REGION VI NEWS

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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE JOB OF AN AIR CARRIER MAINTENANCE AGENT

The role of the Air Carrier Maintenance Agent has, in recent years, assumed a character similar to that of a coach on collegiate or professional football teams. He is a trained observer who can detect symptoms of trouble and call for the proper corrective action to prevent that trouble from materializing into unfortunate results. The Air Carrier Maintenance Agent is able to render a type of service to the air transport industry which is not available elsewhere. The Agent, like the coach, is not actually engaged in doing the work and, therefore, is in a better position to see the overall picture--its strong and weak points. As such an observer, he is actually representing each passenger who rides the scheduled airlines and the passenger's family and friends who have his safety as their prime concern.

The maintenance portion of the scheduled airlines represents one of the more progressive and efficient minded organizations of today's business world. In addition, they are operating one of the most expensive and complex machines in a highly competitive field and on a world-wide basis. Coupled with these facts and realizing that aviation is inherently safe, but unforgiving of mistakes, each move must be correct. Unless it is physical, as well as economical, disaster will occur.

The Maintenance Agent deals with the management of the airline on the carrier's policies, procedures, methods, facilities, and personnel that are utilized in maintaining their aircraft fleet. By this means, a single action taken on the part of the Agent will affect hundreds of employees and scores of aircraft, as well as unlimited numbers of the traveling public. The farflung effect of the Agent's decisions reflects the need for their validity.

The Agent's prime concern is complete familiarity with the air carrier, which is principally gained by observation of the functions of the main base. This includes review and approval of maintenance manual and publications and

weight control procedures, review of logs of the aircraft, review and approval of technical data leading to modifications and repairs of aircraft, and spot inspections of sample aircraft of the air carriers fleet. The training given to maintenance employees is also scrutinized for its adequacy.

As an example of the service rendered to both the public and an air carrier a specific instance is recalled. The assigned agent, through his review of the records of an air carrier, observed what appeared to be an excessive number of errors made by maintenance personnel during the servicing of the aircraft at the main base. Armed with facts, the Maintenance Agent approached the management of the air carrier to determine the cause of the "errors" and to establish measures to prevent their recurrence. Based on the facts, the management was convinced that a deficiency did exist and agreed to first initiate their own investigation and then propose changes to prevent recurrence of the errors. The air carrier's investigation confirmed that of the agent's and, as a result, offered a revised organizational structure. This change not only resulted in the elimination of a large portion of the errors previously occurring, but led to more efficient procedures which reduced the maintenance cost of the airline.

At designated intervals, complete inspections of all the enroute facilities are made to determine their adequacy, as well as observation of the actual operation of the aircraft while in scheduled service.

In the case of facility inspections, the effect on company personnel of not knowing when an inspection of their facilities will be conducted results in a better quality. Such a procedure naturally encourages better housekeeping which indirectly aids safety, efficiency, and good will of the public.

When a new service or type of aircraft is being offered, it is the responsibility of the Maintenance Agent to actively engage in the establishment of procedures, methods, and training in connection with the contemplated service. He must also act as observer while the air carrier proves that the proposals are adequate before actual schedule begins.

Due to the complexity of the modern aircraft, some specialization by the Maintenance Agent has taken place. This is indicated best by the Electrical-Electronic Maintenance Agent. Regardless of his individual specialization, the Agent must keep himself technically qualified at all times on modern equipment to be able to adequately judge the quality of maintenance being performed and any inherent weakness in the equipment.

WHICH ARE YOU?

The Boss drives his men - the Leader coaches them.
The Boss depends upon authority - the Leader upon good will.
The Boss inspires fear - the Leader inspires enthusiasm.
The Boss assigns the task - the Leader sets the pace.
The Boss says, "Get here on time" - the Leader gets there ahead of time.
The Boss fixes the blame for the breakdown - the Leader fixes the breakdown.
The Boss knows how it is done — the Leader shows how.
The Boss makes work a drudgery - the Leader makes it a game.
The Boss says "Go" - the Leader says "Let's go".

Which are you?

Regional Administrator's Column

NEW PER DIEM RATES

In the last issue of Sixth Region News, an item was included in the summary of the Regional Administrator's Staff Meeting announcing the Congressional action establishing a new maximum per diem rate of $9.00. Administrative Order No. 252 has now been issued establishing the per diem rates for the various types of travel. A number of questions have arisen concerning these rates and it therefore appears in order to discuss the subject so that all of us will have a clearer understanding.

The Act does provide for a maximum $9.00 per diem rate. However, it also stipulates that all Government Departments and Agencies are responsible for fixing rates appropriate to the type of travel involved, such rates to be lower than the $9.00 maximum figure when the type of travel does not justify the full rate. Obviously, a per diem allowance is intended to cover only the normal expense of hotel and meals and certainly is not intended to exceed these costs.

At the request of the Washington Office, this Region, along with all the others, submitted our recommendations and the national policy was established as set forth in our Administrative Order No. 252. Incidentally, the national policy as established differs only in minor detail from that recommended by this Region. Some individuals have intimated that there is a possibility of unjust distinction in the policy as now written. It is not believed that there is any unjust discrimination since the analysis was made and the rates established on the basis of the various types of travel. It is true that the Administrative Order mentions classes of personnel, but it is the type of travel they are engaged in in the performance of their official duties rather than the personnel themselves that govern the establishment of the appropriate per diem rate.

One of the main considerations taken into account is the fact that where travel is repetitive in nature such that the individual frequently covers the same points in his assigned area, it is possible for him to locate and utilize accomodations at more reasonable rates than would be the case if he visited these points only once or twice in the course of a fiscal year. It is likewise true that some of our key officials do not have the option of much selection when they travel to cities for the purpose of meeting with industry executives or other Governmental officials located in downtown areas. This factor, together with the element of infrequency substantiates the maximum rate for this type of travel.

It is my belief that the analysis of the problem and the fixing of the rates is as fair and equitable as could be accomplished under the existing circumstances. Over a period of time, if experience discloses that there are some inequities in the scale of rates which should be rectified, this office will be glad to take the appropriate action to recommend a change in the presently established policy.

In the meantime, I am sure we can depend on all of the 6th Region traveling personnel to accept the policy which has been fixed after consideration of the recommendations of all the Regions. Certainly these new rates provide a distinct measure of relief when compared with those in effect prior to July 1.

To overcome the sometimes erroneous thought that you are a good supervisor, let's assume for the moment that you have room for improvement in every necessary leadership quality. Study yourself so as to unearth your faults. (not an easy task). Admit your weaknesses. (That, in itself, shows strength of character). Finally, make yourself change any personal habits that stand in the way of your development and advancement.

As you see, it's not easy to become a good supervisor. The elements we have touched on above have primarily dealt with personal leadership. Even though this is not the only responsibility of good supervision, it is a major one.

The job of satisfying management and the worker presents a difficult assignment even under the most favorable conditions. In accomplishing your job as the "middle man" you must plan the programs or projects given you and establish the methods and procedures required to accomplish your objective. Some of the things inherent in this job will be: creating the proper enthusiasm for the job at hand; providing adequate training and/or clarification of assignments; raising quality and quantity of performance; develop pride in accomplishing a good job; analysing operations to determine causes for errors or omissions and prescribe corrective measures; setting up the necessary controls; and establishing follow up methods.

This article merely scrapes the surface on such an all-important subject. Admittedly the above is not the "panacea".

You can make yourself a much more valuable individual to the CAA by realizing that you, as a supervisor, are paid for what results you accomplish through your subordinates. Devote some time to studying how you can "up" your output by improving this relationship. It will pay big dividends to you and the CAA.

Your Job as the Middleman

AERIAL CROP DUSTING

This is the twenty-eighth year for the aircraft as an implement used for agricultural work. It was that long ago that one was used to dust a grove of caterpillar-infested catalpa trees. Little is known about the flight except that it was successful and that it marked the start of what is now one of the essential parts of aviation and agriculture.

There are more than twenty kinds of work that can be done with the agricultural aircraft, however, only the duster, seeder or sprayer will be mentioned here. Operators identify their aircraft as dusters regardless of the type. They say duster when talking about a sprayer, so if duster is mentioned here, just stretch your imagination a bit. There are 225 commercial dusting companies using more than 2,000 aircraft as dusters, seeders and sprayers in the United States. In the Fresno District, there are 32 operators using 208 aircraft. 21 are using from 5 to 24, and 11 are using 1 to 4. One operator in the district started in business nineteen years ago. He owns his own airport, 35 aircraft, and has 24 dusters and sprayers working. During the nineteen years, one fatal accident mars his record.

Dusters or sprayers are used for crop pollinization, defoliation, dusting, seeding, weed killing and pest control. Seeding is done with a duster. Materials used include chemicals, insecticides, fertilizer and grain. When seeding, the seed is wet or dry. Rice is soaked before being planted. Sulphur has been used for years. 2,4D is relatively new. Some materials are inflamable, some injurious to those handling it, and others have no ill effect. Most of the materials used are powder or liquid in form. There are certain powder materials that cannot be used in dust form because they will drift, and may damage nearby crops. The use of 2,4-D is prohibited in dust form, and must be mixed with liquid to eliminate the possibility of drifting. An operator must be more than a pilot to be successful in the dusting business. Knowing what materials to use, how much to apply, proper time for the application, and how to prepare the materials are a must.

The majority of dusters are commercial aircraft that have been converted by installing special equipment. The most popular makes are Stearman, Boeing, N3N, Travelair, Standard, Waco, Laird, Aeronca, Piper, Bell and Hiller. The last two are helicopters. Recently, two manufacturers of commercial aircraft announced that they intend to manufacture aircraft for agricultural use. The duster equipment consists of a hopper, agitator and a spreader. A special gate controls the amount of material used. There are three types for the sprayer, the exposed boom and spray nozzle, the concealed boom and nozzle, and the rotary brush type. Operators make up the equipment, or purchase it from companies who make up kits.

When converting an aircraft to a duster, it is necessary to make structural changes that must be approved by CAA. More powerful engines replace the engine originally installed, wheel and brake changes, alterations that change the configuration, increased load and greater C.G. range also require approval and flight tests. Aircraft Engineering, Power Plant, Propeller, Flight Engineering, Manufacturing Inspection, Maintenance Inspection, Airman Branch, and district office agents all have their part of the work to do in approving the duster. The operator who insists on building his own equipment to conform to his idea of the perfect duster along with the ever-increasing number of new-comers in the business are responsible for increased sales of aspirin tablets to the CAA. Maybe that is why we have so many good dusters.

Operators, pilots, mechanics and salesmen in the business all have their problems too. The operator tries to outguess the weather, pacify the dairy man whose cows ate some dust that drifted into his pasture, or adjust the price for replacing high tension lines that one of his pilots took out. The chief pilot lines up the pilots for a job and the last minute two or three fail to show up. The mechanic's troubles are too numerous to mention here, and the salesman hears the same story about high prices every day. Seriously, they all do a good job, and get the work done. The duster pilot deserves a lot of credit. He is an expert; he has to be if he wants to be around long. The average age for duster pilots is about 35. Their ages range from 21 to 55 years. The must for the duster pilot is confidence. If there is any doubt in his mind that he couldn't fly under a '49 Hudson, he should forget the dusting business.

Dusting is done in the early part of the day, before the wind comes up. Operators, pilots and swampers are getting up when most people are going to bed. Dusting is contracted for by the acre. The operator furnishes the aircraft, pilot, swampers and the materials. The swampers service the aircraft while the aircraft is being loaded. They also act as timekeepers. Loaders are generally furnished by the rancher.

SLICK AIRWAYS, INC.

The idea of what is today Slick Airways, Inc, was first conceived in 1944 by Earl F. Slick and Samuel C. Dunlap, III, both of whom were then Army Air Corps Officers and pilots in the Air Transport Command. Based upon the phenomenal record achieved by the armed forces in transporting millions of pounds of freight by air, they felt that the shipping public would be ready for, and could be sold on, the economies of shipping their freight by air. What was an idea became a reality in October, 1945, when Mr. Slick and Mr. Dunlap definitely decided to organize a company that would carry only airfreight.

One of the first steps was to obtain the most efficient aircraft available for this type of operation. They conducted considerable research work and analyzed all of the planes then in service to determine which type was the most economical freight plane, taking into consideration the distances of the hauls contemplated; namely, transcontinental, and from the East Coast to Texas. Their studies convinced them that the C-46 Curtiss Commando was the outstanding plane for development and carrying airfreight. Early in November, the Reconstruction Finance Corporation declared eleven C-46E's surplus, and on November 29th, which was prior to the incorporation of the Company, Mr. Slick personally purchased nine of these aircraft. All nine of these planes were practically new, having had a maximum of 100 hours and an average of forty hours' flying time prior to purchase by Mr. Slick. During the latter part of December, the nine planes were ferried from Ontario, California, and Walnut Ridge, Arkansas, to San Antonio, Texas.

SLICK AIRWAYS BURBANK TERMINAL

Slick Airways was formally incorporated on January 4, 1946, and the next job was to build an organization and to modify and license the aircraft for commercial operations. A former Army installation at Alamo Airport, San Antonio was leased for use as a major overhaul base and general offices. Experienced maintenance and engineering personnel were available from the major aircraft manufacturing industries because of deactivation at the end of hostilities. Fortunately, many of these came from Curtiss-Wright, the manufacturer of the C-46 aircraft. Sales and traffic personnel came from rail, motor and air transportation companies; pilots from the armed services and certificated airlines; and other qualified personnel from many diversified industries. Because of the opportunity offered with a new company in a new industry, exceptionally able people were available.

Another aircraft was procured from a private individual, and by March, three of the ten aircraft were fully licensed and ready for operation. This CAA license authorized a gross weight of 45,000 lbs, which permitted a transcontinental payload of 10,200 pounds with an average of two gas stops and a payload of 12,200 pounds for shorter hauls.

During the periods that the aircraft were being licensed, the Sales and Traffic Departments were active in leasing facilities and opening offices throughout

the United States. Prior to March 1, 1946, sales offices and freight stations were opened in New York, New York; Newark, New Jersey; Chicago, Illinois; Dallas, Texas; and San Antonio, Texas. Shortly thereafter similar facilities were opened in San Francisco and Los Angeles, California; Detroit, Michigan; and Philadelphia, Pennsylvania. Much of the sales work was of a development and research nature, as up until this time no one knew whether volume airfreight industry was a reality or a dream. The first reactions obtained from what appeared to be two of the most logical industries; namely, clothing manufacturing and florists, were somewhat discouraging. Despite the lack of encouragement, the management felt confident that the day of volume airfreight had arrived, provided that the rates charged were not too high.

PART OF ENGINE OVERHAUL SHOP, ALAMO FIELD

Following the original service between Chicago, Fort Worth, Dallas and San Antonio, the service offered by the Company developed rapidly as additional planes were licensed; and in May, 1946, a contract was signed with one of the largest growers and shippers of produce on the West Coast, to transport five planeloads of fruits and vegetables per week from Salinas, California to Newark, New Jersey. This contract permitted the Company to commence transcontinental operations and to demonstrate to large department stores and merchandising houses that Slick was in a position to offer the regular service that their business required.

Even before the Company came into existence, it was recognized that a stable business could not be established without official approval of the Civil Aeronautics Board in the form of a franchise. One of the first steps, therefore, was the filing of an application with the Board for a certificate of public convenience and necessity. This application was consolidated with other applications into the Air Freight Case and hearing set thereon for December, 1946.

A variety of products began to move regularly by air, including machine parts, automotive parts and accessories, hardware, pharmaceuticals, dishes, dresses, engines, baby chicks, turkey eggs, dogs, furniture, corpses, sea foods, flowers, and general merchandise. This list has steadily grown until now the list of commodities carried includes practically everything except items such as coal and wheat. Many large chain stores completely revised their distribution and inventory systems. Many industries have been able to greatly expand their markets.

The air freight case turned into a lengthy and expensive proceeding with all of the certificated passenger airlines intervening and protesting the granting of certificates to any all-freight carriers. The Civil Aeronautics Board, realizing that the freight carriers were hampered by the restrictions placed on contract carriers, issued, in July, 1947, a new exemption order which permitted common carrier operations, pending the outcome of the Air Freight Case. On April 29,

(Continued on page 18)

MASS MOVEMENT OF KAISER FRAZER PARTS

PERSONALITY OF THE MONTH

William N. "Bill" Hudson, Aviation Safety Agent, a relative newcomer to the CAA, is an old timer in the aviation industry. Bill, who came to the CAA in 1945 following his release from the Navy, has held, or now holds, certificates entitling him to fly every known type of aircraft with the exception of rigid airships, the autogyro and the ornithopter. This includes certification to fly all weights and classes of fixed wing aircraft. Gliders, free balloons, non-rigid airships and helicopters are as commonplace to Bill as the Piper Cub is to most aviators.

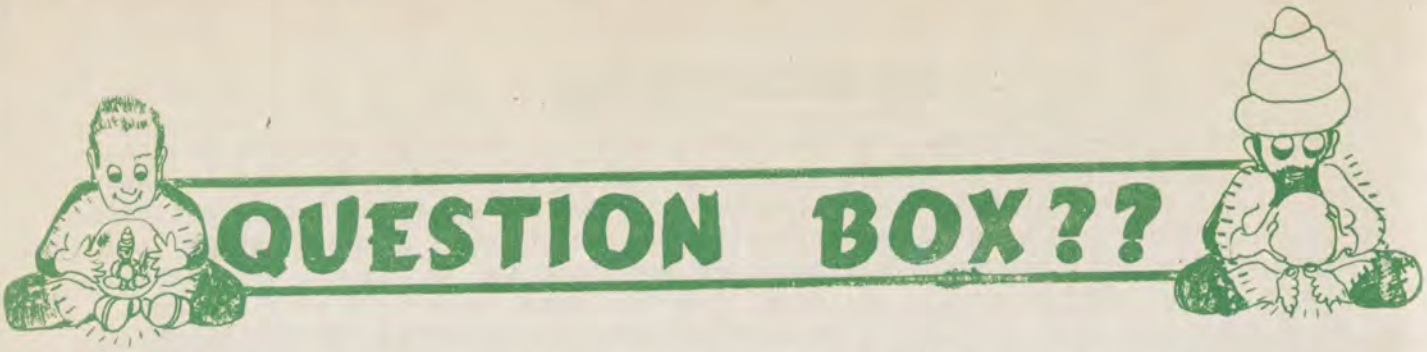
Bill, who will be 50 years old August 25, was born on a farm near Moweaqua, Illinois (he says, without blushing, "that's near Decatur") When he was a small tot, the family moved to a farm near Norfolk, Virginia. He grew up and, after finishing school at Staunton Military Academy, took over management of the farm when his father died in 1918.

The aviation bug bit Bill in 1919 while he was sightseeing at the Virginia State Fair, Richmond. He received his first ride in an airplane that day as a result of the generosity of several boyhood pals who pooled their funds to pay for the 10 minute ride. What he did not know was that his friends had passed the pilot a ten dollar bill with instructions to give young Hudson "the works". The pilot earned his money, putting the ancient plane through every known acrobatic maneuver. Bill remembers it as the "dammedest ride I ever had". That first ride, filled with thrills as it was, determined Bill's future for him. He prevailed upon his mother to sell the farm to finance his pilot training, and enrolled in a school at Hatboro, Pennsylvania, April 1, 1920. On Friday, April 13, 1920, 113 flying minutes later, Bill soloed. His record, made while flying a Canadian Jenny biplane, stood for only four months when a rival school rushed a trainee through in a few minutes less time.

Following his graduation, Bill went to Pittsburgh and began barnstorming operations. Using an alfalfa field at Aspenwall, near Pittsburgh, as headquarters (which he shared with Bob Dake), he worked county fairs, auto races and similar meets. Dake, who had his own aircraft and was a friendly competitor, alternated with him in taking up passengers. Bill flew an OX-Standard, a biplane with a lighter wing load and slower than a Jenny.

He returned to the farm in 1921. His real love for flying would not be denied, however, and in 1924, he went to work for the Buckeye Flying Service, Dayton, Ohio. He flew a home-made plane, with a steel fuselage, built by the chief welder at Wright Field. The craft was unstable, but powerful, employing a 180 horsepower Hispano-Suiza engine. Moving to Barberton, Ohio, in 1927, he instructed for about a year before going to Canton, Ohio, where he was chief pilot and manager of McKinley Aero-ways School and Charter Service.

In 1929, Goodyear Tire and Rubber Company, Akron, Ohio, beckoned to Bill to come with them as test pilot in the development of the air wheel and brake. While on this assignment, he set a record for full-stop landings, making 489 in one day. This feat, memorable at the time, was featured in the late Robert E. Ripley's "Believe it or Not". (Continued on page 19)



Q. When is a comparative cost required on an Expense Voucher?

A. (1) Change of headquarters travel voucher requires a comparative cost to common carrier if employee travels via privately-owned automobile separate from dependents.
(2) When travel is accomplished by privately-owned automobile and the travel order requires a comparative cost to common carrier, the expense voucher should be submitted showing a comparative cost to common carrier.
(3) Where a travel order authorizes use of privately-owned automobile "as being more advantageous" and the same travel order authorizes use of common carrier, if travel is accomplished by privately-owned automobile, comparative cost will be required unless the itinerary clearly indicates that the use of privately-owned automobile was in fact more advantageous to the Government. Under these same circumstances, however, in lieu of a comparative cost a brief statement showing how privately-owned automobile travel was more advantageous, would be acceptable.
(4) PRIVATELY-OWNED AUTOMOBILE SHALL NOT BE USED WHEN A GOVERNMENT VEHICLE IS AVAILABLE. This does not apply to change of headquarters travel.

Q. Is it necessary to pay into the Civil Service retirement fund for time served with the Armed Forces to acquire full benefits for that time? Where can a person obtain full information on this subject?

A. Full credit is allowed for all honorable military or naval service without deposit. All military time is computed according to the basic formula just as though salary deductions had been made for that period of their Federal service. In figuring the best five-year annual salary, the military base pay rate can be used if desired. However, an employee must have served for a total period of not less than five years exclusive of such military or naval service before he shall be eligible for annuity under the Retirement Act. See page 6 of Administrative Notice dated April 21, 1948, subject "Amended Civil Service Retirement Act."

Q. I have a copy of a Requisition-Invoice form ACA 1660 on hand, which provides for the direct shipment of material from the Bureau of Federal Supply to my station. What action should be taken to clear this invoice from my suspense files?

A. The Property Management Branch should be advised of any outstanding requisitions of this type. Action will be initiated by 6-599 to furnish the item from the Regional Warehouse and to cancel the requisition placed with the Bureau of Federal Supply. Note that this does not apply to items ordered by the Procurement Branch on Purchase Order Form SS-28.

CAA AT THE BISBEE-DOUGLAS INTERNATIONAL AIRPORT

The Douglas INSACS is housed in the administration building of the Bisbee-Douglas International Airport. The airport is located 20 miles east of Bisbee and 8 miles northwest of Douglas, Arizona. Built and operated by the Army Air Forces during the war, the airport has now assumed a civilian role in order to serve an economically important and historical area. The area, which lies entirely in Cochise County in the southeastern corner of Arizona, is bounded by Old Mexico on the south and New Mexico on the east. It has grown rich from its two basic industries - cattle and mining.

BISBEE-DOUGLAS INSAC GANG

Bisbee, the county seat of Cochise County, is unique in that it is built on the steep sides of a narrow winding canyon. Copper mines operated within the city afford the main source of income. Considerable ranching is carried on in the valleys near the city. Naco, a sleepy Mexican town, only seven miles away, is the port of entry for an extensive mining and ranching area in the State of Sonora.

The City of Douglas is located at the southern end of the Sulphur Springs Valley which lies entirely within Cochise County. Douglas is the shopping and marketing center for the Douglas Basin, a flat valley area 38 miles long and approximately 20 miles wide. The Douglas Basin, which is one of several drainage areas of the valley, contains 465,000 acres of land. 50,000 acres of this land are capable of successful cultivation. Cattle and agriculture are the principal means of livelihood for the basin. Industry in Douglas consists of copper smelting (the ore is mined in Bisbee) and serving tourists.

The inhabitants of the Bisbee-Douglas area enjoy a dry climate marked by cool nights and temperate warm days. The sun shines an average of 10 hours every day in the year, and the low average relative humidity accounts for the delightful weather. The favorable climatic conditions and the natural scenic wonders abounding thereabouts have served to make this a resort area of growing importance.

The International Airport is operated by the County of Cochise, and is managed by Grant W. McCurdy. Two scheduled American Airlines stops are made daily and the air traffic has been increased by the international character of the airport.

The INSACS is now located at Douglas for the second time. The Bureau of Air Commerce established a Communications Station at the City Airport, 2 miles East of Douglas, September 10, 1934. Point-to-point radiotelegraph and weather observing and reporting services were furnished. The station was decommissioned and all personnel moved to Cochise for the opening of that station in 1942. The Cochise station was then decommissioned and all personnel moved back to Douglas where the present station was commissioned March 12, 1948. (Are you still with us, podner?) Among Aircraft Communicators who have served there are Miss Marion Marriott, daughter of the Regional Administrator, and John Garrison, Airways Operations Specialist, Regional Headquarters.

The Communications Station makes contact with all radio equipped aircraft engaged in international flights and acts as go-between in reporting arrivals

and departures to Border Patrol officials. Weather observations are made by INSACS personnel, and the fact that there is no tower means that the communicator workload is increased in assisting with the handling of an average of 100 take-offs and landings daily. The communicators experience difficulty frequently in talking with Mexican pilots whose English is not too easily understood.

C. H. "Neil" Weidner, Chief Aircraft Communicator, has been with the CAA 12 years. Neil is active in hunting, flying, match rifle shooting and other sports activities. He also takes part in community and civic affairs which tend to make the Sulphur Valley CAA conscious.

R. F. JOHNSON, MTIC

The Aircraft Communicators are Johnny Wray, E. W. "Pop" Hall, L. E. McLeroy, and Wes Shirley. Pop Hall, who has been with the CAA since 1931, is a veteran of World War I and holds three campaign medals- WW I, Mexican and Haitian campaigns. Pop is most proud of a letter of commendation received from Rex Martin, then Assistant Director of Air Commerce, as a result of meritorious service rendered to an aircraft in distress near Anderson, South Carolina, April 5, 1935. Johnny Wray served with the Navy in WW II, and Wes Shirley served with the Air Corps as a glider pilot. Wes is active in American Legion activities and serves as chairman of the Scout Committee, American Legion Troup.

R. F. Johnson, MTIC, was a school teacher before beginning his career with the CAA in 1935. Johnson served three years in England as Communications Officer of the 91st Bomb Group, 8th Air Force, in WW II. He left the service as a Major, a rank he still holds in the Air Force Reserve.

Ross A. Parkhurst ("Parky" to the many who know him) is the Airways Technician. He entered the CAA service in 1931, one month later than Pop Hall. Parkhurst has the distinction of having a 6510 foot mountain named for him. When a new airways beacon was being installed atop the peak, which is northeast of Douglas near Bernardino, the workmen spoke of the mountain as Parky's Peak, and the name still stands. Parky is required to do much hiking over mountainous terrain to carry out his responsibilities. Summer rains and winter snows make the job even more difficult.

"PARKY"

Parky's most harrowing experience occurred when, while walking down a mountain trail, he suddenly came upon a mountain lion. Parky halted and stood motionless for a long moment, as did the mountain lion. Then, with a disdainful look, the lion turned and quietly sauntered away.

DEFENSIVE DRIVING

We pointed out in our July issue that during the 1948 calendar year CAA automobiles in the Sixth Region engaged in 43 accidents and 20 accidents had been reported during the first 5½ months of this calendar year.

Study of these reports leads us to believe that at least half of the accidents could have been prevented by "defensive driving" (thinking ahead about what might happen and being ready for it). The greater part of these preventable accidents might have been avoided if the driver of the government vehicle, in determining his speed, had made allowance for what the other driver might do and for driving conditions. Involved in a fair percentage of our accidents are what are termed "repeaters", or persons who, for some reason, are accident-prone.

Practically all accidents result from circumstances under the control of the driver and can be prevented. In most cases, the chain of events which precedes an accident would warn us of the impending accident if we were alert. However, because we can drive almost automatically, some of us are apt to go rolling along thinking of something else, or just "wool-gathering". Then all at once our eyes have an important message for the brain, but can't get through because the lines are busy. The good driver has constant control of his car and the situation because he is alert and sizes up traffic conditions as far ahead as he can see. He is not taken by surprise. One of the most helpful habits to form in driving is that of "driving as far ahead as possible". It is not possible to specify a certain number of feet ahead that one should be observing and anticipating conditions. Such factors as speed, visibility and braking distances are too variable. But there is one sound rule: ALWAYS DRIVE AT LEAST AS FAR AHEAD AS YOUR STOPPING DISTANCE.

You saw me coming! Why did you try to turn into the driveway?

There's little comfort in knowing that it was the other driver's mistake.

Some drivers are always getting into trouble. They do not anticipate hazards and trouble-in-the-making. They are like people who must meet the "rainy day" with no savings. Knowledge of what can be expected ahead is a driver's "savings". It is not enough to know what the situation ahead is at the time you see it. What will it be by the time your moving car catches up with it? Every little sign of what is developing must be observed. Some drivers excel in this ability to see and think ahead. They have control. They avoid trouble by recognizing trouble-in-the-making.

TROUBLE IN THE MAKING

1. In cold weather, watch the exhaust pipes of cars parked along the curb. If you can see smoke or steam coming from the exhaust, the motor is running and the chances are the car is getting ready to pull away from the curb.

2. When it is necessary to make a sudden stop at night, form the habit of depressing the brake pedal lightly a few times. This will light up your stop light and warn the person in back of you that you intend to stop. This method of stopping also keeps the brake lining at a lower temperature and reduces brake lining wear.

3. Watch for the fellow with mangled fenders, twisted bumpers, or shrieking brakes. Accidents are a habit with him and he's probably a poor driver.

4. Dim your lights for the other fellow even though he doesn't dim for you. If you get mad and flash your bright lights at him, he may be blinded and run into you. A head-on collision is a big price to pay for the satisfaction of "getting even".

5. If a car is passing you, reduce speed. The left-hand lane won't be plugged as long, which makes it safer for both of you.

6. Watch for moving dust clouds on either side of the highway which indicate a vehicle approaching from a side road.

7. Use your rear view mirror. You can't tell what the driver back of you is going to do unless you watch him.

8. Whenever you see a ball come bouncing into the street, put your foot on the brake --- there's probably a child right behind it.

9. Don't make the mistake of thinking you can burn up the road on ice just because you have chains. They are a big help and a good safety precaution, but you should drive just as carefully with them as without them.

10. Keep your dash lights on when driving at night. What tires your eyes when you drive at night is the effort of contracting the pupils every time the lights from an approaching car flash into them. If you are driving with the front compartment blacked out, a great amount of contraction takes place when a car comes toward you. The contraction necessary is much less if your eyes are already accustomed to the dash light.

11. Only one-third of the day's traffic is on the road between the hours of 6 p.m. and 6 a.m. yet nearly sixty per cent of all fatal accidents happen during those hours. That means that driving at night is more than three times as dangerous as driving during the day. Watch for the unexpected.

12. Always expect the worst that can happen, that there is a car just over the next hill or around the next curve, that the other driver will do just what you expect him not to do, that a pedestrian will dart out from between cars parked along the curb.

13. Whenever the temperature is around the freezing point, there is another unsuspected source of danger. In rolling country, or in country where there are woods, curves and cuts through hills, the roadway may be perfectly free of ice where the sun hits it. But just over a hillcrest on a northerly slope or around a bend where trees shade the road or inside a cut where the sun is kept out there may be wide sheets of ice. If you approach these at too great a speed, your car may be suddenly out of control. Be on guard against such unsuspected icy spots.

THE PLANNING AND EVALUATION DIVISION

It appears that a misunderstanding may exist in the minds of many individuals regarding the true purpose of the Planning and Evaluation Division and its functions within the Regional organization. Primary among these misconceptions are the assumptions that the Planning and Evaluation Division will do the bulk of the necessary coordination of activities across divisional lines and that the Division will be staffed with "inspectors". Neither of these assumptions approach actuality. In general, the Planning and Evaluation Division is concerned primarily with the "What" and "How far do we go" and "How we are doing" considerations in terms of the current and planned programs of the various operational divisions within the Region. The activities relating to the Regional Airspace Subcommittee and the Aids and Hazards program are also included in its functions.

In order to clarify the purposes and responsibilities of this Division, a rather informal analysis of its basic functions of planning, coordination, and evaluation is presented.

1. Planning:

The Planning and Evaluation Division will assist the Office of the Regional Administrator in the initiation, review, correlation, and evaluation of the regional plans and planning activities in the Federal Airways, Aviation Safety, Airports and other program areas in the Region. The responsibility for program planning, however, lies with the heads of the operating divisions in the Regions insofar as their respective programs are concerned.

While the program planning assignments are made to the operating divisions by the Regional Administrator, the Planning and Evaluation Division has the responsibility for advising and assisting heads of operating divisions in the development, use and evaluation of data required in regional program planning and in achieving balance, perspective, timeliness, mutual support and complementary action among the several programs of this Region.

2. Coordination:

The heads of operating divisions are expected to coordinate the development and execution of their plans and programs with the developments and activities of the other divisions in order to insure that matters of common interest, joint activity and coordination of time schedules and use of resources are adequately reflected in the programs. Thus, it is not the function of the Planning and Evaluation Division to serve as a "go-between" among operating divisions or to perform the liaison and coordination required. This Division will, however review and analyze the program plans developed by the operating divisions from an overall Regional standpoint in the light of the Regional Administrator's objectives with respect to the scope, timing and complementary relationships among the several program plans. In performing this function of review, analysis and recommendation, this Division will also consider the economic and financial implications of program plans as regards the aviation industry and user groups in the Region. In order to carry out these responsibilities, it will be necessary for this Division to act as the Regional Administrator's representative in conferences for the purpose of working out necessary planning adjustments within and between programs.

3. Evaluation:

The fundamental problem is one of understanding the difference between "operations inspection" and "program evaluation". Responsibility for all "operations

inspection" lies with the head of the operating division concerned. Thus, it is not intended that the Planning and Evaluation Division will be staffed with "inspectors" either those of the kind which specialize in the inspection of particular program operations or those who would serve as "across-the-board" inspectors.

The Planning and Evaluation Division, on the other hand, has the responsibility for advising and assisting the Office of the Regional Administrator in the evaluation of program operations in terms of the achievement of basic program goals.

The staff, will, of course, visit scenes of activity in the Region for the purpose of gathering information pertinent to those questions involved in the study and determination of issues arising in the performance of overall planning and evaluation functions, but visits made for this purpose are not an inspection function. The making of such visits is not susceptible of being carried out on a routine or repetitive basis, but will usually arise only as issues arise which require that the staff obtain first-hand information useful in dealing with those issues.

Except for the Aids and Hazards Program and the activities related to the Regional Airspace Subcommittee, it is not expected that the Division will begin to function in full accordance with its assigned activities until approximately October 1, 1949. This is occasioned by the care being exercised in the selection of personnel, the formulation of necessary policies, methods of operation and Standard Practice procedures, and the indoctrination of selected personnel.

* * * * *

You will be glad to hear that Aviation Safety Agent W. B. Perry is back on the job again. As you will recall, Mr. Perry was injured in line of duty during a flight test last January. It is believed that the following letter addressed to the Regional Administrator from Mr. Perry will be of interest to his many friends in the Region:

"It is with considerable pleasure that I advise you of my discharge from Birmingham General Hospital on July 6, 1949, following a 30 day convalescent leave which was preceded by four and one-half months of hospitalization.

"I returned to work on July 11, 1949, and, I assure you it is exhilarating to be back on the job after so long a period of enforced idleness.

"The long period of hospitalization was much more easily tolerated because of the consideration, thoughtfulness and assistance extended to me and my family by the Aviation Safety personnel of this region.

"These acts of friendship have included, in addition to numerous cards, letters and visits to me at the hospital, more offers of help for my family than could possibly have been used, to say nothing of the vary considerable monetary assistance contributed by the members of the Aviation Safety organization.

"I am especially grateful to Mr. Brewster and the fellows from the Burbank office for their ever ready assistance and moral support throughout my illness. Mr. Brewster's activities in my behalf were consistent with what one might expect from a member of my immediately family.

"It is respectfully requested that you favor me by conveying my sincere appreciation to all personnel concerned, together with my desire that I may have the pleasure of meeting them all at an early date. I consider it an honor and a pleasure to be associated with such a group of men.

"With best personal regards and a hope that my future service with CAA may give me an opportunity to more adequately express the measure of my feelings in the matter * *"

A FEDERAL CREDIT UNION FOR THE SIXTH REGION

Formal application for a Federal credit union charter was filed with a representative of the Federal Security Agency at a meeting attended by interested personnel at the Regional Office July 12. The group was addressed by Mack Rogers, Bureau of Federal Credit Unions, Federal Security Agency. The local organization is to be known as the Region 6 Credit Union, and all regular full time employees and their families are eligible for membership.

"A Federal credit union is a cooperative association organized to promote thrift among its members and to accumulate a fund from these savings to make needed loans to members for useful purposes at reasonable rates", Mr. Rogers stated. He explained further that credit unions encourage their members to use their share accounts to accumulate savings out of income as a means of building economic security for themselves and families as a means of protecting them from demoralizing worries caused by unexpected doctor bills and other emergencies.

Don R. Whitney was chosen as Chairman of the Incorporating Committee and will direct the activities of the organization until the application is approved by Washington and the charter is granted. Following the granting of the charter, an organization meeting will be held and permanent committee members elected to serve until the annual meeting is held in January, 1950. Frank DeAndrea, Chairman, Election Committee, has announced that this meeting will be held in the cafeteria at 3:30 p.m., August 12.

Control and management shall be in the hands of the members of the credit union and administered through a board of directors, a supervisory committee, and a credit committee. The officers are to be chosen by the board from its own membership, and no officer except the treasurer may receive any compensation. The treasurer very often serves without pay in the first year or two of the credit union's life.

Savings by members shall be made in the form of share purchases, each share being valued at $5.00. Out of funds accumulated from these savings, the law provides that unsecured loans may be made to members up to $300. Repayments may be made monthly, usually over a period of 10 months to a year. Applications for loans are passed upon by the credit committee, and interest on the loans must not exceed 1% per month on unpaid balances.

On a Federal credit union loan of $100, which is repaid in equal monthly installments, the total interest cost at the maximum rate of 1% would be:

$5.50 for 10 months	$10.50 for 20 months
$6.50 for 12 months	$12.50 for 24 months

Net earnings from loan operations may be returned to the members in the form of dividends, except that twenty percent of the net earnings must be set aside

in a reserve fund for bad loans. Federal credit union by-laws limit dividends to six percent per year.

Charter members of the CAA Region 6 Credit Union are Glyndon Riley, George Hall, Don Barton, John Garrison, James Redman, J. P. Chadwick, Frank DeAndrea, and Don Whitney.

* * * *

SLICK AIRWAYS, INC. - Cont. from Page 7:

1949, the Board issued its Tentative Decision, granting to Slick Airways a 5-year certificate authorizing service to 54 major freight producing centers in the nation.

Additional sales offices and freight stations have been opened in St. Louis, Missouri; Hartford, Connecticut; and Houston, Texas. There are employed in freight operations approximately 550 employees, and maintenance facilities are maintained in San Antonio; Burbank and San Francisco, California; Chicago, Illinois; Denver, Colorado; and Newark, New Jersey.

In the early part of 1948, a Supply and Service Division was formed. Capitalizing on its experience in modifying, maintaining and operating the C-46 aircraft, the Company was able to procure contracts for this type of work from other companies. Fifty planes were modified for the Chinese Air Force, eighty-three for the U. S. Air Force, and a number of others were C.A.A. licensed by Slick Airways Type Certificate A-772 for private businesses and individuals.

The operations of Slick Airways are presently divided into two distinct divisions, viz:

1. Airfreight Transportation
2. Supply and Service

Each of the divisions are complementary to the other but are widely diversant in their characteristics.

The Airfreight Transportation Division is again divided into two fields:

a. Scheduled Operations
b. Airfreight Charter or Lease Operations

The scheduled operations cover the regular service runs between the cities which Slick Airways is scheduled to serve. The charter or lease operations in the main are covered by lease of the planes to transport planeloads for an individual or company from points, and usually to points not on the regular scheduled route. Such shipments have usually consisted of perishables.

The Supply and Service Division has three distinct divisions. The present projects are:

a. Modification Projects and Maintenance Contracts for other individuals or companies.
b. Parts and Material Sales.
c. Modification of U. S. Army Air Force Planes

At the present time, complete airplane maintenance and overhaul is accomplished at Burbank, California, and all engine, accessories and propeller overhaul is accomplished at Alamo Airport on the north side of San Antonio's Municipal Airport. Slick Airways manufactures new elevators for the C-46 aircraft, an item required in order to license the aircraft for commercial use. It also supplies material and supplies for most of the C-46 users throughout the world.

ACCOMPLISHMENTS OF SLICK AIRWAYS

Establishment of a common carrier airline operating more than 200 flights per month transcontinentally and north-south in less than a year and a half.

First to apply for certification as a freight airline to serve the nation on a flexible area-to-area basis.

First to file common carrier tariff which incorporates the lowest air-freight rates ever offered the general public with a 12-3/4 cents per ton mile average.

First all-freight line to have its own nationwide leased teletype wire, coordinating flight and space control for shipping throughout the nation.

First airfreight line with its own complete maintenance and overhaul system.

Winner of the Aviation-Air Transport Award for Maintenance in 1946.

Largest all-freight airline in the world, having flown 12,198,594 scheduled ton miles in 1946, 21,937,071 scheduled ton miles in 1947, and 26,430,110 scheduled ton miles in 1948. Scheduled ton miles flown through the First Quarter of 1949 were 5,079,878.

PERSONALITY OF THE MONTH (Continued from Page 9)

Goodyear transferred him to lighter-than-air operations in 1932. He flew a blimp at the Chicago Worlds Fair in 1934, and otherwise did promotional flying.

He went to National Airlines in 1938, and flew schedule airline aircraft (Stinson tri-motor and Lockheed Electra) until 1940. He then joined Roscoe Turner in Indianapolis, and after completing the CAA Instrument Instructor's Course at Wayne County Airport, Detroit, he set up Turner's instrument flight school.

Bill, a Naval Reserve Officer, was called to active duty in 1941. He served at Pensacola, Corpus Christi, Alameda and Oakland before being assigned to the Naval Air Station, Atlanta, Georgia, as Squadron Commander in the Instrument School. He remained in this assignment until November 15, 1945, when he returned to inactive duty with the rank of Commander.

One of Hudson's associates, in discussing Bill's airmanship, says, "When the CAA is called upon to regulate the flying saucers, Bill is our man!"

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETINGS

JULY 5 AND JULY 18, 1949

1. Division Status Reports:

Regional Administrator's Office: The film library in the Regional Office has been established in permanent quarters with sufficient racks and equipment to keep the library operating efficiently. Our films were viewed by approximately 95,000 people during the month of June.

Mr. Marriott announced that the A. O. on per diem rates has been issued and the new rates are now in effect. The fact that certain types of travel involve different rates will mean that the Divisions will have to keep Business Administration Division advised regarding their needs for trip Travel Orders for certain types of travel outside the Region. The Accounts Branch is attempting to prepare Travel Orders to cover the normal travel of employees including occasional trips to the Regional Office.

Airways Operations Division:

The Burbank terminal had 5400 operations during June, principally those of irregular carriers. The Traffic volume for Los Angeles Airport for the same period was 5600 operations. One non-scheduled carrier operated 54 round-trips between Burbank and San Francisco alone on July 4. Approximately 3000 passengers passed through the Burbank Terminal on July 4.

The City of Los Angeles provided funds on July 1 for continued operation of the Van Nuys tower.

Representatives of the three Air Route Traffic Control Centers have been working in the Regional Office to establish crossing altitudes and departure procedures in accordance with the newly authorized formula. These data will be used as the basis for the new operational program as soon as they can be published.

Facilities Division:

The VOR range program is progressing and 17 facilities are now operating on a fully commissioned basis.

It has been necessary to establish a policy relating to filling displacement vacancies resulting from the recent Civil Service examinations. In order that those CAA personnel who are within reach on the P-3 and SP-8 registers can be retained, and because of Civil Service requirements, it is necessary that we recruit a number of men from the P-3 and SP-8 registers.

At the time of the July 18 meeting, the Chief of the Division, accompanied by the Chief of the Personnel Branch, was in Washington attending a conference between similar officials from the other continental regions and the Washington Staff. The objective of the conference was to review and finalize the job descriptions and classification of Regional Office positions in the Facilities Division in all Regions, as well as the elimination of duplication and overlapping in individual positions.

Regarding the ILS Program, following completion of the preliminary grade

extension west of the airport the new temporary location for the Los Angeles localizer has been found satisfactory by flight check. Present indications are that ILS equipment at strictly domestic airports will start being converted to phase comparison this fall.

Installation of operating consoles at the communications stations is getting under way with the first installation nearing completion at Reno. Fresno and Ogden are scheduled next.

Airports Division:

The Federal Airport Program in Region 6 is generally up to date. The Division is primarily engaged in mopping up a number of small jobs; the larger jobs of the current program are already under construction. During the period July 5 to July 14, all paper work for approval of project applications, including final approval of plans and specifications, and signing of grant offers was completed on five more projects, totaling approximately $195,000 of Federal funds.

Conferences have been held concerning construction and design problems in connection with the L. A. Municipal Airport, and particularly in connection with the FIDO System. This installation has had only one test under actual fog conditions and like most new installations of a pioneering nature, tests and experiments must be conducted to ascertain what modifications of the system may be necessary in order for it to operate in a fully satisfactory manner during all conditions.

Business Administration Division:

The Personnel Branch has completed the final processing showing the reclassification of Air Route Traffic Controllers and Airport Traffic Controllers. This amounted to approximately 350 personnel actions.

Policy has been received regarding Warehouse stock levels and reordering procedures. The new order will provide for maximum of sixteen months' stock with a four months minimum stock at the reorder point.

Aircraft Division:

The new Boeing Model 377 (Stratocruiser) has been experiencing some service difficulties with engine turbo supercharger which result in propeller overspeed. Pan American engineers who have had the Stratocruiser in operation for over three months in collaboration with Boeing engineers have developed a back pressure sensing switch which will automatically control the turbo waste gate and thereby prevent runaway props. Modification was recently demonstrated to CAA engineers and the fix is being incorporated in the airplanes in service.

Safety Operations Division:

Our Washington Office has approved the use of all navigational facilities by the Canadian Pacific Air Lines over United States territory between Vancouver, British Columbia and Sydney, Australia via San Francisco and Honolulu.

Legal Division:

In view of a recent decision of the Attorney General, it is now clear that civil penalty actions can be brought in federal courts in those districts where

the pilot resides, altho the violation occurred in another Region. The result of this opinion is that other Regional Attorneys are forwarding to our office a number of civil penalty matters to be referred to the U. S. Attorney for prosecution against local pilots.

2. Review of Administrative Order No. 105 (Preference Card System - In-grade Transfers)

The Regional Administrator reviewed the former method of using preference cards, and the purpose they are now serving in connection with in-grade transfers. It was brought out that at present on in-grade transfers, the Personnel Branch is referring to the preference cards and if there are three or more bidders, submitting these names to the selecting official without advertising the vacancy through the Regional Promotion Plan. It was felt that in using this method, perhaps the best available candidate is not considered. After considerable discussion pro and con, it was decided that effective immediately all vacancies will be advertised and use of the preference cards for in-grade transfers will be discontinued.

* * * * *

The following is the invocation delivered by Dr. Louis H. Evans, Pastor of the First Presbyterian Church of Hollywood at the Los Angeles Rotary Club, July 8, 1949, commemorating the 20th anniversary of Trans World Airlines:

"Our Heavenly Father, we thank Thee for all the material benefits of life - for food and every aid to life. We thank Thee for aviation and the men of science - and every means of going places and make us sure where we are going.

"Build our personalities with a calibrated consistency that will stand the strain and storm of this flight of the years. Give us a compass of conscience - activated for our guidance. The radio beam of a great aim and purpose to keep us on our course. Grant us an adequate altimeter of standards to keep us from moral hedge-hopping.

"May we be equipped to fly in any weather with instruments of a sturdy spirit. Teach us how to fly together in orderly cooperation and in the echelon of fraternity - and may the day come soon, Oh God, when by such efforts as these our cargo may no longer be bombs, but brotherhood. Assure us all of our need of a co-pilot and may we be sure of Thy Presence in this dual control of the universe by God and man together. An so, may these Rotary hours make these things more accessible in our flight through the years.

"In Christ's Name, we ask it. Amen."

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DIVISION HI-LITES

Airways Operations Division:

The reclassification of air route and airport traffic controller positions has been approved, effective July 10, 1949. Reclassification of the controller positions resulted in upgrading of all these positions. It represents recognition of the increasing responsibilities of controllers.

Claude M. Smith, Chief, Communication Operations Branch, was taken ill while on vacation. Mr. Smith was hospitalized at St. Josephs Hospital, Bloomington, Illinois, and underwent surgery for a spinal injury on Friday, July 22. Speedy recovery, Claude.

Airways Operations welcomes back into the fold Arlo D. Severns, Airport Traffic Controller, and Frank E. Davis, Jr., Chief Aircraft Communicator. Mr. Severns volunteered for duty in Manila in connection with the Philippine Rehabilitation Program and spent approximately two years there training Filipinos in airport traffic control duties. Mr. Davis has just returned from a year's assignment with the Weather Bureau in the Arctic.

Facilities Division:

Engineering Branch:

Branch Chief Grosh, Patrol Pilot Webb, and Radio Engineers Clayton and Millholland participated in a conference at Ogden, Utah with representatives of the Washington and Indianapolis Offices to outline the modifications to be made to the Ogden VOR range and the procedure to be followed in the forth-coming Air Navigation Development Board evaluation tests. These tests will be made at Patuxent River, Maryland Naval Base, Philipsburg, Pennsylvania and Ogden, Utah to resolve the component and over-all system accuracies of the VHF Omni-directional Range (VOR), the UHF Distance Measuring Equipment (DME) and the Course Line Computer; to obtain the coverage of the VOR and DME; to determine as far as practical the effect of terrain on the over-all system accuracy and coverage; and to ascertain to a certain degree the serviceability of the various equipments. The Ogden VOR tower will be lowered to 15 feet, the counterpoise mesh replaced with solid galvanized material, a round antenna shelter installed, equipment tuned up and the range flight-checked prior to the ANDB tests.

Acceptable bids were received in response to advertisements for construction of the Navy loop range at Miramar (San Diego) and the new watchhouse at Delta. Orders to proceed will be issued effective August 1 for the range and August 10 for the watchhouse provided contract awards can be completed without delay.

Construction Branch:

The Construction Branch completed the console installation at Reno, Nevada and will start immediately with installations at Fresno and Las Vegas. The watchhouse at Winnemucca is being completed this week, and Engineer Diehl has been assigned to final inspection. William Larner has been project engineer on the job. Work started July 18 on the SRA range at Pt. Mugu. James E. Crenshaw is in charge of this project. Final tune-up of the MOR facility at San Francisco is being made preliminary to the flight check of the range by radio and flight personnel from the experimental center at Indianapolis.

Maintenance Branch:

Acting Branch Chief McKinley and MTIC Rex Brown attended a conference at Oklahoma City at which representatives of the Regions and the Washington Office formulated a training program and set up outline curricula for the various training courses to be conducted at Oklahoma City. These courses will include radar, ILS, VOR ranges, teletype, etc. The Division will participate in this program to the fullest extent possible, but details for training will necessarily be limited until

the new personnel being recruited from the Civil Service Registers are indoctrinated and trained to the extent that they can function without supervision.

The beacon and landing field lights were recommissioned at Gabbs Valley, Nevada by Airways Maintenance Technician Rex Hicks on July 15.

Flight Inspection Branch:

The Wendover VOR range was flight checked and accepted. The facility is now operating as a permanently established aid. NC-203, the Douglas C-47, should be back in service August 1, following a 1,000 hour inspection and engine change.

Airports Division:

Although the President has not yet signed the Airports Appropriation Bill which has been approved by Congress and the Bureau of Budget, authority has been granted to the Airports Division to notify sponsors of the tentative allocation of Federal funds which will be available for construction of Federal Aid Airport Projects in the Fiscal Year 1950. Of the $40,000,000 to be available throughout the United States and Territories, the Sixth Region will receive as its share $4,039,593 which has been tentatively allocated to 38 sponsors.

Did you know? That the Airports Division keeps detailed records on approximately 800 useable landing areas in the 6th Region and through our District Office personnel, periodically inspect each of these sites in order to keep such information current and that a master file of these records is maintained in the Airports Division for use by all CAA Divisions and the general public?

That the Airports Division, maintains an Airport Management Staff which provides advice and assistance to airport managers and state, county and city officials on management and operations problems? This staff, by personal contact and through the District Offices, provides these officials with basic outlines for airport rules and regulations and airport safety practices; assists in finding ways and means of providing airport revenues to offset operations expenses and advises on leases, agreements and contracts for the airport and its users; promotes community use of the airport through service organizations and other local groups; furnishes sources of information for accepted methods and plans for operating an airport and collects and disseminates facts and statistics in cooperation with other Divisions of the CAA.

That the CAA through the Airports Division is charged with the responsibility of determining if the cities, counties and States to which 105 former military and naval airports were transferred, are using such facilities, including the personal property, to the best advantage of the airport and in keeping with the regulations under which the transfers were made.

Safety Operations Division:

On July 8, 1949, Chief, Airman Standards Branch, addressed the "Desert Bats" an organization composed of student pilots, full-fledged pilots, aircraft owners and people interested in aviation generally. The membership is mostly made up

of residents of the Coachella Valley. On this occasion, a dinner was held at Indio. Considering the desert heat, there was a good attendance of between 75 and 100 members. Mr. Bromley spoke on several subjects, covering aviation in general.

Mr. C. L. Schmid, Chief, Flight Operations Branch, and Agent Howard White of the San Francisco District Air Carrier Office were in Washington July 6, 7, and 8 explaining to the Flight Operations Division the result of tests conducted at the Landing Aids Experimental Station, Arcata, California, using slope line approach light visibilities during instrument conditions. The tests were conducted with Southwest Airways aircraft and pilots, and it was found that the effective visibility, using slope line approach lights, together with transverse bars at threshold, 1,000 and 2,000 foot intervals, made landings possible with observed visibilities under normal methods of measurements as low as ceiling 50 feet, visibility 600 feet. Washington is at present evaluating the data submitted by the Sixth Region and will advise us of their final recommendations for use in scheduled operation.

The San Francisco District Air Carrier Office has been assisting Canadian Pacific Air Lines in familiarizing their pilots with U. S. ATC procedures in connection with their operation of Canadair four-engine aircraft from Vancouver, B. C., to San Francisco and Honolulu en route to Australia and New Zealand. Canadian Pacific Air Lines has received permission to land at San Francisco and Honolulu en route to the South Pacific.

A meeting was held July 25, 1949 in the Regional Office with the State Department of Education, Division of Readjustment Education, for the purpose of discussing State approval of helicopter, flight engineer, radio and navigator schools. Another important item of discussion was the possibility of California veterans obtaining State funds for these courses. Under certain conditions, as much as $1,000 is available through the State; this, together with the $500 Veterans Administration maximum would bring the helicopter and other courses within reach of many veterans.

This would give an urgently needed boost to many of our schools. This is not as yet an accomplished fact, but the indications are very promising.

CAPITAL GLEANINGS

VETERANS: Two bills affecting veterans are up for debate. One to give disabled veterans greater job security — this measure would give what would amount to absolute job preference to permanent status veterans who had good or better efficiency ratings and who were rated 60 per cent disabled by the Veterans Administration or who received a special award because of their disabilities. Under the other bill, veterans who entered the Government service after the war would be given credit toward automatic promotions for time spent in the armed forces.

RETIREMENT: The Chairman of the House Civil Service Committee has requested a special rule on the bill to increase the benefits of employees who were retired before April 1, 1948. The bill would give these people full pensions under the new retirement act plus survivorship benefits for their widows.

LOYALTY: According to FBI records, Federal workers are 99.6 per cent pure. Full-scale FBI inquiries were ordered in only 9,394 cases of the more than two million checked. Most of the employees involved were cleared by the investigations.