REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE JOB OF AN AIR CARRIER OPERATIONS AGENT

The activities of an Air Carrier Operations Agent, or Aviation Safety Agent (Flight Operations), which is the most recent title, cover a wide portion of the aviation field. Even though many of the jobs for which this Agent is responsible appear to be of a routine nature, each assignment usually presents some problem slightly different from the last one; just as the aviation as a whole is constantly undergoing changes and advancements. It is, therefore, essential that the Agent make every effort to keep posted on the latest developments in this fast moving field.

Congress has charged the Civil Aeronautics Administration with fostering and promoting civil aviation, as well as enforcing the Civil Air Regulations. This responsibility, as reflected in the duties of a Flight Operations Agent, means that he should devote a large portion of his time to assisting air carrier operators in selling aviation, maintaining good public relations and establishing safe and efficient operating policies and procedures.

One way to obtain a general picture of the activities of this Agent might be to assume that a prospective operator has recently been granted a Certificate of Convenience and Necessity by the CAB and, in turn, has informed the CAA of his desire to obtain an Air Carrier Operating Certificate. Following are most of the steps which ordinarily take place prior to the issuance of this Certificate: The assigned Agent will contact the operations personnel of the carrier and discuss all aspects of the proposed operation. Shortly thereafter, a preliminary survey flight over the new route is usually conducted to determine the adequacy of navigational facilities, radio coverage, and provide a basis for establishing en route flight procedures. All airports, both Terminal and Intermediate, must be inspected and analyzed for runway lengths, lighting, public protection, obstructions, and all safety factors. If a field is not currently used by another carrier, considerable work is normally required in order to have it meet air carrier operating standards. When this is the case, meetings between the airline personnel, city officials and the CAA Agent are usually necessary. During the time this work is progressing, company

personnel are busy compiling an application for an Operating Certificate and a Flight Operations Manual. The latter sets forth the operating policies, procedures and regulations in compliance with CAR Parts 40 and 61. Personnel training, including the flight crews and ground personnel is also under way. All of these activities require supervision, guidance and final approval of the Flight Operations Agent. Safe and logical Operations Specifications, which become a part of the carrier's Operating Certificate, must be established and approved by not only the Agent, but the Regional Office. These Specifications set forth the weather minimums and authorized procedures both en route and for landing and take-offs at the various airports. Coordination is imperative during this entire period between the Operations Agent and Maintenance and Radio Agents who are assigned to the carrier.

When the new carrier advises the Agent that all preparations have been completed, all stations adequately manned, facilities installed and that coordination of flight and dispatch personnel is satisfactory, a formal proving flight is set up to determine that all requirements have been met and that a smooth, efficient operation can be conducted. In many cases discrepancies are found and it is necessary to revise certain practices and procedures prior to final approval of the operation.

Even after the carrier has been certificated, the activities of the Flight Operations Agent have only begun. He is responsible for the continued safety and efficiency of the carrier's operations. Periodic en route and airport inspections are necessary, in addition to observation of six month pilot competency checks. He must process requests for changes in weather minimums, flight procedures and other amendments to the Operations Specifications and monitor the flight personnel training program to determine that the techniques are maintained at a high standard.

Most of those duties which have been mentioned are of a comparatively routine nature. There are many others which occur rather infrequently, but still require considerable time and attention. Unfortunately, the investigation of accidents occasionally falls in this category. Also, there is participation on Type Certificate Boards for new aircraft, the observation and analysis of new type navigational facilities, lighting and approach facilities such as the Instrument Landing System (ILS, FIDO, etc.) Flight Operations personnel are also required to observe proving flights for new aircraft. Such flights are sometimes combined with en route proving flights as discussed above, but more often result in 100 hours of monotonous grinding away through the ozone.

This type of proving flight brings to mind an incident which many of the old timers of CAA may recall. Three CAA Agents - Operations, Radio and Flight Engineering were aboard. It occurred some years ago and had it not been for the presence of "Lady Luck" in the cockpit, it might have been a disastrous episode. About midway in the 100 hour proving run on a new model four-engine airplane, the carburetors on three engines iced up and they literally "quit cold" at about 16,500 feet altitude. 45,000 pounds of airplane was too much for the one remaining engine and there was no alternative but to descend. The crew had only a general knowledge of their location and acutely realized that the peaks of the Rocky Mountains were in the vicinity. Ground was finally observed under a 300 foot ceiling and a sudden unscheduled "wheels up" landing was effected, as shown in the picture on page 1. Fortunately, the terrain was smooth.

This is only one example of many incidents, some of which have not ended so fortunately, that are interwoven into the activities of an Air Carrier Operations Agent. The various duties mentioned above have been outlined very briefly and many others such as foreign assignments and helicopter operations have not been touched at this time. However, it is hoped that the highlights have been covered sufficiently to show that the fellows engaged in this work have one of the most varied and interesting jobs in CAA.

REGIONAL ADMINISTRATOR'S COLUMN

TEAM SPIRIT

Based on contacts with my immediate staff, as well as other personnel of the Region, and personal observation, it is my reaction that for the past three months, the Sixth Region has been operating more completely as a closely knit team than at any time since the War. This condition is most gratifying to me and I hope that it is a source of satisfaction to all of you.

Certainly we still have problems and probably always will have. In fact, our jobs would not be interesting if we did not have unusual situations to solve. But these very same problems, even though they may appear to approach the magnitude of major difficulties, are ever so much simpler to solve when the team spirit is present in the organization, and a helpful, cooperative attitude is evidenced by every individual in every segment of the organization.

I know that the Division Chiefs and Staff officials, as well as myself, appreciate the spirit of determination to accomplish our objectives which is becoming more and more apparent--which, I believe, has been generated to a large extent by the development of this team spirit. Let's continue to play ball along these lines.

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CAB PROPOSING TO CLARIFY RULE ON PRIVILEGES OF PRIVATE PILOTS

A revision designed to clarify privileges of the private pilot has been proposed by CAB's Bureau of Safety Regulation. Current CAR 43.60 states that a "private pilot shall not pilot aircraft for hire", but an explanatory note says the rule "permits sharing the expenses of a flight or piloting aircraft in furtherance of a business when the flight is made solely for the personal transportation of the pilot." The Bureau has been advised that this rule has been difficult to interpret. The revision would establish the following: (1) passengers may contribute to operational expenses of a flight; (2) a salesman may pilot a plane and carry samples in the course of his employment; (3) an airline official may pilot a company plane incidental to his employment, and carry friends or fellow employees, providing no charge is made; (4) a farmer may spray or dust his own crops, but not his neighbor's for compensation; (5) a private pilot may not demonstrate a plane for sale as an employee of, or for the benefit of, someone in the business of selling planes; and (6) a real estate salesman may carry prospects to show land offered for sale. It is proposed to amend Section 43.60 to read as follows: Private Pilot. A private pilot shall not pilot aircraft for hire, or in connection with any business or employment, unless the flight is merely incidental thereto and does not involve the carriage of persons or property for compensation or hire. (Aviation Daily, August 25, 1949)

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SUGGESTED READING: "First Things Come First", by Former Secretary of State James F. Byrnes, in the September issue of the Readers Digest. This is a condensation of an address delivered by Mr. Byrnes and was his first extensive declaration on national affairs since his retirement.

WESTERN AIR LINES

Western Air Lines justly lays claim to the title "America's Oldest Airline," for on April 17, 1926, Western Air Express, as the air carrier was then called, flew the nation's first scheduled commercial airline flights between Los Angeles and Salt Lake City.

C. N. (Jimmy) James, now safety director, and Fred Kelly, now special public relations executive, were the pilots on those historic flights, made in reconverted M-2 military observation biplanes. James flew from Salt Lake City to Los Angeles and Kelly from Los Angeles to the Utah capital, thus beginning a series of trailblazing achievements by Western.

In its 23-year history, WAL has chalked up numerous "firsts" in the commercial airline field; a few of these include:

WAL CONVAIR 49er OVER LOS ANGELES

1. Carrying the first commercial airline passenger in the nation on May 23, 1926;

2. Carrying the nation's first woman commercial airline passenger on Sept. 1, 1928;

3. Establishing the nation's first deluxe multi-engine transport service in 1928 with the inauguration of the Guggenheim Foundation's "model airway" between Los Angeles and San Francisco;

4. Becoming first airline in the nation to operate four-engine transports when Fokker F-32's made their debut in 1930;

5. Becoming first airline to use air-mass analysis system of weather forecasting, introduced by Irving Krick in 1932;

6. First to use VHF (very high frequency) radio range;

7. First airline to operate 10 years without a passenger fatality, recognition of which came in 1936 with awarding of safety plaque;

8. First to use two-way radio communication.

In the early days, Western operated from old Vail Field, on Telegraph Road near Montebello. In July, 1929, Western moved its Los Angeles base to Alhambra Airport and operated from there until the early thirties when Grand Central, Glendale, and later Lockheed Air Terminal, Burbank, became its base. WAL still operates daily flights from Lockheed, but the company's general offices and maintenance facilities were moved to Los Angeles Airport early in 1947.

In March, 1941, the airline changed its name from Western Air Express to Western Air Lines.

Western drew a rough assignment from the Air Transport Command during the war -- the 2000-mile route from Great Falls, Mont., to Fairbanks, Alaska, with branches to Anchorage and Nome, via Edmonton and White Horse, Canada. This was flown from June, 1942, to August, 1945. During this time WAL scored a perfect safety record -- without loss of plane, pilot or cargo. A total of 67,389,616 passenger miles was covered for the ATC, and 25,570,847,472 pound miles flown.

In May, 1943, the routes from San Diego to El Centro and from Los Angeles to Palm Springs were awarded, and in August WAL was awarded the route between Los Angeles and San Francisco. In October, Western purchased Inland Air Lines -- a 1200-mile route extending through Montana, Wyoming, Nebraska and South Dakota from Denver.

A pioneer in flying airmail and air express, Western began carrying air freight in November, 1945.

At a joint press conference in Los Angeles in March, 1947, WAL President, Terrell C. Drinkwater, and W. A. Patterson, president of United, announced they had signed an agreement and were about to file an application with the CAB for the transfer of the Los Angeles - Denver route from WAL to UAL. This marked the first time two domestic air carriers had voluntarily taken steps to rearrange the U. S. air route pattern into a "sensible system."

On April 1, 1947, Western opened service to Minneapolis-St. Paul, and simultaneously, was granted permission to operate a cutoff route between Rapid City, S. D., and Cheyenne, Wyo. In May, Western began flights to Yuma, Ariz., was awarded an entension of its Pacific Coast route north from San Francisco-Oakland to Seattle-Tacoma via Portland. In August, WAL inaugurated service to the Pacific Northwest. The new service brought a much-needed relief to the air transportation bottleneck existing on the Pacific Coast from San Francisco northward.

In the summer of 1948, Western took delivery of the first of its fleet of Convair airplanes from Consolidated-Vultee Aircraft Corp. Named "the 49er" by WAL, the Convair is called by aeronautical engineers "the most modern postwar commercial airplane." With a top speed of 336 mph and cruising speed of 300, it carries 40 passengers in an air-conditioned, pressurized cabin which, in lay terms, means passengers ride at sea-level comfort at all altitudes. Pressurization and air-conditioning enable the pilots to pick the smoothest altitude at which to fly, thus insuring passengers a smooth ride. Among its many outstanding features, the Convair includes reversible pitch propellers which enable the plane to be backed up on the ground and act as an air brake on landing runs, a self-contained passenger loading stairway which lets down from beneath the tail, jet exhaust boosters on the trailing edge of the nacelles which provide for added thrust, "Orange peel" engine cowlings which afford mechanics speedy and convenient access to the 2400 hp Pratt & Whitney engines and square-bladed propellers which provide for more "bite" and power.

Western placed the first Convair in service Sept. 1, 1948, between San Diego and Seattle-Tacoma and, by the following April, the company was using Convair 49ers on all its Coastal route flights, making WAL the first (and only) airline to use an all modern fleet on the Pacific Coast.

Simultaneously on April 1, Western inaugurated one DC-4 roundtrip daily between Los Angeles and Salt Lake City, marking the first time these two points had been linked by 44-passenger planes. Daily nonstop service was inaugurated on the same day between Denver and Minneapolis-St. Paul, giving these points their first nonstop service.

On December 10, 1948, Western, which was the first airline to serve complimentary meals in the air in 1928, announced it would eliminate "free" meals on its entire system and pass the savings along to the traveling public in the form of a five percent fare reduction.

The route system of WAL today consists of three divisions with a total route mileage of 4,613: the Inland Division (which comprises Inland Air Lines, Inc., a subsidiary) extending from Denver to Minneapolis-St. Paul and Rochester via Rapid City and various intermediate points, and from Denver to Great Falls, Mont., via Cheyenne, Casper, and other intermediate points; the Western Division, extending from Los Angeles to Lethbridge, Canada, via Las Vegas, Nevada, Salt Lake City, Utah, Great Falls, Montana, and other intermediate points; and the Coastal Division extending from Seattle-Tacoma to San Diego via all of the major cities on the Pacific Coast. Service is also provided between San Diego and Yuma, Ariz., via El Centro, Calif., and during the winter to Palm Springs from Los Angeles.

The system serves 37 cities and a total metropolitan population of 7,620,133. An average of 23,855 airplane miles is scheduled each 24 hours, making 316 landings and take-offs. During 1948, Western carried an average of 969 passengers each day and the average passenger riding over the system traveled 384 miles and paid $22.10 for his ticket.

From 1926 through 1948, Western Air Lines carried 1,953,569 revenue passengers; the company's planes flew 696,299,473 revenue passenger miles. Mail and express-freight ton miles total 5,587,650 and 3,367,536, respectively.

PERSONALITY OF THE MONTH

Few CAA employees can lay claim to such a unique and unusual vocational background as Al Horning, Airways Flight Inspector of the Flight Inspection Branch.

Although Al spent his early years helping his father in the gold mining business in Alaska, he took his higher education in Mechanical Engineering and has devoted the majority of his money earning years piloting aircraft. Despite this variety, Al can fit all the pieces together with little difficulty.

Mining for gold followed a natural vein. His father was one of the gold prospectors who emigrated to Nome, Alaska around 1900. The elder Mr. Horning was engaged in a lucrative business of placer mining when the stork brought Al in 1906.

In 1923, Al became an alumnus of Anchorage High School and then became an enrollee of the University of Washington in Seattle. All through his college days, he envisioned a return to Alaska. In his plans, he wanted to simplify the transportation problem from Alaska to the States. He quite naturally turned to flying.

When he laid aside his cap 'n gown from the University of Washington, he was one of the first comers at the Hancock College of Aeronautics at Santa Maria. The flying bug was a bit more attractive than the "gold" bug so Al stayed on as a Ground School Instructor at Hancock's until 1932, teaching mechanics, navigation, etc.

For the next six years, Horning was a commercial pilot with the Bush airlines flying mail, passengers and freight to all parts of Alaska with single and multi-engined aircraft on wheels, skis and floats.

In 1940 he was enticed to become a candidate for a legislative post with the territory's legislature. The lure of bureaucracy outranked his political ambitions, however, and in 1940 Al joined the CAA as a Patrol Pilot to perform aerial reconnaisance of proposed facility sites in Alaska. In 1943, he was advanced to Chief of the Flight Inspection Unit. When his transfer back to the States was approved in early 1947, he was Chief of the ANF Planning and Control Staff.

This long history in Alaska earned Horning the right of membership in the fraternal order of "Pioneers of Alaska". In addition, he is a Quiet Birdman and amateur Radio Operator (Station K7CPX) since 1934. He finds enjoyment in bowling and golf. His yen for gold mining died in 1938 when he installed and opened a new mine in Anchorage.

Horning married Louise Shannon of Anchorage. They have one child, Susan. As a pastime, Al derives genuine pleasure out of conversing about Alaska politics, economics, social conditions, etc.

SURVEYING THE AUTOMOBILE DRIVER

No one is just a driver. He is always a certain kind of driver - good, bad, indifferent, responsible, irresponsible, blundering or expert. He may know the rules of the road, be a skillful mechanic and skillful in handling a motor vehicle, but in spite of these accomplishments, may be a poor driver because his attitude is wrong. High quality driving is not merely a matter of sufficient information and of a high degree of skill, important as these may be, but of skills and habits plus proper attitudes. Automobile drivers who are expert have become so because, in addition to skill, they have acquired a sound philosophy of safe driving. As a result they constantly will to drive well.

That you are able to drive a car is of little interest to anyone beside yourself. There is no longer any distinction in being a driver; there are too many drivers for that. The only distinction is in being a driver of quality - skillful, dependable, expert. It has been said by some authorities that our traffic behavior is determined by these factors:

The kind of heredity we have.
The environment in which we grew up.
The kind and amount of training we have had.
The examples set by others.
Existing circumstances, including physical condition.

Knowing that background and influence are so different for each of us, we realize why there are all kinds of persons, with all kinds of behavior. We can understand why there are so many kinds of drivers and also perhaps why we ourselves behave as we do when behind the wheel. What we do at our work, and as pedestrians, may be mild enough to deceive many people, but when we get behind the wheel of a powerful car, every personal quality we have, good or bad, becomes magnified and easily observable. Any

power = whether of money, office, political prominence, or a fine car - makes a foolish man look more foolish and a wise man look wiser. Power in your hand shows up the real you.

After all, isn't the man behind the wheel just like any other man? It has been pointed out that he is simply "the pedestrian who has stepped into his car". Of course, he is the same man, but see what may happen to him. Unless he is on guard against it, he may feel all puffed up, for behind the wheel he is mightier, speedier, more daring. These qualities added by the car make some persons arrogant; others stiffen their self control and become more cautious. Those of the first group cause trouble and accidents; those of the second group make good drivers for they realize and accept their responsibilities.

It is known that some drivers are much more likely than others to have accidents. They constantly place themselves, through carelessness or ignorance, in situations where an accident cannot be avoided.

The American Automobile Association has published a pamphlet entitled "The Psychology of the Driver", in which they advocate tests for drivers and prospective drivers to determine certain mental and emotional weaknesses, especially in attitude, and thus spot the accident-prone persons before they have accidents, or even before they begin to drive. They classify certain drivers as bad risks and practices used which betray them for what they are, such as:

The Egotist

All babies are normally self-centered. They are good examples of the perfect egotist. But, as they grow older, they are supposed to learn that self is really not the center of the universe. If young people develop normally, they become more social; that is, their interests spread out and away from self, and they see things more and more in the light of public good. They acquire social attitudes.

With his normal psychological make-up, the baby would make the worst possible driver. He would consider nothing but his own interests and immediate desires.

The babyish adult makes a miserable driver for the same reason. He has never outgrown his babyish egotism. Sometimes this is not his own fault. He may have had the kind of training that makes a grown-up person act like a baby. But if he realizes his own infantile egotism, it may not be too late for him to acquire a social point of view.

On the highway, this egotistical type of person betrays himself by such practices as the following:

Pulling out of line at times when his action disconcerts others.
Stopping or making turns without signaling.
Making right and left turns from improper traffic lanes.
Cutting in too closely after passing.
Not staying on his own side of the road.
Failing to see that traffic laws are for the social good, and expressing this by boastingly breaking as many laws as possible.
Being over-confident, believing that all accidents happen to the other fellow.
"Chiseling in" and demanding the right-of-way.
Using influence and "pull" for ticket fixing, regardless of what this practice means in terms of public harm.

Parking double, for his own convenience.
Parking his car so that it occupies almost two parking spaces.
Pulling out from the curb without signaling or looking for approaching cars.

The Show-off

Like the egotist, the man who shows off discloses that he has never properly grown up. He has never managed, no matter what his age, to get both feet on the ground and to see himself in his proper place among other men and women. He is exactly like the child who enjoys dangling his lolly-pop in other children's faces! He is unduly competitive and boastful. Often he is suffering from a half-recognized sense of inferiority which he is trying to cover up by false appearance of superiority. He is a bad risk as a driver because of practices like the following:

Driving too fast for conditions.
Creating near emergencies to prove that he can get out of them.
Holding more respect for showmanship than for sound judgment.
Passing other cars at risky places and then talking about his luck.
Always being ready to prove he can "stop on a dime."
Always being ready to take a chance or to try anything once.
Being willing to turn the highway into a race-track.
Boasting that he can drive just as well after a drink or two.
Always taking a dare.
Passing red lights and stop signs with an air of bravado.

Even the car itself seems to swagger at the touch of the show-off. Admired by none, he is likely to think he is admired by all. Everyone dubs him "smart-alec," no matter how old he is. His antics are generally so obvious that we laugh at him. But a show-off driver is too serious a risk to be the least bit funny.

The Emotionally Uncontrolled

Uncontrolled emotions are another sign of immaturity. A baby does not have the problem of controlling his emotions; he just expresses them. Ability to control emotions to a reasonable degree and to remain calm under stress should be developed as one grows older. With proper training and determination, such emotional control is achieved by the time one reaches adulthood.

But some persons are never more than over-grown babies so far as their emotions are concerned. They take the slightest criticism as a personal offense; and they whine and sulk, and become resentful. Unimportant trifles seem big to them. We say they make "mountains out of mole-hills." Actually their development has been stunted. They have never really grown up. We call them unstable, which means that they cannot be depended on to do the right things.

How do persons with such a stunted development behave as drivers? They show certain characteristic faults. They:

Lack presence of mind in emergencies.
Get "upset" over trifles, or are nervous in unusual situations.
Lose their temper and, consequently, their judgment.
Are very likely to express anger by driving recklessly.
Are impatient in traffic jams, with the result that they start irrational horn-blowing.
Call blameless traffic officers by uncomplimentary names.
Resort to boorish crowding.
Are easily distracted from the main business of driving.

The Rationalizer

Then there are the persons who never learn to face facts squarely. They find it easy to see a thing the way they want to see it, rather than the way it really is. People of this sort find it difficult to admit their own faults. You meet these people sometimes as drivers. If involved in an accident, such drivers blame the driver of another car, the traffic regulations, the road, a "back seat" driver, or their own cars.

They are clever at finding plausible-sounding arguments to excuse everything--even the obviously wrong things. We call such persons "rationalizers."

The Thwarted

Some persons who will not face facts squarely fool themselves in still another way. They do unwise things in trying to make up for their failure to achieve certain desires.

We are born with certain strong tendencies to act in certain ways. Or, perhaps, these tendencies grow strong in us because of our environment and training. In any event, they are strong urges and they go a long way in determining our behavior.

One of these strong tendencies is the desire to be masterful, to achieve something, to assert ourselves and display power. If circumstances prevent us from showing mastery in one situation we tend to try harder to show it in others. A familiar example is the man who does not amount to much at the office and so lords it over everybody at home.

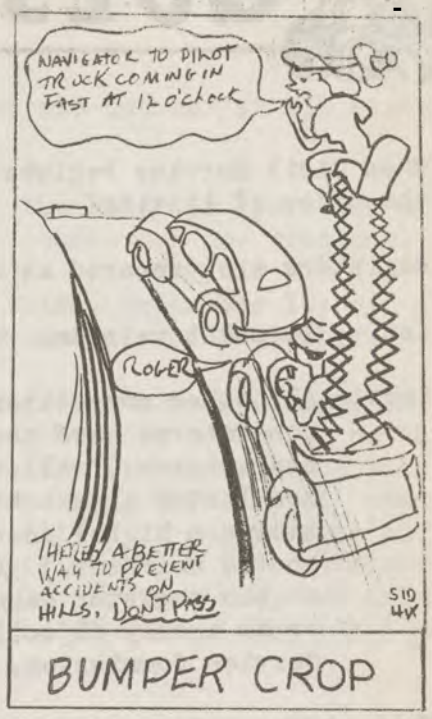
The little, unimportant fellow looks for a chance to appear powerful. The really important man doesn't need to hunt for artificial outlets, for his desires for mastery and self-expression are being normally satisfied.

Let us see this man, whose desires for mastery are being thwarted, step into a car. Here is power at his disposal! What will he do with it? You will likely find him:

Insisting on the right-of-way.
Arguing a traffic point to death.
Talking "big" to traffic officers and to other drivers.
Showing many of the road practices of the egotist.
Trying to bully others.
"Giving his dust" to smaller or older cars.
Edging in to cheat you out of a parking space while you are preparing to back into it.
Making pedestrians scramble to safety.
Stepping on the gas when you try to pass him.
Not moving over when you signal you want to pass.
"Getting even" with cars that pass him, in order to give an artificial boost to his poor little self-esteem.

Of course, he shows himself up as an unimportant fellow who is borrowing a feeling of personal power from his car. But, while he is driving, he is certain to do one or more of the foolish things listed above, some of which may lead to tragic or expensive automobile accidents.

Each one of us, without being aware of it, may sometimes be guilty of some of the unsound practices listed above. It is easy to forget that we are likely to have the same faults we dislike in others. Like the old woman who thought everybody in the marching regiment was out of step but her son, Jimmie, we may find it easy to be hoodwinked about ourselves.



The Expert Driver

Only a "good sport" can become an expert driver. Expertness never comes to the slip-shod, discourteous driver. The expert is not a bungler. Expertness comes through conscientious effort. He sets up certain standards of conduct and abides by them. He:

Knows his car thoroughly.
Is well-informed about traffic regulations and obeys them.
Refuses to drive -
  If the car is not in sound condition.
  If he himself is not in sound condition.
Accepts his civic responsibilities.
Is tolerant of less skilled drivers, and of pedestrians.
Achieves a no-accident record.

The fine no-accident records that have been established by some drivers are nothing less than an inspiration. One truck driver is known to have driven 1,707,800 miles in 15 years without an accident! Others have covered 500,000 miles in six years, 231,000 miles in five years, and 246,000 miles in six years without accidents. Nothing but sportsmanlike driving could possibly achieve such enviable records.

The expert driver is self-disciplined; he has control over himself. He keeps his mind upon the business of driving. He acts according to reason and common sense rather than because of impulse, fancy or dares. He accepts full responsibility for what his car does and he remains cool and courteous in the face of unreasonable acts of other persons.

A sparing use of the horn is one of the marks of the self-disciplined driver. The uncontrolled driver over-uses the accelerator, the brake and the horn. He steps from accelerator to brake and back to accelerator, accompanying the resulting "fits and starts" with loud blasts from the horn.

The expert driver's car seldom shows damage. Battered fenders, out of line bumpers, dented hub caps and similar damage generally indicate rash moves and lack of control. Screeching brakes and slipping tires also announce that the driving isn't being well done. The expert driver does not overdrive conditions, so it is rarely necessary for him to slam on his brakes.

WHICH DRIVER ARE YOU?

QUESTION BOX ?

Q: When Civil Service registers are prepared as a result of examinations, what is the order of listing?

A: Registers are prepared as follows:

1st. - 10 point veterans

2nd. - All other competitors according to total points. (When a veteran and non-veteran have the same total score, the veteran is listed above the non-veteran.) All veterans or non-veterans who have the same score are listed alphabetically within their own group. (Non-veterans having a higher score than veteran competitors are listed above them on the register.) A non-veteran standing below or equal to a veteran on the register cannot be certified until the veteran has been selected or an agency objection to the veteran has been sustained by the Civil Service Commission.

Q: What items of Government property are considered as accountable?

A: All personally charged property, irrespective of cost, and all other property having an original cost of $5.00 or more, except those items listed on Part I of the Standard Allowance Schedules for Federal Airways facilities. This definition does not relieve employees of their responsibility in connection with the proper utilization, care, handling and protection of Government property in their custody.

Q: What information is required to support a claim for reimbursement for shipment of household effects on a change of headquarters at Government expense?

A: Since the reimbursement is made on the basis of the rates as indicated in Standard Practice, paragraph 2149, it is MANDATORY that a weight certificate by a weight master accompany the claim. Also, the original bill of lading or a receipt from the carrier used, properly certified as correct, must be furnished, and it must indicate the point of origin and the point of destination of the shipment.

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETINGS

AUGUST 1 AND AUGUST 15, 1949

1. Division Status Reports:

Airways Operations Division:

Approach control will be established between now and mid-October at all Sixth Region towers included in this program.

The Newhall INSAC will be closed August 26, leaving the range in operation without voice. The operating personnel will be utilized to commission new stations.

Plans have been made to commission new stations at Ukiah, September 12; Winnemucca, September 15; and Crescent City about the middle of September.

Arrangements have been completed to discontinue air-ground communications on 116.1 mc September 1 in order that new VOR's may be placed in operation on this frequency. Concurrently, stations will utilize 140.58 mc to communicate with military aircraft. Plans were also made to begin receiving watch at all stations on 126.7 mc September 1 and to discontinue watch on 3117.5 kc at stations and towers on November 1. Large civil aircraft now utilizing 116.1 to communicate with stations may transmit on 126.7 after September 1, provided they are properly licensed by FCC. Smaller civil aircraft will continue to transmit on 122.1 mc to stations and 122.5 mc to towers.

Word from Claude Smith who recently underwent a spinal operation at Bloomington, Illinois, indicates that he is well on the road to recovery. We all hope he will be back with us in a few weeks.

Facilities Division:

New job descriptions for the key positions in the Engineering, Construction and Maintenance Branches were rewritten and submitted on schedule. It is expected that classification will be completed without delay and that the new positions will be advertised in the near future.

Representatives from Washington, Indianapolis and Honolulu were at San Francisco participating in the final tune-up of the MOR radio range. It is expected that the flight check will be accomplished during the week beginning August 22, using the Sixth Region Douglas.

It is now evident that the Projects in the EANF Program will be assigned individually over a period of time, which will require week-to week programing for the first six months of the fiscal year. We are being requested to submit individual justifications and revised estimates for all establishment projects.

Airports Division:

Tentative Allocations for Sixth Region now total $15,142,498. Tentative Allocation for Green River, Utah in the amount of $42,010 was withdrawn and tentative allocation for St. George, Utah increased by $6,361.

Airports Division (continued):

Grant Offers were executed for projects at Fresno, Hawthorne, Santa Ynez, California; and Overton, Nevada.

Grant Agreements were signed for projects at Overton, Nevada and San Diego, California.

Business Administration Division:

(Property Management). The report has been submitted to Washington on the Warehouse inventory as of June 30, 1949. It is significant that the 1949 issues from the Regional Warehouse totaled approximately $260,000. The funds available for fiscal year 1950 to date total $119,000 with the possibility that an additional $37,000 may be forthcoming based on the Washington analysis of our inventory status.

Of the approximately 11,000 items in the Regional Warehouse, 5,000 were in the inactive category, which means that items included in this group were not issued during the fiscal year 1949. Of this amount, approximately 1,400 items were for the type 14 printers which this Region was instructed to hold in Warehouse stock pending further information from Washington.

(Procurement). Public Law 152 has been signed by the President and gives blanket authorization for all Government agencies to raise the open market limitation on buying from $100 to $500. The Administrator of General Services has the authority, under the Act, to delegate authority to agencies to raise the open market limitation to $1,000.

(Personnel). All position vacancies are now being advertised in accordance with the new Regional policy. Radio Maintenance Technicians who failed to compete or failed to qualify were formally displaced on July 30. Displacement will proceed for those Maintenance Technicians who made passing grades, but who are not within reach on the registers for certification. All job classification questionnaires for Aviation Safety positions are being held in A-232 in accordance with the Administrator's instructions.

Aircraft Division:

The first flight of the Northrop "Pioneer" was successfully completed on August 1. This is a tri-motored, fixed gear, high wing, all metal airplane, built for the Air Force; however, the contract requires CAA certification.

The Type Certification Board has been working with the Air Transport Association and the Air Carrier operators to make available a new type "rational" overhaul system for Consolidated Vultee Model 240 aircraft. At the time these aircraft were type certificated, a 2000-hour overhaul period was established for most of the primary structure and the airframe. This period was contested by Consolidated and some of the Air Carrier operators. Subsequently the operators have voluntarily developed the so-called "rational" system which calls for very frequent inspections of critical items, and less frequent inspections of other items on a pattern basis. American Airlines conducted inspections of two of their airplanes which have completed 2000 hours of operation. On the basis of the information obtained from these inspections, the Type Certification Board is going to recommend approval of the "rational" overhaul system for all 240 aircraft.

Aircraft Division (continued):

Preliminary information available from Consolidated indicates that the 240 crash at Portland, Maine on August 11 probably was caused by both propellers reversing in flight during the final approach. Consolidated advised that all passengers and the crew were safely evacuated through the rear cabin door. It is difficult to understand how this accident occurred inasmuch as there is an electrically-operated mechanical stop in the throttle control system which is not unlocked until the airplane weight is supported by the landing gear. In addition to the mechanical stop, there is a spring detent in the throttle which should warn the pilot if he attempts to move the throttle aft of the flight idle position. It is possible for the crew to disengage the stop by a deliberate action on their part, thus making it possible to reverse the propellers in flight.

Northwest Airlines desires to operate Boeing Model 377 aircraft with 100/130 grade fuel at reduced power ratings. Type certification tests conducted to date were made with 115/145 grade fuel and corresponding power ratings. After discussing this matter at length, it has been decided that a flight cooling check probably will be required before approval can be given for the use of 100/130 grade fuel.

Lockheed have under development their latest commercial model, the 949. It will gross 135,000 and be powered by four Wright compound engines developing 3100 hp each for take-off. The prototype will probably not be presented to CAA for certification until 1951.

Safety Operations Division:

Several weeks ago ATA asked us to consider changing the traffic pattern at Lindbergh Field. Everyone, including the Navy is agreeable to changing the traffic pattern. Details are being worked out now and should be completed in a short time.

Flight Operations Branch recently received approval for Southwest Airways to operate into Arcata, California down to the minimums of 100' ceiling and 1/4 mile visibility in the approach zone, utilizing the additional visibility made possible by the slope line lighting system installed there. The authorization is contingent upon the use of the instrument landing system, the slope line lights, and high intensity runway lights.

Legal Division:

The Paul Mantz case rehearing as directed by CAB has been conducted. Additional evidence was presented, but no decision has as yet been announced.

2. Priority Dispatches:

The matter of PRIORITY dispatches was discussed. A review of traffic transmitted by Regional Office officials and their traveling representatives in the field discloses that many dispatches are classified "P" when they appear to be purely routine in nature. In fact some could even have been handled by mail to serve the intended purpose. One of the most common faults is that messages are filed as class "P" after the office of destination is closed for the day.

Priority Dispatches (Continued):

In previous years class "D" messages were handled only during night hours. The current instructions permit transmission of class "D" messages whenever circuit time permits; consequently there is very little delay to points within the region and to adjacent regions. Class "D" traffic to Washington rarely takes more than two hours in transit.

All concerned should bear in mind that "P" is the highest classification that can be assigned to administrative messages. It should be reserved for traffic of a genuinely urgent nature. Other messages should bear the "D" classification.

The matter of delivery of administrative dispatches by field stations was also discussed. There have been several instances where stations have been unable to deliver dispatches addressed to traveling representatives of the regional office because the travelers had not notified the station of their local addresses. Travelers who use the CAA teletype service are urged to inform the local Communications Station as soon as possible after arrival, of their local address, telephone number, approximate duration of visit and, when known, the next point through which they may receive dispatches.

3. Procedure for Handling Air Marking:

The Regional Administrator pointed out that General Order No. 21 was written a little differently with regard to Air Marking than some of us realized. The general opinion was that the Assistant to the Regional Administrator for Aviation Development would assist in the promotional aspects of air marking and the Facilities Division would take care of the engineering assistance, furnishing drawings and layouts for the selected buildings. General Order 21 lists the promotional aspects under the Assistant for Aviation Development, but makes no mention under the Facilities Division of any drafting or engineering work to be handled by that Division. Messrs. Beeman and Hadfield had previously discussed this question and it was decided that the Facilities Division will still handle any engineering assistance, furnishing drawings when requested, and the promotional aspects will be handled by Aviation Development. Mr. Beeman's office has been requested to furnish the District Offices with lists of air markers in their territories and request that on inspection trips or flights our agents inspect the air markers in the area.

SILVERLAKE HAS NEW SWIMMING POOL

The 120° temperature prevailing at Silverlake, California these days, no longer bothers the CAA personnel stationed there. They now have completed a 12' x 24' swimming pool with an attached 11' x 16' patio at the INSAC. Station personnel, together with Facilities Division personnel at Silverlake, constructed the pool themselves on their own time and at their own expense.

Incidentally, the personnel of the station have extended an invitation to use the pool to all CAA personnel visiting in the area.

We wish to commend all employees concerned with the planning and construction of the pool for their initiative and resourcefulness in undertaking and carrying through the project.

DIVISION HI-LITES

AIRWAYS OPERATIONS DIVISION:

The Airways Communications Station at Reno has been relocated to new quarters. It has the first air-ground operating console to be placed in operation in this Region. No reports have been received from Reno as to how well they like the console.

Relocation of the Fresno Communications Station from Chandler Field to Fresno Air Terminal was started August 18th. This station will have the first of the dual air-ground operating consoles.

Arrangements have been made to commission new airway communications stations as follows: Ukiah, September 12; Winnemucca, September 15; Crescent City, October 1. No definite date has been determined for Arcata.

Of great interest to the Division and many others in the Regional Office was the recent visit of George Rand from the Washington Office. Mr. Rand is on a familiarization tour of all the regions in his privately-owned Cessna, which is equipped with a Narco transmitter and VOR receiver. Several regional personnel had the opportunity of witnessing the performance of the Narco set in demonstration flights conducted by Mr. Rand.

We are happy to learn that Claude Smith is able to be up for short periods and that he may be able to return to duty about October 1. We have received numerous requests for his address, which is as follows: Box 567, Heyworth, Illinois.

AIRCRAFT DIVISION:

The Douglas Aircraft Company has conducted initial flight tests of the Model Super DC-3 airplane, and demonstration flights have been arranged for tours throughout the United States, Mexico, and to Montreal, Canada. Mr. Marriott and Mr. Alcorn will accompany Douglas officials on the airplane's initial flight from Los Angeles to Mexico City, where Mr. Donald Douglas plans on conferring with Mexico's President Aleman.

The Type Certification Board for the Northrop YC-125 conducted a pre-flight inspection of the first airplane to ascertain the changes and special restrictions which will be required prior to flight testing and/or type certification of that model. Inasmuch as this airplane is being procured by the Air Forces on the basis of civil certification, representatives of the Air Materiel Command, Wright Field, participated in the T.C. Board inspections and discussions. The Model YC-125 is a high wing, tri-motor, all metal airplane with a take-off gross weight of approximately 38,000 lbs. and is intended to be used by the Air Forces as an assault transport and for Arctic rescue purposes because of its ability to take off and land in a relatively small area.

An application for type certificate has been received from McCulloch Motors Corporation for their Model MC-4 helicopter. This is to be a development of the JOV-3 helicopter which was built and flown experimentally on the East Coast and which originally was being considered by the First Region for possible type certification. The MC-4 is a small, 2-place, tandem-rotor helicopter, and will be powered with a 165 hp Continental engine. The two counter-rotating rotors are of relatively small diameter and operate at relatively high speeds.

SAFETY OPERATIONS DIVISION:

The Sixth Region has received approval for authorizing Southwest Airways to conduct instrument operations at Arcata, California, down to minimums of 100-foot ceiling and quarter mile visibility, utilizing slope line lights. ILS and high intensity runway lights. These are the lowest landing minimums ever authorized for scheduled air carrier operation.

United Air Lines has been conducting extensive en route checks, utilizing the VOR ranges between San Francisco-Reno-Boise, Idaho. Representatives of this Division have been observing the results, and indications at present are very favorable.

United Air Lines is planning to conduct all Boeing 377 pilot and flight engineer training at their San Francisco Base. The first B-377 is scheduled for delivery at San Francisco October 15, 1949, with ground and flight training to begin soon thereafter. The San Francisco District Air Carrier Office has been requested to assume complete inspectional and check responsibility for this program.

Mr. Frank Allen, Deputy Chief, Flight Operations Branch, attended a meeting of the Subcommittee on Agricultural Pilot Qualifications and Requirements in the offices of the California Aeronautics Commission at Sacramento on August 16. The purpose of this meeting was to make recommendations to the California Committee on Agricultural Useage of Aircraft, who, in turn, will make recommendations to the Department of Agriculture whose director is required by law to license and control operators engaged in agricultural pest control work in the State of California. Another meeting of the Subcommittee is to be held early in September at Fresno to discuss tentative qualifications with a representative group of agricultural operators prior to making final recommendations.

During a recent trip by the Chief of the Airman Standards Branch up the coast to Santa Maria, Palo Alto and Oakland and down to the San Joaquin Valley, District Offices were visited and a number of flight operations were inspected. With few exceptions, veteran training is falling off, and it is rather significant that in several cases, private business is exceeding G. I. enrollments. Operators are really getting out to ring doorbells and solicit business. This is a healthy sign. In a meeting with a number of flight operators at Long Beach on August 1, the Chief of the Airman Standards Branch was requested to sit in on future weekly conferences and act, in an advisory capacity, in order to assist operators with their problems. The Veterans' Administration, State Department of Readjustment Education and the State Department of Veterans' Affairs, together with the Chief of the Airman Standards Branch representing the CAA, met on August 11 in San Francisco to discuss pilot and flight engineer training as it pertains to veterans. It developed that funds may be procured for flight training from the State for veterans under certain conditions after their entitlement with the Veterans' Administration has been exhausted.

FACILITIES DIVISION:

Job descriptions for the key positions in the Facilities Division have all been re-written and submitted to Washington for classification in accordance with the schedule established at the Washington Conference. This conference was held during the week ending July 22 and was attended by Messrs. Hadfield and Riley from the Sixth Region. As soon as classification has been completed, the vacancies will be advertised in accordance with the National Promotion Plan.

Engineering Branch:

The first project assignments under the 1950 EANF program have been received covering work to be done on intermediate fields at Bryce Canyon, Utah; Daggett, California, Desert Center, California; Lovelock, Nevada; St. George, Utah; Wells, Nevada and Winnemucca, Nevada.

Construction Branch:

Construction work on the Navy loop range at Miramar (San Diego) and the new watchhouse at Delta, Utah, was started on schedule. Modification of the VOR range at Ogden is also under way, the work being done by Government Force under the direction of Construction Superintendent Harry E. Daniels. Radio installation and final tune-up was completed at Etna, Crescent City and Fortuna, California VOR ranges. Construction for the high intensity approach light lane at Los Angeles also got under way during the month. Runway surfacing and parking area construction at the St. George Intermediate Field started August 29. Relocation of the INSACS from Chandler Field to the Fresno Air Terminal was delayed five days due to a carpenters' strike but got under way August 22 and has been completed.

Maintenance Branch:

Acting Branch Chief McKinley has been on vacation in Colorado, and during his absence, Al Horning has been substituting. The program for displacement of all SP-7 and SP-8 Communications Maintenance Technicians who failed to make a high enough grade to be within reach on the Civil Service registers has been finalized, and the deadline date set up by the Civil Service Board will be met. We intend to ask for a 90-day extension on displacing five P-3 Maintenance Technicians in order that the new recruits being selected from the registers can attend the training course scheduled to begin September 26, at Oklahoma City.

Flight Inspection Branch:

Branch Chief Campbell flight-checked the Etna, Crescent City and Fortuna VOR ranges. The Fortuna and Crescent City facilities were found acceptable for commissioning, and these ranges will be commissioned for use as soon as monitoring can be provided. The Etna facility does not meet the criteria and for the time being, will continue in operation on a test basis. Flight checks of the MOR range at Pescadero were started August 29 and will continue for approximately one week. Representatives of the Washington Office, Indianapolis Experimental Station and the Ninth Region are participating in the final tune-up and flight checks.

AIRPORTS DIVISION:

Did you know that as part of the CAA public service, the Airport Engineering Branch is frequently called upon for and provides engineering advice and data to both private and public airport owners regarding construction and maintenance of airports, regardless of whether Federal funds are involved or not?

Primarily, of course, the Engineering Branch is concerned with the development of public airports under the Federal Aid Airport Program. Such work, in general, consists of providing assistance to the District Airport Offices during the preparation of plans and specifications, conducting reviews and issuing approvals of the plans and specifications as finally submitted by the engineers for the airport sponsors, participating in progress and final inspections of the construction work,

and reviewing and approving applications for progress and final payments of the Federal share of project costs.

The following comparisons are set forth to avoid use of statistical data which is usually difficult to evaluate.

Did you know that under the Federal Aid Airport Program in Region 6 during fiscal year 1949, the quantity of:

1. Land purchased would be equivalent to 10 square miles?
2. Fence constructed would fence one side of a highway from Los Angeles Airport to Indio?
3. Grading or earth moved would be sufficient to completely fill 200 Regional Office buildings the size of ours?
4. Pavement constructed would be equivalent to a 20 foot roadway extending from Los Angeles to Needles, California?
5. Drainage pipe laid would be equivalent to a 6-inch diameter pipe extending from Los Angeles to Sacramento?
6. Illumination from runway lights installed would be equal to the light from 30,577,000 candles or sufficient to light 204 average two bedroom homes?
7. Administration building floor space constructed is nearly as large as a football field?

BLOOD BANK

The Red Cross Mobile Unit will conduct its next Blood Bank in this area on Wednesday, September 7, 1949, in Milliron's Westchester Auditorium, 8739 Supulveda Blvd, from 2:00 p.m. until 7:00 p.m. They are reserving the hour from 2:00 until 3:00 for CAA employees. However, if this time is not convenient, appointments may be made for any other hour. It is hoped that our office will have a representative group of donors. Appointments may be made by calling Miss Simpson, extension 207.

REGION SIX OFFICIALS

REGIONAL ADMINISTRATOR

J. S. MARRIOTT

ASST. REG. ADMIN.

J. E. READ

CHIEF, PLAN. & EVAL.

E. B. COLE (ACTING)

ASST. TO REG. ADMIN.

M. E. BEEMAN

REGIONAL ATTORNEY

G. D. WOODMANSEE

EXECUTIVE ASSISTANT

G. BAIN

CHIEF, FACILITIES DIV.

A. H. HADFIELD

CHIEF, AIRWAYS OPER. DIV.

A. JOHNSON

CHIEF, SAF. OPER. DIV

R. E. DAKE

CHIEF, AIRCRAFT DIV.

A. M. ALCORN

CHIEF, AIRPORTS DIV.

H. A. HOOK

THE ABOVE PICTORIAL CHART REFLECTS OUR NEW ORGANIZATION AND THE PERSONS DIRECTING THE RESPECTIVE ACTIVITES. SIMILAR CHARTS AT DIVISION LEVEL WILL BE REPRODUCED IN SUBSEQUENT EDITIONS.