REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. II. NO. 11 NOVEMBER 1, 1949

SIXTH REGION HOST TO PHILIPPINE TRAINEES

Zosimo H. Derpo, Pedro Odulio and Job Zavate, key Philippine CAA employees, have been assigned to the Sixth Region for observation and practical training for a three months' period.

Derpo, Assistant Chief of the Manila OFACS, and Odulio, Chief Aircraft Communicator at the Lahag Airport INSACS, have been assigned to the Communications Operations Branch for instruction and participation in the administrative and supervisory functions of a communications headquarters. Upon completion of this phase of their training, they will receive instruction in station management and operation at the Los Angeles INSACS and San Francisco OFACS.

Zarate, who holds a supervisory position in the Plant and Structures Division of the Philippine CAA, is under the guidance of personnel in the Facilities Maintenance Branch. He is presently under the tutelage of Ray Erickson in the Facilities Maintenance Shop, where he is receiving special training in power plants and related equipment. Zarate will also spend a portion of his time in the field where he will become acquainted with actual problems involved in servicing airway aids.

Zosimo Derpo, who has been with the Philippine CAA since June, 1948, has been in communications work since finishing high school. He is a veteran of three years' peace-time service in the Army, and was a radio operator with Pan American Airways at the outbreak of war in 1941. He is also a veteran of guerilla warfare against the Jap invaders, having made weather observations for the U. S. Air Force and furnished intelligence reports to representatives of General Mac Arthur's headquarters.

A veteran public employee, Pedro Odulio entered the field of radio communications upon graduation from school

C. M. SMITH WELCOMES DERPO AND ODULIO

in 1930. He has served as a Postmaster-Radio Operator in the Bureau of Posts and Telegraph of the Philippine government, and was employed by the U. S. Army Forces Far East as a civilian radio operator when Bataan fell. After the Philippine liberation, he was employed by the U. S. Air Force as a radio operator. He left the Air Force to join the CAA in September, 1947.

ZARATE AND ERICKSON

Young and energetic Job Zarate is a graduate of the Mechanical Engineering School of the University of Manila. He is much impressed by the excellent mechanical equipment used by the CAA in the States, pointing out that much of the equipment used by the Philippine CAA is war surplus. In his position with the Philippine CAA, Zarate is responsible for the building, roadways, water supply, disposal systems, power plants, pole lines, transformers, and power distribution up to the terminal board in the various facilities located throughout the Islands.

LATEST IN VOR RANGES

The picture below shows the Ogden, Utah, VOR range station as modified for the Air Navigation Development Board evaluation tests. The VOR was fully commissioned as a Category I Omni-range station on September 20, 1949, having been modified to a fifteen foot counterpoise having a solid sheetmetal counterpoise platform and a circular antenna shelter.

The picture discloses the location of the Distance Measuring Equipment antenna located atop the circular antenna shelter. W. F. Buck, MTIC at Ogden, will be responsible for the maintenance of the facility.

Regional Administrator's Column

Your Regional Administrator had planned that the first half of October would be devoted to a field trip within the Region visiting stations, towers, centers, and District Offices. At the same time, I would of-course visit representatives of the industry and local government. I was anxious to get field expressions regarding our operations before I went to the Regional Administrators' Conference during the week of October 24. Unfortunately, the heavy schedule of appointments and events at Regional Headquarters prevented me from following through with this plan. Here are some of the events which con-spired to keep me close to the Regional Office.

The Society of Automotive Engineers had their annual aviation meeting which lasted four days. Our Administrator, Mr. Rentzel, was presiding Chairman at one of the meetings at which the subject of interchangeability between military and civil transport aircraft was discussed by a panel of four speakers. One of the speakers was George Haldeman, head of the CAA Aircraft Division in Washington and formerly head of that same activity in this Region.

You may also have read of the ceremony in connection with the rededication of Los Angeles Airport as Los Angeles International Airport. Mr. Rentzel was present for this ceremony which was attended by several hundred aviation and civil officials including a number of our CAA folks. Mr. Rentzel took an active part in the ceremony, presenting a Certificate to Col. Clarence M. Young, Director of the Los Angeles Department of Airports, certifying the International character of the airport.

Mr. Rentzel spent a full day in the Regional Office discussing current problems. He attended the Regional Administrator's Staff Meeting and his participation in the discussions there is covered in the Minutes of the Staff Meeting.

Further indicating his interest in our Regional activities, Mr. Rentzel became a member of our credit union (to the extent of purchasing five shares) and also found time to attend the latter part of our "Fall Dance' held at the Army-Navy Officers' Club.

Another event was the National Convention of the Air Reserve Association which was held in Long Beach on October 13,14, and 15.

(Continued on page 8).

MR. MARRIOTT GREETS
ADMINISTRATOR RENTZEL

PERSONALITY OF THE MONTH

SARAH SCALLY

It doesn't take all of a scant ten minutes interview to realize that Miss Sarah Scally, Secretary to the Regional Administrator, finds genuine enjoyment in receiving and arranging for those secretarial details characteristic of her position.

An occupant of the Region's choice secretarial position for over a decade, Miss Scally couldn't imagine anyone being interested in her "dull and uninteresting career".

'Tis stretching a point or two to regard her capacity as uninteresting when she falls heir to the assignment of screening all Washington correspondence, handling telephonic inquiries with some of aviation's great personalities, greeting and receiving all visitors to the Regional Administrator's office, along with acting as a responsible point of contact on some of the most important developments in the Region's program. She has often been referred to as a "walking CAA personnel directory."

Ask any of the important personages in the aviation industry who do business with the CAA and you'll generally hear a favorable report on this lady who insists that her whole life has been "quite dull and uninteresting".

Miss Scally's whole interest hasn't centered on her vocational career. She readily admits that travel to foreign countries takes the few extra pennies she chucks away in her penny bank. Sojourns to Mexico City and Canada have been included in her foreign itinerary with Honolulu and South America as the two cherished places she hopes to visit.

She was quite active during the war years as a volunteer Nurses' Aide with the Red Cross. She is an affiliate of the "Gallon Donor Club". She has been associated for many years with the YLI, a philanthropic Catholic women's league, and served at one time as a Grand Director of this society.

In commenting on positions she held prior to her first government positions, she jokingly recalls having been around sixteen when she was employed as a PBX operator with the Sweet Sixteen Company (Ladies Ready-to-Wear). She declined to mention the exact year, but did admit that it was somewhere in the "roaring twenties".

Miss Scally entered government service in November, 1928, as a stenographer with the Aeronautics Branch of the Department of Commerce. Since that time she has been a secretary to W. F. Parkin, R. I. Hazen, C. F. Rowe, H. A. Hook and J. S. Marriott - - all five familiar names to many CAA personnel. She has been Mr. Marriott's secretary since 1933 when he was assigned as Supervising Aeronautical Inspector for this area.

CAA AT TUCSON MUNICIPAL AIRPORT

The Tucson Municipal Airport, managed by gregarious Bob Schmidt, former Chief of the Airports Division, is located seven miles South of the City of Tucson on the Nogales Highway. The airport and its activities are fully supported by the City of Tucson, a city of 100,000 inhabitants. Tucson, which rates high as a cultural and educational center and is famous for its delightful and healthful sunshine climate, is strategically located at the gateway of the rapidly developing West Coast of Mexico and is noted as a health and vacation resort.

Supervising Agent of the Tucson Aviation Safety District Office is Walter M. Mc Clain, who has been with the CAA since 1940, except for a break during WW II when he flew the Hump for the Air Force. McClain is an old timer in aviation, whose storybook experiences as a barnstormer, aerial circus acrobat, and charter pilot make interesting conversation. He is married and has two children. His hobby is prospecting for gold in the mountains near Tucson.

WALTER M. MC CLAIN

Forrest J. Rye, Aircraft Agent, is also a veteran of the barnstorming era in aviation. In the early days, he operated a charter service and then became half-owner of Scotty's Aerial Attractions, featuring aerial acrobatics and hot air balloon ascensions. He had hit the big-time as an airplane pilot by 1930, and for the next ten years, he was employed by Pan American Grace in South America. Rye is an ardent geologist in his spare time, and he also devotes time to his amateur radio station and lapidary. He is married and has three children.

The Tucson INSACS was established in November, 1931 with teletype service on the old San Diego-El Paso Airway. Scheduled broadcasts were begun in the spring of 1932, and radio range operation commenced in 1933, with a TUC transmitter which is still in use as a spare. The INSACS is located in a new building shared with the Weather Bureau and the quarters are among the most spacious in the Region.

CACOM is Ray B. Talbot, a dead-ringer for the late President Roosevelt, as the picture below will show. He came with the CAA in 1931 as an Airway Keeper at Benson, Arizona, but itchy feet took him to the First Region where he remained until his return to the Sixth Region in 1947. Ray says fervently, "I have returned to Region 6 to stay!!" His hobbies are amateur radio (Call W7LQH) and photography.

RAY TALBOT

Aircraft Communicators assisting Talbot are John W. Lambert, Andrew Ross, Ralph Fitch, Cecil Masterson and Arvil Smith. Lambert, another ham (Call W7KAH) was loaned to the U. S. Navy during WW II and assigned to Communications duty with NATS at Dakar for two years. Fitch and Smith are WW II veterans.

The Tucson Airport Traffic Control Tower was established at Davis-Monthan Air Force Base May 1, 1942 and operated there until October, 1948, when airline and other non-military flying was transferred to the Municipal Airport. The American Airlines operates nine flights daily out of Tucson and local and transcient traffic average approximately 200 operations daily.

INSACS PERSONNEL

Chief Airport Traffic Controller is Edmon J. La Due, who was employed by the City of Long Beach as Control Tower Operator at the Long Beach Municipal Airport before coming with the CAA. Ed says, "I'm single at the present time, but it looks like marriage is just around the corner."

La Due is ably assisted by Raymond C. Cutchall, Donald C. Monson, James J. Morrison, Willie F. Oden, James D. Pelphrey, James G. Shark, Harold E. Tusha, and Richard E. West. All except West and Monson are World War II veterans. Cutchall, 8th Air Force Veteran, holds the Distinguished Flying Cross, Air Medal, with five clusters, and the Purple Heart. Pelphrey, who flew with the 10th Air Force in China, Burma, and India, was awarded the air medal and Distinguished Flying Cross.

MTIC is Fred C. Goff, a Navy veteran, who has been at Tucson since 1945. He is responsible for the maintenance of a low frequency range with a station location marker, a VHF omnidirectional range, two fan markers, airport traffic control tower, airways communications station with VHF voice facilities, and VHF mobile equipment in a sector truck. His shop is located in the INSACS building. Goff's hobbies are woodworking and amateur radio (Call W7WQZR).

Maintenance Technicians assisting Goff are John Logan and Leon W. Fowler. Oliver Cox, Relief Maintenance Technician is also headquartered at Tucson.

Allen O. Pecor, Airways Technician, has a shop housed in the Tucson INSACS building. He is a Navy veteran of both World Wars. He is responsible for the maintenance of 14 sites from Red Rock to Dragoon on Airway Green 5 and from Vail to Tombstone on Airway Red 83. At present he is hospitalized at the US Veterans Hospital in Tucson. He is anxious to hear from his friends throughout the Region and may be reached by addressing him in care of U. S. Veterans' Hospital, Tucson, Arizona, Ward 5, Room 256.

TOWER PERSONNEL

MTIC GOFF

OPERATIONS WHIRLWIND

It all began when Los Angeles Airways was organized in 1944 and applied to CAB for a mail certificate, which was granted in May, 1947, for a three-year period. Service started October 1, 1947. Forty-four suburban cities, including San Fernando, Pasadena, San Bernadino, Santa Ana, Newport, etc, within a fifty-mile radius of Los Angeles Airport are served three times daily (including night flights) on three routes. The fourth section, to Los Angeles Terminal Annex Post Office, is flown seventeen round trips daily, frequently with many extra sections.

"The reliability and safety of the helicopter is virtually a provan fact," Los Angeles Airways' president and dynamo, Clarence Belinn, reports. It is the product of over 125,000 precision landings and takeoffs carrying over 6,000,000 pounds of mail and parcel post in its first two years. Formerly, it took as long for a letter to travel between the communities of the metropolitan area as it did to cross the continent. Now it is a matter of minutes.

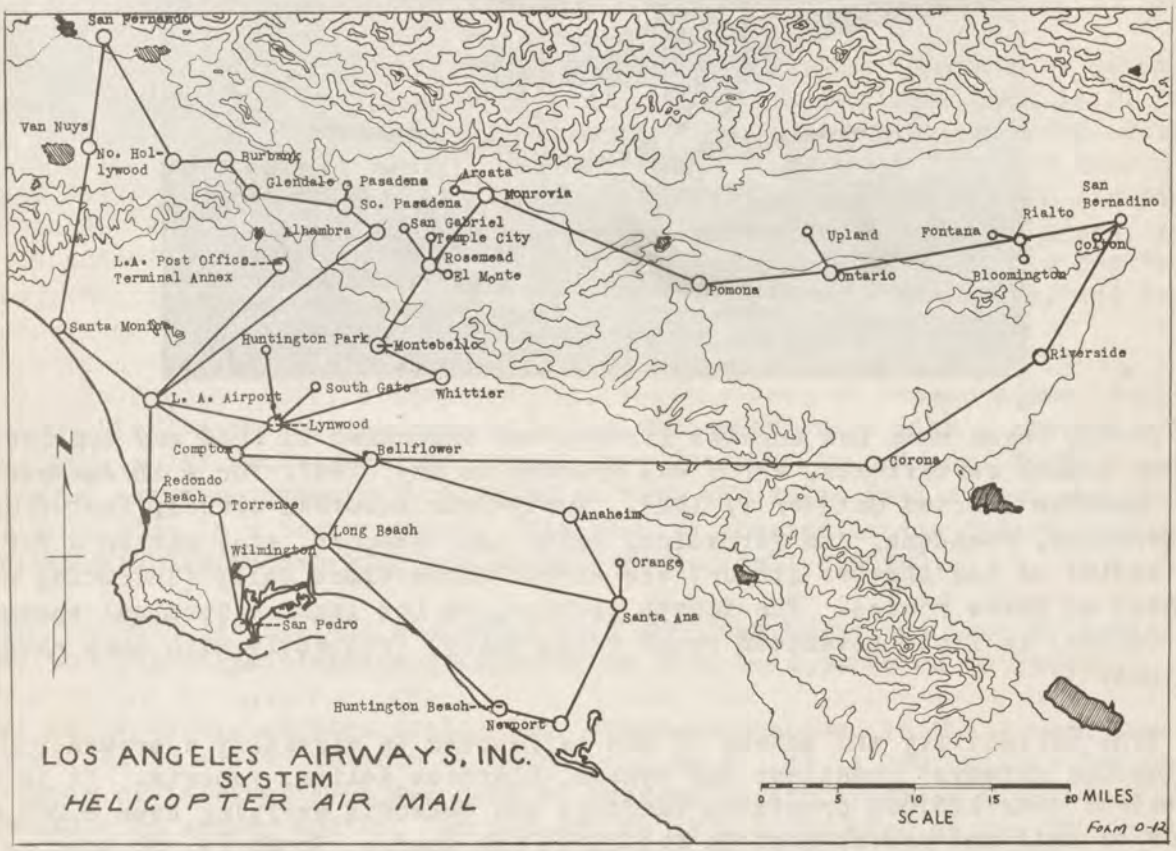
Los Angeles Airways flies 356 route miles. It flies over 500 revenue hours per month and about 30,000 revenue miles.

Public acceptance? The company has received practically no complaints about noise, yet its five craft are commuting busily two and three times a day over densely populated areas at never more than 1,300 feet altitude.

"Fortunately, CAA has fully cooperated with LAA, and Belinn praises the agency's recognition of the experimental nature and special problems of helicopter operation," according to an article published in Aviation Week. Mr.

Belinn stated, "We have reason to believe that sometime in 1951, twin-engine helicopters of approximately 10,000 lbs. gross weight will be available, which will be capable of operating with one engine at 120 mph cruising speed. Based on this, it would appear that we would be authorized to fly a straight line flight track of 12 miles between the airport and the Terminal Annex. This, plus the added speed of the new helicopter, will result in a flying schedule of six minutes." The present five single-engine ships, adaptations and modifications of the war-time Sikorsky Model R-5, now must detour around a central area, flying 18 miles in 12 minutes.

Los Angeles Airways goes down in the history books as a pioneer of flight. Its future appears to be assured.

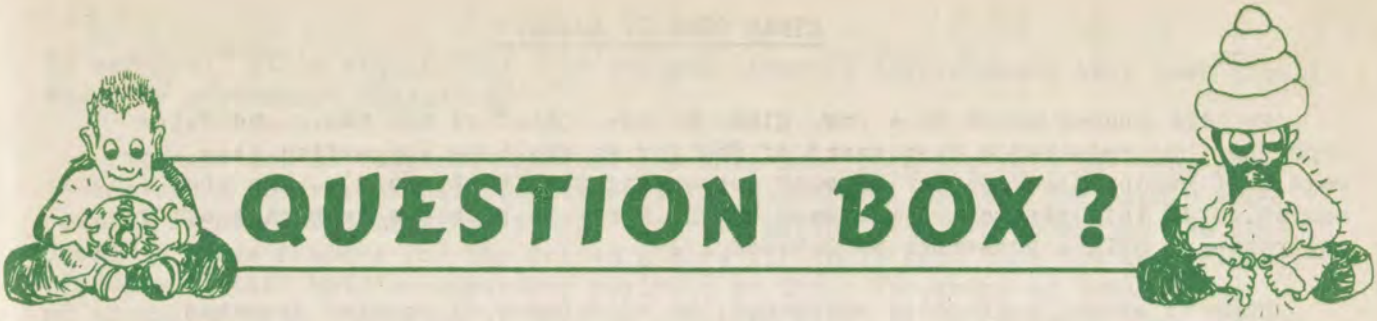


REGIONAL ADMINISTRATOR'S COLUMN (Continued from Page 3):

Headquarters, U. S. Air Forces and the Continental Air Command scheduled conferences at this convention with representatives of the domestic numbered Air Forces, the Air Force Reserve Training Centers, and the Air Reserve Wing Commander As a result, top policy relative to Air Force Reserve training programs was made known to all concerned.

The first of the Management Conference Series lectures was given before approximately 65 of our supervisory personnel in the Regional Headquarters, and the reception at the lecture period seemed to be good. Arrangements are being made to duplicate these lectures and distribute them throughout the Region.

The Community Chest Drive under the leadership of Marshall Beeman appears, at the time, to have gotten off to an excellent start. Full support of this worthwhile activity by our agency will, I am sure, be gratifying to us all, individually and collectively.



Q. If I am a veteran with competitive status, how many years of Federal civilian service must I complete before I have life time reinstatement eligibility?

A. There is no time limit applied to veterans; therefore, under the present regulations, any veteran with competitive status who has completed his probationary period has life time reinstatement eligibility.

Q. May I be considered for transfer to another CAA region if I have not completed my probationary period after conversion to competitive status?

A. Yes.

Q. Is it possible to draw both military disability compensation and Civil Service Retirement payments?

A. If the disability compensation is for service connected disability, credit toward civilian retirement is allowed for the full period of honorable military service.

Q. What is meant by "equivalent increase" in compensation when determining eligibility for a periodic pay increase.

A. "Equivalent increase" means any increase in basic compensation equal to or greater than the smallest compensation increment in any grade in which the employee has served during the time period of twelve or eighteen months as the case may be.

Q. Considerable difficulty is being experienced in identifying some of the stationery items listed in Class 53 of the catalog and included on Form 6-170-173. Are any steps being taken to improve these descriptions?

A. Class 53 is now being revised and will include pictures of all difficult to identify items. The descriptions of items on the stationary requisition form are being amplified to facilitate identification of desired items.

Q. If I recently was given a competitive civil service status as a Radio Maintenance Technician, SP-7, must I serve six months after the date of conversion, even though I made an eligible rating at the SP-8 and P-3 grades, before I may be promoted?

A. Yes. When you accepted an SP-7 position, you accepted a position as a result of one examination. You will not be certified by the CAA Board of U. S. Civil Service Examiners for higher grades as a result of this examination.

EINAR DOES IT AGAIN!!

For the second month in a row, Einar N. Lee, Chief of the Radio and Teletype Shop has received a cash award of $50 for an employee suggestion (see page 9 of Region Six News for October concerning the first award). The presentation of this cash award was made by Mr. Marriott before a gathering of all regional office personnel on October 17.

Einar's second suggestion concerned the adjustment of carrier operated noise squelch on RUO VHF receivers which has been adopted for use and placed into effect.

In addition to the cash award, Mr. Lee received a certificate signed by the Administrator and a letter of commendation from the Regional Administrator.

Congratulations Einar - Keep up the good work!!!

COMMERCIAL JET TRANSPORTS?

Public attention has recently been focused on the new jet engine powered transport aircraft developed by the British since the war. One turbo-propeller aircraft and one straight jet aircraft of commercial passenger types have recently flown in England, and, almost at the same time, a jet powered transport model was flown in Canada. The enthusiastic reports of pilots and observers regarding the highly satisfactory flying characteristics of these aircraft, and the published data on estimated performance and range have stimulated considerable interest among the aircraft manufacturers and the air carrier operators in this country.

During the war, British aircraft development and production was concentrated entirely on fighter types and medium bombardment types. The only transport types built by the British during the war were flying boats. On the other hand, the American aircraft industry successfully developed several military transport aircraft which were suitable for ready conversion to commercial transports. At the same time, the design of other improved military transport types was well advanced at the end of the war, and certain of these models have since been certificated as post-war commercial transports.

The tremendous production facilities of the American manufacturers made it possible for them to supply all of the needs of the American air carriers for new model aircraft, and, at the same time, to accept and fill orders for foreign air carrier operators who were forced to buy American equipment due to the fact that no transport type aircraft of British design were available.

Recognizing that they were far behind the American manufacturers in the design and development of commercial transport type aircraft using conventional piston engine power plants, the British aircraft firms concentrated their efforts on jet engine powered aircraft. The British manufacturers have a certain advantage over the American manufacturers in that their development of aircraft gas turbines was considerably ahead of American developments in this field.

If the British jet transports turn out to be as successful as present information indicates, they will be in a position to make a strong competitive bid against American manufacturers for new aircraft to replace the present transports

in service. It is significant that British aircraft developments have been greatly aided by government subsidies.

It must not be supposed that our American manufacturers have not been alert to the trend toward jet powered aircraft for commercial usage. The highly successful fighter and bombardment type aircraft which have been developed and produced in large numbers for the United States Air Force show that the American manufacturers still hold a commanding position in their knowledge of aviation as an advancing art. However, it must be admitted that, at the present time, developments in jet powered transport category aircraft for both military and commercial usage have lagged in comparison with other types. This has been due to the priority given to tactical aircraft over transport aircraft by the military services, and to the fact that no one of our manufacturers has felt himself in a strong enough financial position to proceed with the design and construction of prototype jet powered transport aircraft for commercial usage. Past experience with new model military aircraft, particularly in large sizes, has shown that unforeseen difficulties in the design and development stages may incur considerable time and expense to solve. Accordingly, it appears necessary that development of any new large size jet powered transport aircraft would require that any manufacturer undertaking such a project have considerable financial backing or underwriting.

The report of the Prototype Group of the Civil Transport Aircraft Evaluation and Development Board deals briefly with the performance requirements and development costs of a jet transport. This report indicates that a jet transport should have a capacity of 40 passengers or 10,000 pounds of payload with about 3,000 miles maximum range, and a cruising speed of 500 mph. The estimated cost to develop such a project was given as: Two prototype aircraft - $33,000,000; six additional aircraft for service and operational testing - $21,000,000; two years of service testing for eight airplanes - $4,000,000. This gives a total of $58,000,000 as estimated costs for development and service testing of such an airplane.

One of our large aircraft manufacturers recently published an article in his company magazine entitled: "No U.S. Jet Transports - Why?". The author of this article, who is an outstanding authority on aviation in this country, commented on the fact that England's subsidized aircraft industry has already built and flown several different jet powered airliners, whereas in this country, no manufacturer has even begun construction of an experimental jet powered airliner. The author points out that uncertainties in the minds of the manufacturers regarding the applicability of the present Civil Air Regulations to jet transport design and operation, and the uncertainty regarding the trend of future regulations which may be promulgated to establish jet aircraft performance and operating standards, are a deterrent to any manufacturer in developing, on his own initiative, a prototype jet powered aircraft. He points out that there is too much risk involved for any manufacturer to undertake such development based upon his own concepts of what design and operating standards should be for the jet aircraft, only to find such standards entirely different by the time the prototype is completed. Design and performance standards acceptable to, or required by, the military services would not necessarily be suitable for commercial aircraft.

The author envisions the medium size, medium range, jet transport as being the logical initial step in the airliners which would be suitable for the domestic air lines in this country. He envisions a forty to fifty passenger transport with operating range of approximately one thousand miles, plus reserve. It is estimated that such a jet airliner would have a direct operating cost comparable to present day airliners.

Many of the large manufacturers have made project studies on jet powered transport aircraft. It is estimated that it would take from eighteen months to two years for any such project to grow from the drawing board into a prototype article, and another two years before a sufficient number of airplanes could be manufactured to start scheduled service on airlines.

The CAA is actively studying the matter of airworthiness design standards and operating requirements for jet powered aircraft. The author of the article mentioned above is somewhat critical of the CAA for not having such requirements in existence at this time. However, it must be pointed out that nearly all design and operating standards are those which are established by the manufacturers and operators themselves, based upon the knowledge and advancement of the art of airplane design and operation. The CAA can not promulgate standards which have not been thoroughly coordinated with the manufacturers and operators, since the CAA is interested primarily in operating safety, and not in design and operating efficiency except insofar as it is the mission of this agency to foster developments in aviation. It is, therefore, the prerogative of the manufacturers and operators to propose such new safety standards as they consider to be appropriate for the design and operation of jet powered aircraft for consideration by the CAA and CAB.

It is most likely that the high speed and high altitude operation of jet aircraft will present many new problems in air traffic control, particularly under blind flying conditions. The high fuel consumption of jet engines would make it economically impracticable to carry reserve fuel for alternate airport and holding procedures. Furthermore, cruise control studies indicate that jet aircraft should maintain cruising speed and altitude until almost over the airport of destination, and then make rapid descents in which such devices as dive brakes might be utilized. Improvements in blind flying and navigation equipment will have an important part to play in the economic success of jet transports.

It is apparent that the progress made by the British in jet powered commercial aircraft has awakened the American government to the fact that this country is lagging behind in this field of development. Both the House and the Senate have passed acts to provide for the "development of civil transport aircraft adaptable for auxiliary military service and for other purposes".

It may be expected that financial backing for jet powered aircraft could be provided under these acts, if the design studies made by the Civil Transport Aircraft Evaluation and Development Board (created by the Congress as part of the Acts) should determine that jet powered aircraft were feasible, and were needed in the best interests of the country in future aircraft development.

It has been suggested that one of the new model jet powered bombardment type aircraft, namely, the Boeing Stratojet, is of size and type which would lend itself to conversion to a forty passenger, two thousand mile jet transport. It would appear that much valuable operating experience could be gained in the commercial utilization of jet powered aircraft if three or four of these Boeing Stratojets could be operated by one of the large airlines in this country as cargo carriers for a period of time.

The question is frequently asked, "What are the advantages of the jet powered transport over the conventional type?" The first advantage is speed. Propulsive efficiency of the jet engine increases with speed, whereas the propulsive efficiency of the propeller falls off considerably at relatively high airplane speeds. The propulsive efficiency of the jet engine is further increased by the fact that the propulsive air is at the same time the cooling air and the combustion air. At the

present time, jet engines suffer from the disadvantages that specific fuel consumption is considerably higher than for piston engines, due mainly to the fact that thermal efficiencies in the combustion cycle are limited by the temperature limitations of the combustion chambers, turbine wheel and tail pipe. Future improvements in operating efficiency of jet engines will depend upon advances in metallurgy of the materials used. The jet engine is basically a simpler engine than the piston engine, since there are fewer moving parts, and all such moving parts are rotating parts. The absence of any reciprocating parts makes it possible to design lighter weight engines per unit of power than for piston engines. The service life between overhauls of jet engines is consequently less than for piston engines at this time, largely because of metallurgical problems. However, when we consider that the weight versus horsepower output of piston engines has been lowered from three pounds per horsepower to one pound per horsepower in the past decade, largely through improvements in the science of metallurgy, there is every reason to expect great improvements in serviceability and efficiency of jet engines in the course of time.

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING

October 10, 1949

Mr. D. W. Rentzel, our Administrator, attended this Staff Meeting and participated in the discussion of the items contained in the Status Reports of the Division Chiefs. In addition, he discussed:

1. Some of the features of the Civil Service Pay Bill now being considered by the Congress which, in addition to small salary increases, proposes to provide a single grade system, changes in the Efficiency Rating System, and delegation of Classification authority to all Government agencies with post review by Civil Service.

2. The new single runway airport policy.

3. The advisability of removing the requirement for inclusion of longitude and latitude on air markers. This Region concurred with and has advocated such a change in the policy.

4. Requested our ideas concerning the advisability of eliminating the twin engine Beechcraft from our present fleet and replacing them with a lesser number of DC-3's. Initial Regional reaction was that our fleet is reduced to a minimum now as far as numbers are concerned. In this general connection, Mr. Rentzel advised that additional rental time for four engine proficiency training is being requested in the 1951 budget.

In connection with the discussion of the installation of VOR omni ranges at site locations subject to terrain influences, the suggestion was made that Technical Development might take over one of these installations and carry it through to final commissioning. Mr. Rentzel expressed willingness to make such a proposal to Technical Development, and the Region recommended that the Ukiah VOR installation be the one undertaken by Technical Development.

Division Status Reports:

Safety Operations:

A report was made on the Slick accident at Cheyenne on the basis of the preliminary report received. The aircraft was dispatched out of Los Angeles and refueled at Las Vegas with the next point of intended landing at Denver, which went below

minimums before arrival. The flight started to return to Rock Springs, but upon reaching the vicinity of Laramie, weather had dropped below minimums at Laramie and the flight was recleared to Cheyenne. The aircraft crashed and burned on final approach. Mr. Rentzel asked if any of the scheduled freight operators had a dispatch system and was informed that it was not required.

Aircraft Division:

Most of the technical data on all the old and the current Boeing Model airplanes have been transferred to Region 7. The Aircraft Division in Region 7 will now handle any engineering problems arising as a result of modifications to any Boeing built airplanes.

As a result of investigations into the possible malfunctions of automatic pilots in various models of transport airplanes, changes in the auto pilot systems which greatly reduce the forces applied to the controls by the servo motors have been flight tested and approved for operation. While previously the forces exerted by the various electronic auto pilots were difficult to overpower by the average human pilot, the reduced forces now used can be readily overpowered and, in case of malfunction of the system, the airplane's reaction will not be violent.

Airports Division:

A conference was held during the month of October in the Regional Office attended by the Director and members of the staff of the California Aeronautics Commission and the Regional Office. The purpose of the conference was to discuss matters of mutual concern and to improve arrangements for liaison and coordination of the activities of the two agencies. The following agreements were reached:

1. The State Aeronautics Commission will in the future provide the CAA with information on all airport site locations before the Commission takes action to approve an airport.

2. The District Airport Engineers for Northern California and Southern California will advise the State Aeronautics Commission of all new airport developments which come to their knowledge even though such sites are only being discussed by local authorities.

3. There will be one meeting held each month in the Office of the District Airport Engineer, NOCAL and one in the Office of the District Airport Engineer SOCAL with representatives of the State Aeronautics Commission and attended by the Chief of the Airports Division or the Deputy Chief. These meetings will be on a prearranged schedule. State representatives will advise of all projects on which they are working and they will advise concerning all matters which have come to their notice which affect the operations or planning of the Airports Division. In similar manner, the CAA will advise the Commissions representatives concerning its current and planned activities and the status of funds available or likely to become available.

Airways Operations Division:

Representatives of Airways Operations in Regions Six and Nine attended a conference at the Naval Air Station, San Diego on October 5 to discuss the Navy's proposal to reserve large blocks of air space in the Pacific for use by the joint Amphibious Force for a training exercise during October and November. In order to minimize confliction between the aircraft employed in the training exercise and

other aircraft flying the routes between the Hawaiian Islands and the West Coast, an agreement was reached whereby all participating military aircraft will be controlled by a Task Force. The Task Force will provide effective precautionary measures to preclude any activities which may be hazardous to non-participating aircraft. Special communication channels will be provided for direct communication between the Task Force and any civilian aircraft flying in the vicinity.

According to rumor, the Air Force plans to remove its Weather and Communications personnel from the Wendover Air Base. In order to confirm this rumor, representatives of Airways Operations visited Hill Field and learned that AACS had withdrawn all but a minimum complement of personnel from Wendover in anticipation of closing the Wendover Tower and AACS on short notice. No effective date has been established. Both Weather and AACS activities are operating on a day to day basis until the question is settled.

The Sixth Region proposal to discontinue the Mt. Laguna INSAC is still awaiting completion of arrangements by the Weather Bureau and the Navy for a substitute weather service after the Mt. Laguna Station is closed.

Facilities Division:

New projects assigned since the last meeting include an instrument landing system and neon approach light lane at Ontario, California and "H" facilities at Promontery Point and Corinne, Utah.

Engineering is now being carried forward on six projects, namely, San Francisco high intensity approach light lane, San Francisco airport surveillance radar, Wells intermediate landing field, Promontery Point "H" facility, Ontario ILS and light lane, and relocation of the Riverside INSACS to Ontario.

Projects under construction are as follows: Los Angeles high intensity approach light lane, modification of the Huntington Beach VOR tower structure, Camarillo SRA range, Miramar MRL range, Delta Watchhouse, Salt Lake ILS and airport surveillance radar cable and ducts, resealing runways at Lovelock intermediate field, "H" facility at Corinne, modification of quarters for INSACS at Arcata, and console installations at Salt Lake, Ogden and Ukiah.

DIVISION HI-LITES

AIRCRAFT DIVISION:

S-w-i-s-h! In case you don't know, that was Mr. Alcorn flying Lockheed's F-80 jet over the office. Mr. Alcorn stated that it has been and will be his ambition to see 600 mph on the airspeed indicator. On this flight it didn't quite reach 600, but did exceed 500, which is faster than he has ever flown. He was delighted with the handling characteristics of the airplane, and stated that the power stalls were no more severe than in the average small airplane.

During flight tests on October 21st in a United Helicopters' Model UH-12 with a revised fuel system, Paul Thornbury, Engineering Flight Test Pilot, had a narrow escape. Mr. Thornbury was in flight at an altitude of approximately 20 feet with a forward speed of approximately 35 mph when a structural failure occurred in the tail rotor drive gears. When this failure occurred, the helicopter immediately became uncontrollable directionally and began to spin like a top. Mr. Thornbury's broad experience and fast reaction time served him well in this

instance for he immediately realized what had happened and reduced power, thus going into auto rotation to reduce the spinning. Fortunately, the failure occurred over smooth terrain and Mr. Thornbury was able to make a safe landing without injury to himself or the helicopter. A glance at the record will show that Mr. Thornbury exhibited unusual ability and technique in making a safe landing under these conditions, since failures of this type in flight usually result in serious accidents.

Mr. Haldeman, Chief, Aircraft Division, Washington, was a visitor this past month. He and the Administrator were speakers at the recent SAE meetings. Afterward, Mr. Haldeman flew to Seattle to confer with CAA and Boeing personnel on items connected with the Boeing Stratocruiser. He was accompanied on the Seattle trip by Mr. Hawks of this office. Other Washington visitors were Mr. A. A. Vollmecke, Chief, Airframe and Equipment Engineering Branch, and Mr. W. T. Shuler, Aeronautical Engineer, who participated in an AIA subcommittee meeting, and Mr. Harold Hoekstra, Special Projects Engineer of the Aircraft Division.

The Army 689 type certification Board, consisting of 82 members, completed their examination of the Northrop YC-125A. Personnel of the Aircraft Division participated in these meetings.

One of the UH-12 helicopters sold during the past month was for delivery by the Army Air Force to Guatemala, Central America, via C-47 cargo plane, for emergency use following severe floods and for pest control to prevent epidemics. Two more helicopters, equipped with litters (ambulance version) are scheduled for delivery to the French Government for use in French Indo-Chine.

An application for Type Certificate was received for the Hiller Model H-J1 jet powered helicopter which is the first commercial development of its kind to be handled in this Region. The rotor for this craft will be driven by two ram jet motors, one attached to each of the rotor tips.

The Lockheed Company is discontinuing design work on their Model 949 airplane which was to be a larger version of the present Constellation series and is concentrating their efforts on an entirely new design intended to compete with the new British De Haviland "Comet", a jet powered, long range transport which is now engaged in initial service testing.

SAFETY OPERATIONS DIVISION:

Mr. R. E. Dake, Chief, Safety Operations Division, and Mr. C. L. Schmid, Chief, Flight Operations Branch, attended a Flight Operations meeting called by the Director of Aviation Safety at Indianapolis, Indiana, from October 4 to 6. In addition to discussing general Flight Operations problems with Washington and other Region personnel, demonstrations of slope line approach lights, omni-range, distance measuring equipment and off-course computer facilities were observed at the Technical Development and Evaluation Center.

Agent Hugh Johnson, Air Carrier Maintenance Inspector in the Los Angeles District Office, has accepted the position of General Manager with Bonanza Airlines at Las Vegas, Nevada. Bonanza Airlines has received a Certificate of Convenience and Necessity to operate scheduled service through Nevada, terminating at Phoenix. This operation will probably start around November 15.

During the past thirty days, a survey was made by the Chief, Airman Standards Branch, of flying school operations in the Santa Maria District Office Territory, Santa Clara Valley and the upper San Joaquin Valley. On the evening of September 28, 1949, a meeting was held with the operators in Sacramento. The following day, a joint meeting of operators, flight examiners, and flight instructors was attended. This meeting was called by our Sacramento District Office. There has been a decrease in GI enrollments, caused by Veterans' Administration enrollment requirements, which have recently been modified. A number of operators reported a slight increase in pilot training exclusive of GI training. The great majority complained of lack of business and are turning to dusting and other industrial operations, in addition to pilot training, to bolster business.

AIRWAYS OPERATIONS DIVISION:

At the invitation of the U. S. Navy, Ponty de Arce and George I. Smith are accompanying a task force on maneuvers in the Pacific.

The Crescent City INSAC was commissioned October 15th. Arcata is scheduled for commissioning about the latter part of November. The Delta Station, which was destroyed by fire last March, has been rebuilt and equipment is now being installed. Since the fire, operation has been maintained utilizing temporary equipment installed in a truck. It will be a relief to the Delta personnel to get back into a regular building.

Good progress is being made on the installation of air/ground operating consoles in INSACS. Installations completed include Reno, Winnemucca, Fresno, Paso Robles, Crescent City, Ukiah, Ogden and Salt Lake. Next scheduled are Delta, Arcata, St. George, Las Vegas and Gila Bend. Those having consoles in operation report their performance as excellent.

FACILITIES DIVISION:

The Construction Branch has completed the seal coating of the pavement at the Daggett, California and Lovelock, Nevada Airports and started the same work at the Desert Center, California Airport.

Modification work at the Huntington Beach and Liebre Mountain VOR sites is continuing in a further effort to commission these facilities. The tests made are still inconclusive.

Filipino Trainee Job Zarate, from the Philippine CAA, and whose picture appears elsewhere in this issue, is currently receiving additional on-the-job training on the airways maintenance sector at Wendover, Utah under the direction of Technician Pedri. He will later accompany Supervisor Kurth through a routine inspection of the airways maintenance sector out of Delta, Utah.

We are glad to report that the latest word from Airways Maintenance Technician Rex Hicks, who suffered a heart attack while taking a leisurly vacation in Oregon, indicates that his doctor considers him out of immediate danger, but advises a change to less arduous labor and other activities. This, we know, will be a punishment for Rex, as he has always taken his work assignments with zest and is a great outdoor enthusiast, enjoying particularly hunting and fishing.

CAPITAL GLEANINGS

The classified and postal pay-reclassification bills haven't been signed into law at the time of this writing. It has been assured, however, that the President will sign both of them.

Longevity Raises: 80,000 classified workers are now at the maximum of their respective grades. The longevity provision in the bill is briefed as follows:

> Longevity step increases over the maximum of the grades apply to the first 10 GS (General Schedule) grades and the 10 CPC (crafts, protective and custodial) grades. To be eligible, an employee must have a good or better efficiency rating and his agency must certify his service and conduct as satisfactory. No more than one longevity boost can be given for any three years of continuous service. Each longevity raise shall be equal to a step in the grade in which the employee is placed. (The steps are $80 in the first 4 GS grades, and $125 for GS grades 5 through 10. The CPC schedule is $60 for grade 1; $70 for grade 2; $80 for grades 3 through 6; $100 in grade 7 and $125 in grades 8 through 10).

No employee can get more than three longevity raises. Also, he "shall have had, in the aggregate not less than ten years of service in the position which he then occupies, or in positions of equivalent or higher class or grade." Employees who are demoted to the top of a lower grade will be eligible for these raises. Prior service is counted toward the longevity pay boosts and this means that an estimated 25,000 classified workers will get 1, 2, or 3 longevity pay increases in addition to the increase provided in the bill when it goes into effect, which will be the first pay period following enactment.

Civil Service has begun a study of efficiency ratings and recommendations as to how the present classified system can be streamlined will go to Congress before February 1. A higher pay scale for all Federal workers in dangerous jobs also will be recommended by the Commission.