting the Chicago Tower to observe radar and approach control procedures in use in that area.

Weather is still playing tricks on the Sixth Region, especially in the mountainous areas. There has been an unusually heavy snowfall with major storms occurring in many areas at the rate of two to three per week. Our field employees have done an unusually fine job in keeping things going under these most severe conditions.

CAPITAL GLEANINGS

In reporting out the first money bill the other day, the House Appropriations Committee gave indications that it will be sympathetic and responsive to the various Agency and Departmental budget requests for the next fiscal year.

Chairman Cannon and his group went along with nearly everything asked for in the year's first deficiency bill.

A House Executive Expenditures Subcommittee, headed by Representative Karsten, Democrat of Missouri, will hold hearings within the next few weeks on legislation to increase the present $6.00 per day travel allowance of Government employees to a maximum of $10.00 a day.

An informal poll of members of the House Labor Committee shows that most of them will support legislation to provide increased injury compensation benefits to Federal employees. Chairman Lesinski of the Group has introduced a bill to increase the present $116 monthly payments to a new maximum of $225 a month.

Several pay raise bills have been introduced in the House.

AIRPORTS INCREASE

The monthly statistical report to the Administrator shows mixed trends in civil aviation, with the number of aircraft and airports rising. The statistics are as follows:

	1948	1947
Airports recorded with CAA, December 31:	6,414	5,759
Commercial:	2,989	2,849
Municipal:	2,050	1,818
C.A.A. Intermediate:	161	178
Military:	398	501
All Others:	816	413
Civil Airports :	6,016	5,258
Total U.S. Aircraft, December 31 :	95,997	94,821
Scheduled Air Carrier Aircraft, 12-31 :	1,065	971
Civil Aircraft Production, November :		
Total:	317	615
2-place models:	99	245
3, 4 & 5-place models:	195	349
Over 5-place models:	23	21
Certificates Approved, November :		
Student Pilots:	3,665	9,081
Private Pilots:	4,318	8,051
Commercial Pilots:	631	393
Airline Transport Pilots:	73	59
Mechanics (original certificates):	749	877
Ground Instructors (original certificates):	121	235
Flight Instructor Ratings :	183	293
Instrument Ratings :	131	97