



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE JOB OF AN AIRWAYS INSPECTOR (PATROL PILOT)

Radio aids to air navigation are the backbone of any airways system. Without these aids, the airways would exist merely on paper, and could be likened to routes across a desert, leading from oasis to oasis; the oases being the airports along a given route. With radio aids we have the invisible highways of the air, which are more flexible than any surface highway system. The use of these aerial highways, together with air traffic control, permits the safe flight of aircraft, through or on top of clouds, to their ultimate destination. They also provide a method of controlling terminal congestion and a safe procedure of let-down through the overcast to the landing area. These aids serve all aircraft, whether they be commercial, military or privately owned. The purpose of airways flight inspection is to patrol these invisible highways and to note any malfunctioning or marginal performance, and to initiate corrective measures, through notification of personnel responsible for the maintenance of the particular facility involved.

The radio aids necessary to permit safe instrument operation from airport to airport, are quite numerous, and consist of the following: low frequency and very high frequency radio ranges, fan-markers, Z-markers, homing facilities, instrument landing systems, radar and lighting facilities for night operation.

Due to the fact that the above mentioned facilities are used in the air, it is necessary that their operation be checked in the air to determine their actual performance.

The items a patrol pilot looks for and evaluates are as follows: are the radio range courses properly aligned; and can they be flown without undue maneuvering of the aircraft; is there sufficient radio coverage between adjacent ranges; he checks for proper coding of quadrant and identification signals, as well as voice coverage between station and aircraft. The same type of flight check applies generally to the other airway aids.

Flight checks are performed of all aids at specified times to insure their proper operation; Notices to Airmen are issued describing discrepancies which may occur from time to time, and corrective action is initiated. Special tests are made any time irregularities in the operation of any airways aide are reported by a user of such facility, or station personnel responsible for its operation.

Prior to their commissioning, all radio aids to navigation must be flight checked and approved by the airways inspector, before they are released for use. At

the time of commissioning, any existing discrepancy is published and described in a Notice to Airmen.

The low frequency ranges are at the present time being replaced by the VHF Omni-directional range, which will greatly improve the airways system of navigation. This new type of facility has an infinite number of courses, thereby requiring considerable more flight checking than the older type of radio range; however, this will be more than offset by the numerous advantages gained.

The duties of a patrol pilot are varied and not of a mere routine nature; the flight checking of established and operating radio aids to navigation comprise only a portion of his responsibility; he may be called upon to survey sites for proposed future installations, or participate in the experimental testing of newly developed equipment; for example, when the FIDO system recently was commissioned at the Los Angeles Municipal Airport, the aircraft piloted by an airways flight inspector was the first to make a landing using the newly installed FIDO. Another example of the many phases of airway inspection involves the flight to Europe, now in progress. Only a few weeks ago, one of our inspectors was detailed to Washington to act as co-pilot on a special assignment, participating in the testing of instrument landing systems on the continent.

Perhaps less spectacular, but equally important would be an instance of testing of new installations, with military as well as important civilian officials in attendance; again the patrol pilot is the one called upon to perform the demonstration flight.

Many hazards are encountered by the airways flight inspector in his travels over all types of difficult terrain and under adverse weather conditions, since air navigation facilities have to be flown and checked under actual instrument conditions to determine their operational qualities during periods of bad weather. This is, of course, the primary purpose of radio aids, and tests of this nature truly prove the value of any airway aid.

At the present time, approximately 180 radio aids are installed within the Sixth Region; therefore, it can readily be seen why the Airways Inspector never runs out of something to keep him busy, and has to be prepared to depart on a new assignment at a moment's notice.

PERSONALITY OF THE MONTH

Byron Jacobs

Byran Jacobs is the newest "old timer" who now calls Region 6 his home base. Jacobs just reported to us from Region Three to assume the duties of Deputy Chief, Safety Operations Division, effective September 5.

Jacobs himself, however, doesn't feel that he is swimming in strange waters. He has always thought of the West Coast as his real home. However, he is nearly a thousand miles south of his native stomping grounds in Seattle, Washington.

Jacobs can trace his tour of duty with the CAA back to June, 1928, when he was with the predecessor Aeronautics Branch of the Department of Commerce. His original appointment was that of Airplane and Engine Inspector at Hadley Field, New Jersey, but he admits that he was quite young and frisky along about then and derived greater enjoyment out of conducting flight tests on new type aircraft. So, in June, 1929, young Jacobs literally burned up the league as a Flight Test Inspector. (Continued on page 7)



REGIONAL ADMINISTRATOR'S COLUMN

During the month of September, the Honorable Charles Sawyer, Secretary of Commerce, visited San Diego, Los Angeles, and San Francisco as part of a national fact-finding survey, meeting with business and labor groups to discuss existing economic conditions and trends in these areas. He also met, both in Los Angeles and San Francisco, with the heads of the Department of Commerce agencies. We were successful in getting him to visit

the CAA Regional Headquarters and introduced him to our staff. We also arranged for his transportation from Regional Headquarters to the Los Angeles Airport by helicopter. It is our reaction that all who met and talked with Mr. Sawyer were very favorably impressed with his interest in all activities related to the Department of Commerce and his sincere desire to assist in the solution of any problems.

Your Regional Administrator went to Portland to confer with Mr. Rentzel at which time Secretary Sawyer was in that city, and the favorable reception of Mr. Sawyer was also apparent in that area.

During the month, Mr. Koch, Regional Administrator of the new International Region and members of his immediate staff, visited our Region to discuss arrangements for the transfer of those activities which more appropriately fall under the jurisdiction of the International Region now that it has been established. The responsibility for Operating Certificates of U. S. flag carriers engaged in foreign operations, and the operation of foreign flag carriers into the United States, including irregular carriers involved in foreign operations, will shortly be transferred to the International Region. These include Pan American World Airways Pacific-Alaska Divisions, Trans Ocean Airlines, as well as the foreign carriers such as CMA, China National Airways, Philippine Air Lines, and others. It has been agreed that in the initial stage, two Air Carrier Operations Inspectors, one Electronics Radar Inspector, one Air Carrier Maintenance Inspector, and one Clerk-Stenographer, will be transferred to the rolls of the International Region. These International Region representatives will occupy space jointly with our Aviation Safety representatives in our San Francisco District Office.

A Regional Administrators' conference is scheduled for October 24, 25 and 26 at Oklahoma City. The Executive Assistants of the Regions will accompany the Regional Administrators and are scheduled to attend their own conference for two days following the Regional Administrators' conference.

This Region has for some time been developing a Management Conference Series for supervisory personnel of the Regional headquarters which we hope will prove to be beneficial to all concerned. We propose to publish the material following the lectures and are sincerely hopeful that it will prove helpful to all supervisory personnel. The lectures will consist of a one hour period every second week beginning October 17. (Continued on page 12)

CALIFORNIA CENTRAL AIRLINES

Next time you're out Burbank way, stop in at the Lockheed Air Terminal and behold a scene reminiscent of the World War II days when this renowned air terminal was jam-packed with air travelers standing in line for reservations. This revival of activity at Lockheed Air Terminal has come to pass because of the visionary ideas of Colonel C. C. Sherman, who, as far back as early 1947, inaugurated California Central Airlines, although the company was not put into operation until January of this year. When Colonel Sherman first conceived the feasibility of a California intra-state airline, he had in mind the possibility of the high potential of air traffic which lay dormant within the borders of California because of the need of an economical airline established for the people of California and operated for them.



The peculiarity was why California Central was first put into operation during a month such as January, when all statistics for years and years have proved this month to be a very low air traffic revenue period. Colonel Sherman's answer to this question was: "We figured that if the airline was started during this 'poor' month and showed any reasonable signs of an increasing load factor, we could be assured that such an operation couldn't miss during the lucrative periods of air travel."

Colonel Sherman was prophetic in this statement—during the first month of operation, a 50.6% load factor was attained in 142 scheduled trips. This figure approached very closely the operation's break even point.

February showed a remarkable improvement and the airline carried 3,340 passengers on 157 scheduled flights which gave a 76.3% load factor. With the coming of March, California Central really took hold and flew a total of 4,897 passengers on 219 scheduled flights and pushed up its load factor to 80%, where it has remained until the present time. From January 2 until July 31, California Central Airlines has carried 46,198 passengers for a total of 752,147 passenger miles.

When the airline was first put into operation, six scheduled flights per day were established between Burbank and San Francisco. At the present time, there are twelve scheduled flights between San Francisco and Burbank, with additional schedules into San Diego and Sacramento, making a total of 20 scheduled flights each day. On week-ends and holidays, extra sections of these flights are set up. For example, the July 4th week-end found California Central with a total of 138 flights for the four-day holiday. California Central Airlines' flights were arriving and departing every 45 minutes during this period at Lockheed Air Terminal carrying a total of 2,389 passengers.

When the airline first began operations, it utilized two Douglas DC-3's, equipped with high density seating arrangements and the now famous drop-down combination passenger-ramp cabin door. The company now employs the use of five Douglas DC-3's, plying daily between Burbank, San Francisco and Sacramento, and a

Lockheed Lodestar, scooting up and down the coast between Burbank and San Diego daily. And Colonel Sherman is casting an eye toward the new Douglas Super DC-3 which seems to fit so well into the future plans of California Central.

The major maintenance on these six aircraft is performed at Burbank, which is the main operating base of California Central. The company's maintenance base occupies the large hangar, with a square footage of 41,016 square feet, which Western and American airlines jointly leased before they moved to the Los Angeles Municipal Airport. California Central incorporates the use of round-the-clock maintenance in order that a high percentage of the utilization of the aircraft may be enjoyed during the rush hours. And then there are always those 8,000 hour and annual overhauls. Because of the many flying hours logged by California Central aircraft in maintaining the flight schedules, one section of the huge hangar in Burbank is equipped as an overhaul base. Here the aircraft are dismantled entirely with each part and its components undergoing inspection and overhaul, before they are reassembled. If you wonder what a DC-3 looks like in approximately 26,000 different parts, drop around to California Central's aircraft overhaul station and take a gander.

Maintenance and flight operations are located jointly in both San Francisco and Burbank.

Let's take a look at what California Central's operations encountered in the company's rapid expansion. When the first flight wheeled out of Burbank on January 2, 1949, the company had in its employ approximately 20 pilots and co-pilots. At the end of April of this year, that number had increased approximately 115%. No wonder it is gratifying to California Central to look back over the six months of operation and, with justifiable pride, view the great expansion of the intra-state airline.



* * * * *

The official annual release issued by the Bureau of Employees' Compensation reveals that of the entire number of fatalities within the Department of Commerce for the calendar year 1948, CAA employees ranked second highest. The Bureau attributes this to the fact that many of the employees of this Agency are subjected to airplane hazards of an extra-hazardous nature.

There were 24 fatalities in the Department for 1948, six of which were CAA employees. This figure is the lowest for the most recent five years except during 1945 when only three fatalities were recorded.

Injuries to employees of the CAA figured much higher with a total of 597. Of this figure, however, only 215 were of any consequence. It would appear that with approximately 17,000 employees throughout the various regions in the CAA, there were comparatively few fatalities or injuries. This is undoubtedly true; however, we might stop and consider that the span between the number of employees

and the number of injuries could be broadened by a little precaution on the part of each and every employee with the CAA.

Let's all do our part to decrease the number of accidents during the remainder of 1949 and increase our safety standing!

WILLIAMS INSACS

The Williams INSACS is located at the CAA Intermediate Landing Field on the San Francisco-Seattle Airway, 56 miles NW of Sacramento. The airport consists of three runways, the largest being 4,200 feet. There are no scheduled airline stops at the airport and the majority of local air traffic activity is carried on at Dalton Commercial Airport located one mile east of Williams.



WILLIAMS INSACS

The station was established in April, 1931, as a loop type radio station. In 1934, a new transmitter building and towers were built two miles east of the station. Modified and modernized in 1940, they are still in use. Herschel Pack, now at Bakersfield, was the first radio technician assigned to the station, while Cecil Masters, now at Tucson, was originally in charge of Communications. Other Chiefs have been C. V. Millholland, R. E. Wiley, R. L. Clark, C. F. Herrold, O. A. Covert and R. C. Moore. Millholland is remembered as the one who planted the hedge and the rose garden on the station grounds.

The Chief Aircraft Communicator is Charles R. Waldbeiser, and his assistants are Harry B. Witter, William E. Owens, Robert A. Luxton, Paul V. Walton, Donovan R. Chase and Charles W. Evans. Luxton and Owens are active "hams" and Witter, Luxton, Chase and Evans hold aircraft pilot certificates. Owens, Walton, and Chase were radiomen with the U. S. Navy in WWII, and Luxton served as a fighter pilot aboard a carrier in the Pacific. Luxton was awarded the Air Medal with three clusters and the Distinguished Flying Cross. Evans served with the Army Airways Communications System in Japan and other Pacific Areas.

CACOM Waldbeiser is a Navy veteran and has been with the CAA for eleven years. Waldbeiser, who likes to hunt, fish, and fix over old houses, is no longer a youngster as proved by the fact that one of his children will graduate from high school next June.

Vadim V. von Hartmann, a Marine Corps veteran with ten years' service is MFIC. He served with the 3d Marine Division in WWII, participating in the Guadalcanal, Guam, and Iwo Jima campaigns before being sent back to the States for relatively safe duty at the Marine Corps Laboratory in Philadelphia.

Von Hartmann's workload consists of ten radio receivers, two VHF transmitters, and three teletype circuits



CACOM WALDBEISER

at the INSACS. In addition to the low frequency range and "Z" marker installation, there is also a unit of VHF equipment installed in the station truck. Von Hartmann says "Nothing unusual has happened at this station, unless you consider the heavy snow last winter which took us by surprise and made outside maintenance work none too pleasant. But, snow or no snow, the work had to be done and failures were kept to a minimum". The towers at the range site are not equipped with counterpoises and changes in weather conditions sufficient to affect the ground at the towers also affect the course alignment, making it necessary to retune the towers about four times a year.

Von Hartmann, who is not married, but who is "not agin' it" is an amateur radio fan and expects to go on the air soon with W6YFW. He is also a collector of phonograph records and his files now contain many rare recordings of great artists. He is a member of the local post of the American Legion and the Marine Memorial Club in San Francisco.

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Personality of the Month (Cont):

Following various spot assignments throughout the country, he was advanced to the position of Chief of the Certificate and Inspection Division in the Bureau of Air Commerce in the Washington, D. C. Office. In 1939, he decided to return to the field and came to rest in Seattle as a Senior Inspector and, immediately thereafter, Superintendent of safety Regulations. In July, 1942, he was ordered to active duty with the U. S. Air Force, serving as Colonel in the Office of the Air Inspector Headquarters, Army Air Forces. He held the rating of Military Command Pilot and on the basis of unusual proficiency in inspection activities for the A.A.F. he was decorated with the Legion of Merit.



L-R, top row: Witter, Evans, Luxton, Walton; bottom row: Chase, Von Hartmann

Following his discharge from Service, Jacobs was restored to duty as Assistant Regional Administrator in Anchorage, Alaska. He returned to the States in January, 1948, as the Assistant Regional Administrator in Region Three, Chicago.

As far as exciting incidents which Jacobs can recall, he clearly remembers the accident which qualified him to be a member of the "Caterpillar Club". It happened in 1929 when he was conducting a type certificate test on a two-place training airplane at Tulsa, Oklahoma. He recalls the ship having a wing flutter, and thanks his lucky stars he made good use of his parachute in the nick of time.

His biggest yarn concerns a rainbow trout fishing expedition in the wilds of Idaho in company with Mr. R. S. Bedinger, Regional Administrator of Region Seven. Unless he had photographs absolutely confirming the size and number of some of the fish which this duo claims as having caught, this would be one fish story quite difficult to swallow. Fishing seems to run in the family, however, as Jacobs contends that eight year old Butch is well on his way to being a fisherman also.



QUESTION BOX?



- Q. Why is it necessary for the consignee to return the signed number one copy of the Requisition-Invoice Form ACA 1660 to the consignor, who, in turn, must transcribe a record of receipt to the number four suspense copy and forward the number one copy to the Regional Office?
- A. This distribution of copies has been prescribed by the Washington Office and is for uniform application throughout the regions. The Requisition-Invoice form has been in the process of being revised for some time, and it is believed that an improved method of distributing copies will be established.
- Q. Please explain creditability of military service towards retirement under the Civil Service Retirement Act.
- A. Credit is allowed for all periods of honorable military service rendered prior to separation from a position subject to the Retirement Act, if such service is not the basis for receipt of retired pay. Military service is creditable regardless of whether or not disability compensation is received by the veteran. However, the Retirement Act also provides that credit for military service be allowed in the case of those employees who are in receipt of retired pay based on a service-connected disability incurred in combat with an enemy of the United States determining the life annuity rate only if he is retiring for reasons other than disability.
- Q. What happened to my Savings Bond?
- A. Savings Bonds are not issued directly by the CAA, but are issued and mailed by the Division of Disbursements, U. S. Treasury Department. This is our procedure:

Payroll deductions are posted to the individual's account as of the date of the salary check. List of persons entitled to bonds is forwarded to the Treasury Department, Los Angeles. Bond schedule is prepared by the Treasury and returned to the CAA. Schedule is verified and certified by the CAA and returned to the Treasury. Bonds are issued and mailed by the Treasury.

The above steps are merely an outline of the major steps involved and we can not under this procedure get a bond issued and delivered to the employee under three weeks from the date on which the bond was paid for.

6TH REGION EMPLOYEE WINS CASH AWARD

As the result of a suggestion submitted under the provisions of the Civil Aeronautics Administration Suggestion Program, a cash award of \$50.00 was presented to Einar Lee, Chief, Radio and Teletype Shop. This presentation was made by our Regional Administrator, J. S. Marriott, at an informal ceremony in the Regional Office cafeteria Thursday, September 22.

Mr. Lee's suggestion concerned a modification to VHF receivers used in Towers which greatly reduced the amount of ignition noise picked up in areas where there was considerable traffic adjacent to the control tower. This modification is presently being successfully used at the Los Angeles Tower and is available for use at any other location experiencing the same difficulty.



J. S. Marriott Presents Cash Award

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETINGS

September 26, 1949

1. Division Status Reports:

Airways Operations Division:

The Ukiah INSAC was commissioned on September 12. The Winnemucca INSAC was commissioned on a part-time basis on September 15. 24-hour service will be provided in the near future when additional personnel arrive.

Facilities Division:

Final reorganization of the Facilities Division is still being held up pending classification of key positions. The only information received is a reply to a message sent by our Personnel Office that final action would be forthcoming shortly.

The VOR range at Ogden, Utah, was flight-checked and commissioned for use. This Facility has been modified by lowering the tower from 30 feet to 15 feet, installing solid counterpoise and a round antenna shelter. The funds set up for making similar modifications to the Tucson VOR range will be transferred and used to accomplish modifications of the Huntington Beach facility in an effort to get this range commissioned for use.

Airports Division:

During the period September 12 through September 23, final payments were made on the current projects at Santa Rosa, California and Vernal, Utah. Grant offers were accepted for projects at Imperial, California and Logan, Utah.

2.

The Grant Offer was approved in the amount of \$77,706 for the high intensity runway lighting project for the present instrument runway at the Los Angeles Municipal Airport. Bids have been opened, but award has not yet been made.

The Chief of the Airports Division spent most of the last two weeks in the Washington Office attending the first meeting of the Airports Advisory Committee. The Committee discussed a number of matters of policy and is making definite recommendations to the Administrator concerning them. It is expected that the recommendations of the committee will be available at an early date.

After the meeting of the Airports Advisory Committee, the Chief of the Division spent several days in Washington coordinating activities concerning a number of current projects and operational problems and in a conference with the Airports Division Chiefs of other Regions. At the Regional Airports Division Chiefs' meeting, attention was called to the fact that, in the future, it would be necessary that Regional Administrators "designate" instrument runways at airports. This formal designation of instrument runways was made necessary by recent amendment to the Federal Airport Act which provides that the Federal Government will pay 75% of the cost of installing high intensity runway lights on designated instrument runways.

Business Administration Division:

3.

Justification material for the 1950 programs and the 1951 budget estimates is being prepared. This material is to be used for justification of our programs and estimates before the Washington Office Budget Team. The material will be ready for review with the Regional Administrator and Division Chiefs by September 30.

Aircraft Division:

The Douglas Super DC-3 prototype has returned from a three week demonstration tour which included Mexico City, Montreal and Ottawa, Canada, as well as the United States cities where major domestic airlines maintain their operating headquarters. The airplane was well received and it is expected that many of the operators using DC-3's will have their equipment modified. CAA personnel assigned to conduct flight tests on this project accompanied the airplane in order to gain advance information on performance and flight characteristics.

Safety Operations Division:

4.

Negotiations have been completed for the sale of Challenger Airlines to Monarch Airlines. If this sale is approved by CAB, the Operating Certificate will probably be transferred to Denver, Colorado.

Pan American Airways have just completed a proving run from San Francisco to Tokyo, using the Boeing "Stratocruiser" and are now ready for the return flight.

The International Region Survey Team, headed by Mr. A. S. Koch, visited the Region during the month. The International Region will handle all foreign operations. The Domestic Regions are to cooperate with the International Region in every respect and turn over to them all foreign operating certificates, and operating personnel handling foreign flag carriers. They will have jurisdiction over Pan American Airways' Alaska and Pacific operations. Also Canadian National, China National, BCPA, CMA and Trans-Ocean, the latter being an irregular air carrier.

2. Use of Intermediate Fields:

It was reported that there has been an increased use of Intermediate Fields, particularly those fields near cities and towns having an inadequate airport or none at all. Whereas efforts have been made to transfer these fields to the cities in question, such efforts have been unsuccessful because the cities are financially unable to undertake the operation and maintenance of the fields as municipal airports.

The lack of aviation fuel at these intermediate fields introduces a serious problem in connection with their use by itinerant pilots. After some discussion, it was evident that the situation varies considerably at different locations and that therefore no uniform procedure can be made applicable. In some instances the oil companies might be willing to install fuel pumps; in other instances some operator might be willing to do so, and at still others it might be necessary to provide drums or five-gallon cans of aviation fuel to be dispensed by some individual, possibly under the direction of the Communications Station.

It was finally suggested that the Facilities Division endeavor to work out some suitable arrangement at each location where the lack of aviation fuel is a problem, to make fuel available.

3. Addition of Promotion Aptitude Factor to RPP:

Recent experience with the Regional Promotion Plan under the present policy established both regionally and nationally has disclosed certain deficiencies. The Washington Standard Practice authorizes, but does not make mandatory, a promotional aptitude factor in the Regional Promotion Plan. This factor is utilized in the National Promotion Plan. It has become evident that without the promotional aptitude factor, the experience, performance, and educational factors are possibly out of balance. The amount of credit for education might possibly be scaled down to bring the factors in the proper ratio; however, this would require Washington Office approval. It is believed that the introduction of the promotional aptitude factor, which is permissible, would correct the present deficiencies.

The Staff Members concurred in the proposal to adopt the promotional aptitude factor as a part of the Regional Promotion Plan provided a satisfactory objective type promotional aptitude appraisal form is utilized. A committee consisting of Art Johnson, Glyndon Riley and Elwood Cole was appointed to develop a promotional aptitude appraisal form.

4. Miscellaneous:

The Regional Administrator announced that the first of the Management Conference Series lectures would be held on Monday, October 17 at 8:15 in the Conference rooms and every other Monday thereafter. Regular Staff Meetings will be held on the alternating Mondays - the next meeting being scheduled for October 10.

The Assistant Regional Administrator advised that the Weather Bureau has requested their representatives be permitted to accompany CAA flights wherever possible for the purpose of obtaining information relative weather forecasts. They have allotted a very small amount of money to cover such travel, therefore, forecasters will not be able to accompany flights which will keep them away for more than 24 or 48 hours at the most. Cooperation of all concerned was requested.

Elsewhere in this issue you will find mention of a plan to improve the operation of the Regional Promotion Plan. We hope to eliminate certain inequities which have been discovered in order that the plan will more completely accomplish the objectives for which it was intended. A study is now being made and you will be advised of the nature and extent of the changes which are adopted. These changes will be in full conformance with the promotion plan policies prescribed by the Washington Office.

On September 8, ceremonies were conducted at Lockheed Air Terminal in connection with certification of the Lockheed Constellation in conformance with the international requirements of ICAO. The airplane is being purchased by KLM and is the first airplane in the world to be certificated under the terms of the international aircraft airworthiness requirements. The occasion was termed to be of such importance that Dr. Albert Roper, Secretary General of ICAO came from Montreal to participate. The Regional Administrator and Mr. Alcorn, Chief, Aircraft Division, participated in the affair presenting aircraft certificates for this airplane to President Robert E. Gross of Lockheed and Mr. Fritz Besancon, a representative of KLM. A letter from the Under Secretary of Commerce, Mr. C. V. Whitney, to Mr. Gross congratulating Lockheed in this significant accomplishment is quoted below:

"It has been brought to my attention that the Secretary General of the International Civil Aviation Organization will be present Friday of this week to mark the presentation to your company of the first CAA Certificate of Airworthiness indicating compliance with newly adopted ICAO standard for transport aircraft. This certification of the Lockheed Constellation is, I am informed, the first such certificate to be issued for any aircraft.

"I should like to take this opportunity to congratulate you and your organization on this important occasion, representing as it does another step forward by the member nations of ICAO in international understanding and cooperation. This splendid airplane, already a familiar sight on most of the world's air routes, will continue to serve the air transportation industries here and abroad in the development of international travel and world trade."

* * * * *

Loyalty

Loyalty reaches its greatest station when it is directly derived from the sure existence of mutual confidence, respect and trust between supervisor and subordinate and vice versa. In fact, true loyalty does not thrive when it is only a one-way proposition.

DIVISION HI-LITES

Aircraft Division:

As a result of investigations by the Lockheed and Pioneer Companies, it has been found that malfunctioning of certain autopilot installations such as the Pioneer PB-10 and the Sperry A-12 may produce extremely high structural loads or uncontrollable maneuvering which may be very hazardous. Pending a thorough investigation of the autopilot operating characteristics in each of the various air carrier aircraft, the autopilot manufacturers and most of the aircraft manufacturers

have recommended that the installations be disconnected as a safety measure. At the present time, most air carrier aircraft in service have been modified to comply with these recommendations. Tests are now under way at San Francisco.

During the latter part of August, Engineering Flight Test Agent Heimerdinger proceeded to Minneapolis to observe operations on the Boeing 377 Stratocruiser during training flights conducted by Northwest Airlines, as well as scheduled operations by Northwest Airlines between Minneapolis and Chicago. Of particular interest during these operations was the first successful use of the 100/130 lower grade fuel. Previously, all operations had been with the 115/145 and/or 108/135 grade fuel.

Engineering Service Representative B. F. Mayhugh has been selected to represent this Region on the CAA Design Panel which, under the direction of Mr. Harold Hoekstra of W-295, will cooperate with Texas A and M College in the development of an agricultural category airplane intended primarily for dusting, spraying, and seeding. Mr. Mayhugh will report to Ft. Worth, Texas, on October 3.

Safety Operations Division:

United Air Lines is establishing and effecting the training program essential for their operation of the Boeing 377 between the mainland and Honolulu. In this connection, they have submitted their program for air crew training on Boeing 377 aircraft to the San Francisco District Air Carrier Office.

Los Angeles District Office (Air Carrier) has conducted preliminary inspections and worked with the Bonanza Air Lines at Las Vegas in anticipation of their early inauguration of feeder line service in the Nevada-Arizona area.

Agents Hudson and Brown, accompanied by Mr. R. B. Fatherson, Airport Engineer, SOCAL, made inspections of possible airport sites in the Death Valley area at the request of Bonanza Air Lines.

Supervising Agent Brewster of the Burbank Aviation Safety District Office, reports that Lockheed Air Terminal is rapidly becoming the non-scheduled center of the West Coast. At the present time, there are thirteen major non-scheduled air carriers engaged in interstate operations based there, including the Flying Tiger Line and Slick Airways, Inc, who are air freight carriers. Transamerican Airways, Inc, and Great Lakes Air Lines, Inc, recently transferred their main operations bases from New York to Burbank, and Arrow Air Lines has transferred operations from Lomita Flight Strip to Burbank. There are 26 commercial operators based in the Burbank area. This includes Robin Airways, California Arrow Airways and California Central Air Lines who are currently engaged in scheduled intrastate operations between Burbank and San Francisco - Oakland. At the present time, the following non-scheduled carriers are engaged in occasional operations to Honolulu: Transocean Air Lines, who is operating from Oakland into the Pacific area, and Transnational Air Lines and Associated Airways, who operate from the Los Angeles area.

The Chief, Airman Standards Branch, attended a meeting of operators on September 12, 1949, held at Aircraft Associates Office, Long Beach, California. This meeting was attended by operators interested in devising ways and means of furthering enrollments in flight and ground schools. There has been a slight increase in GI students as a result of an amendment to Public Law No. 266, which simplifies enrollment procedures. A new interpretation by Veterans' Administration requires

schools to be in operation on their own for a minimum of one year before they are eligible to accept veteran enrollees at Government expense. This will not affect many schools in this Region. Most operators are expecting a substantial gain in enrollments, as a result of the amendment, defining and simplifying veteran enrollment.

Airways Operations Division:

We are pleased to quote the following letter from the Acting Director, Office of Federal Airways, September 16, 1949, and add our appreciation of the fine service rendered:

"There is quoted below letter received by this Office under date of August 23, 1949, from Andres O. Cruz, Administrator, CAA, Manila, expressing appreciation for cooperation extended by the Federal Airways Service on President Quirino's recent flight to Washington:

'In behalf of my government and the PI CAA in particular, I wish to express to you our sincere thanks and gratitude for the splendid cooperation which the U. S. Federal Airways has extended to us in connection with the recent trip to Washington of our President, Mr. Elpidio Quirino.

'We consider the occasion as another manifestation of the unselfish and honest intentions of the United States of America to help a friendly and grateful people. It is a further proof that the US and PI Civil Aeronautics offices can continue to work in perfect coordination and harmony.

'We hope that in the future, with our limited resources, we shall be able to do the same for you.'

"It is always a pleasure to receive letters such as this. In passing it along to those facilities which participated in communications with this flight, please add the thanks of this office for a job well done."

All transfers of airport traffic controllers in connection with the reclassification program have been completed.

We are happy to report the return to work of Claude Smith after his long illness. Welcome back, Claude!

The INSAC people will be interested to learn that new air-ground operating consoles are in use at Reno, Fresno, Winnemucca and Paso Robles, and that installations are in progress at Crescent City, Salt Lake City and Ogden, and many others programmed for the near future. The Regional Office has not as yet received any comments regarding console performance from stations which are using them????

Facilities Division:

Engineering Branch:

In accordance with the schedule established, plans and specifications were completed, proposals issued and bids received for resealing the runways at Lovelock, Nevada and Daggett, California. The Desert Center, California project will also be undertaken this working season.

Arrangements have been completed with Lockheed Aircraft Co. for the test installation of a localizer and outer marker at Lockheed Air Terminal. These facilities will be operated for about thirty days and tests will be made to determine if an instrument landing system will aid materially in increasing safety of operations in and out of Lockheed Air Terminal and make it possible to lower presently established minimums.

Engineer Larner has completed survey work on the Lucin, Utah housing and other projects and is proceeding to the Regional Office for completion of final arrangements on his transfer to the Washington Office.

Construction Branch:

Console installations at Ogden and Salt Lake City are underway, with Delta next on the schedule for Crew A. Console Crew B are working at Crescent City and if arrangements with Transocean Air Lines can be completed, they will proceed next to Arcata.

Construction was completed on the Navy loop range at Miramar, and radio equipment installation has started at the Camarilla (Pt. Mugu) SRA range.

Runway surfacing and construction of a parking area at St. George Intermediate Field were completed on September 21 under the direction of Engineer Keim, assisted by Engineers Schwartz and Domaskin.

Maintenance Branch:

Selectees Mahoney and Karbach from the Civil Service Registers and Maintenance Technicians Warr, Duncan, Buck and H. R. Mathews have reported to Oklahoma City and are attending training courses.

The MOR range at San Francisco was placed in operation for a five-day period for a flight test by the Ninth Region DC-4 on its return trip to Honolulu. Results of this flight test are not yet available.

Flight Inspection Branch:

Patrol Pilot Al Horning was detailed to the Administrator's Office and when last heard from had landed at Prestwick, Scotland enroute to London. He will spend about three months in the European Area flight-checking and demonstrating air navigation facility aids installed by the CAA.

Airports Division:

Several months ago, the Administrator appointed twelve prominent private citizens, who are considered outstanding in the field of airport operation and maintenance, to constitute an Airports Advisory Committee. Seven of these twelve members were selected on a geographical basis, one from each area of the CAA's seven continental Regions. The five additional members at large were selected on the basis of representation of all types and sizes of airports which comprise our national system. Clarence Young, General Manager, Department of Airports, City of Los Angeles, is the representative for our Regional area.

The members of this committee serve without fee and pay their own travel expenses.

The first meeting of this committee was held in Washington, D. C., the week of September 12, and the Chief of the Airports Division, H. A. Hook attended. Many items of policy were discussed and the committee is making specific recommendations to the Administrator concerning various important matters. It is expected that the recommendations of the committee will be made public at an early date.

The purpose of the committee is to advise the Administrator with respect to industry problems and CAA programs devoted to the establishment, perpetuation, and effective management, operation, and maintenance of airports. It is believed that this committee will make many worthwhile contributions to the progress of aeronautics as so many of the problems of industry are centered around the airports.

The next meeting of this committee will be held in Los Angeles in January of 1950 and, at that time, some of the problems for which definite solution was not found during the September meeting will be further discussed.