REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

III, NO. 1 JANUARY 1, 1950

REGIONAL ADMINISTRATOR'S COLUMN

As we approach the New Year, let's lift our eyes from the furrow and look toward the horizons. As we look, let me ask a question — not only the question, "What do we see?", but, phrased in terms of our job, "What do we see that will make our job in 1950 hold its interest?" When our job isn't interesting, it isn't fun. If it isn't fun, it will be drudgery and you'll be old before you reach the pot of gold at the end of the rainbow — the age of retirement. Let's look at the pleasurable side of our job and it can be fun. Reminds me of the words to a catchy tune, "Let's Have a Party, Let's Have some Fun" So let's look at the far horizon and see what the future holds that will make our job include the element of pleasure.

We should be able to see a jet transport airplane being tested by the end of 1950, introducing interesting problems in the type certificate of such aircraft. We should be able to see so many military jet aircraft that a solution to the problem of traffic control of aircraft of widely varying speeds will have to be found. It should prove interesting and we should start looking for the solution now. Even closer in the foreground, we should see a helicopter of sufficient carrying capacity to be in the bus, rather than the taxi category. We should be able, literally, to see through the fog at a number of the major air terminals with the extended use of surveillance and precision radar, and perhaps thereby find some means of solving traffic congestion in the vicinity of the airports and even the flow of traffic to a given airport. We should be able to see most of the airlines and an increasing number of private owners equipped to utilize omnigation, and they will be wondering how they ever got along without VHF facilities.

We should see an increase in the number of personally owned aircraft and the number of people who utilize private aircraft and the airlines for business and pleasure. We should begin to see, toward the end of the year, the possibility of eliminating some of our intermediate frequency radio range facilities. We should see an increased number of airports equipped with high intensity approach lights which may make it possible to lower ILS minimums below the present limit of 200 feet and a half mile. We probably will see increased coach service on major airlines together with the accompanying lower fares. We would expect to see the irregular air carrier find his place in the permanent scheme of civil aviation, or drop out of the picture.

We might see, as a result of the implementation of the Hoover Commission recommendations, improvements in Federal Agency operation which will facilitate our own internal Business Administration. We might even see an elimination of some of the tapeworm type of regulation. We should look for ways and means of eliminating any stifling regulation insofar as the aviation industry in concerned. (Continued on Page 9)

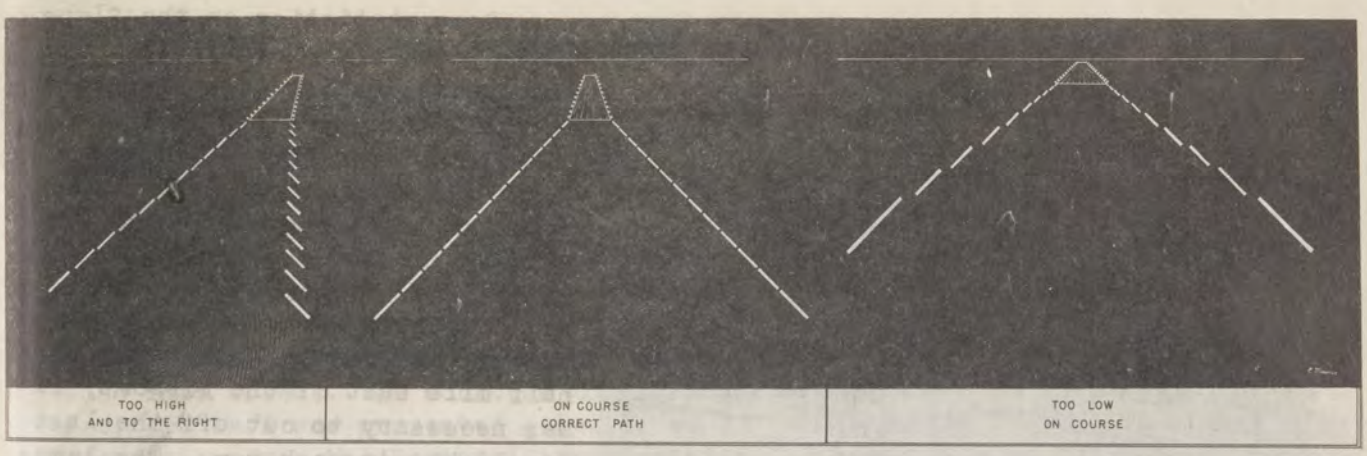
SLOPE LINE HIGH INTENSITY APPROACH LIGHTS

LOS ANGELES INTERNATIONAL AIRPORT

The latest addition to facilities at the Los Angeles International Airport will be placed in test operation about December 21, with anticipated commissioning as a permanent facility, about January 1. This is the Slope Line High Intensity Approach Light Lane which is being installed and operated by the Facilities Division as an air navigation aid in conjunction with the Instrument Landing System and other facilities at this airport. This facility is one of four being installed for full public usage in the United States; the others being at Chicago, New York and Washington. Test installations have been in operation for several years at Indianapolis and Arcata, California.

A PORTION OF THE NORTH ROW OF THE SLOPE LINE APPROACH LIGHTS LOOKING TOWARD THE RUNWAY

The Slope Line Approach Lights are so designed as to give visual indications to the pilot coordinated with the instrument landing system. A pilot, in making an approach, will have available this Approach Light Lane for visual guidance from the Middle Marker of the ILS on his final approach to a landing on the airport runway. These approach lights extend in the approach area of Runway 25L for a total distance of 2800' and appear to a pilot as two continuous rows of light pointing toward the touch-down point on the runway when he is on the proper glide path and on course. The proper path and course are those coincident with the ILS localizer and glide path courses. If the aircraft should be either off course or off the glide path, the geometric pattern of the lights immediately show as individual bars each pointing in the direction which the pilot must fly to return to the proper course. By following these indications and maintaining the pattern of lights as a straight line pointing toward the runway, the aircraft will be directed towards a successful landing.



SLOPE LINE APPROACH LIGHT. NOTE DISTINCTIVE PATTERN PRESENTED TO PILOT FOR POSITION OF AIRPLANE OFF COURSE OR OFF GLIDE PATH.

These lights are a tribute to the development engineers of the CAA. The first installation was initially made at the Experimental Station at Indianapolis later named the Technical Development Center. A second installation was made at the Landing Aids Experiment Station at Arcata, California. These installations were flown by pilots of all classes both civil and military, as well as special test staffs of the two stations. As a result of a prolonged series of rigorous tests under the worst possible weather conditions, together with all other available types of approach lights, a selection was made by a special committee representing all phases of aviation and the Slope Line System selected unanimously. However, at a later date, the Air Line Pilots Association reconsidered their original approval and recommended further testing of another system. This testing is now proceeding and final selection of a standard approach light system will not be made until the ALPA recommendation has been given full consideration. The Los Angeles system has been approved for installation so that factual data may be obtained on its benefits in commercial operation at a municipal airport with a very high level of activity.

ONE OF THE LIGHT UNITS. LAMPS ARE OF THE SEALED BEAM TYPE EACH OF 250 WATT POWER.

NOTE OTHER ROW OF LIGHTS IN BACKGROUND.

THE POWER SUBSTATION & BRIGHTNESS CONTROLLER

Some statistics on the Slope Line System are of interest. The lamp units consist of a framework in which are installed five sealed beam lamps in a row. For the first 500 feet, these individual bars are installed at 50 foot intervals for the remainder of the light lane. A normal installation would be 3000 feet long; however, because of Freeman Boulevard, one-half mile east of the Airport, it was necessary to cut off the last two lights in each row. The lamps are a special design operating on 12 volts consuming 250 watts. The units are fed through a series of distribution transformers from a 3-phase, 4800 volt electric substation with a capacity of 150 KVA. The brightness of the lights is under control of the Traffic Control Tower so that brightness may be selected in five steps ranging from 100%, the full light output, to two-tenths of 1%. The 100% brightness will be used only for aircraft on final approach, lower settings being used depending upon prevailing weather conditions. There are 560 lamps in this system with an average life of 250 hours at full brightness so that the Maintenance Branch will have a continuous task of relamping this equipment after it has been placed in operation.

The above facility, together with the radio ranges, instrument landing system, compass locators and markers as installed in the Los Angeles Airport area make this terminal the most completely equipped of any in the Western United States and should result after the initial period of familiarization, in better guidance of aircraft in the landing approach so as to arrive at the airport runway on proper course and at proper elevation for greater safety of operation.

CAA CHRISTMAS PARTY

The date - December 9, 1949; the place - Inglewood Country Club; the occassion - CAA's annual Christmas party. T'was a gay occasion with practically all of the Regional Office "luminaries" enjoying a "lite" evening of entertainment. All kidding aside, people in attendance were unanimous in their praise of the party.

Dancing started at 9:00 p.m. to the strains of the "Warne Band" and continued until about 12:30 a.m. Although we weren't fortunate enough to have a return engagement of the highly successful "Dancing Girls" of the last Xmas party, Civil Air did provide a dance team and gave away several nice prizes to lucky winners.

AN AWARD FOR WARD

On December 14 in the Office of the District Airport Engineer, Salt Lake City, a presentation ceremony was held honoring Nathan E. Ward, Chief Aircraft Communicator, Delta, Utah. Mr. Ward was given a cash award of $25.00 (less income tax) as a result of his suggestion proposing an RIS receiver alarm checking device which has been adopted and placed into effect. In addition to the cash award, Mr. Ward was presented a letter of commendation from the Regional Administrator and a Certificate of Award signed by the Administrator.

As our Regional Administrator, Mr. Marriott, was not able to attend the ceremony, he requested Mr. Harold Bean, District Airport Engineer, Salt Lake City, to represent him in making the award. In attendance at this ceremony representing the several divisions of the region were E. J. Leimantine, Supervising Agent of the Aviation Safety District Office, G. R. Thornburg, District Maintenance Supervisor, R. W. Pyburn, Maintenance Technician in Charge, A. S. Hall, Assistant Chief Aircraft Communicator and H. C. Howard, Chief Air Route Traffic Controller.

Mr. Ward has been an employee of the CAA since 1940. In 1942, he was promoted to the position of Chief Aircraft Communicator at Delta, Utah, and has been at that station since that time.

Our congratulations to Mr. Ward for the recognition he has received as a result of his accepted suggestion. It is hoped that other employees of the Region will take the time to submit their suggestions to improve operations or administration in the Region. The above picture shows Mr. Ward on the left being congratulated by Mr. Bean during the presentation.

AIRPORTS BY CLASS - 6TH REGION

Class		
Sub 1	Landing area less than 1800'	131
Class 1	Unpaved landing area, 1800' thru 2699'	260
Class 2	Unpaved landing area, 2700' thru 3699'	163
Class 3	Unpaved landing area, 3700' thru 4699'	101
Class 4 & larger	Unpaved landing area, 4700' and larger	154
	Total	809

Note: Paved landing areas are 200' less for all classes except Sub 1.

ARCATA, NEWEST INSACS

The newest INSACS in the 6th Region, commissioned November 29, 1949, is located at the Humboldt County Airport, seven miles North of Arcata on U. S. Highway 101. The airport is the site of the Landing Aids Experimental Station (LAES) which is operated by a private contractor for the Air Force, Navy and CAA. The airport is restricted to the use of aircraft with two-way radio and prior tower authorization to land.

INSACS AND ARCATA TOWER

The area is characterized by frequent sea-fog conditions during the summer months and rainfall during the winter months, the annual precipitation averaging 39 inches. Traffic at the airport consists primarily of test flights conducted by the contractor which are at a peak during the July-October fog season. Two daily scheduled airline stops are made by United Airlines, six by Southwest Airways; military and other civilian traffic is infrequent.

The INSACS is operating on a sixteen hour basis for weather reporting, teletype, pre-flight and in-flight assistance service. It is expected that the station will be in a position to offer full-time operation after January 1, 1950. Two standard observing points for weather observations are utilized on the airport: the usual observation, by communicator personnel, at a point in front of the station, and the observation by LAES personnel in the approach zone of the instrument runway. This latter observation is a requirement of the Southwest Airways landing minimums which, by use of the high intensity runway lights, high intensity slope line approach and transverse bar lights, permit landings with ceilings as low as 100 feet and visibilities of 1/4 mile as measured by ceilometer and transmissometer equipment. The weather report as disseminated for the airport is the observation of communicator personnel; the approach zone weather will be shown, when necessary, in the remarks portion of the report.

The INSACS, which occupies approximately 1,000 square feet of space in the operations building of the LAES, has separate rooms for operating space, equipment room, storeroom, MTIC and CACOM offices. The station is equipped with the Air/Ground CA-1303 console, which the communicators consider to be simple in operation. Its utility and appearance are a great improvement over the old type air-ground position.

The console is equipped with receiver indicator lights which give immediate notification of the calling frequency the aircraft are using. "This," Robin Boughn, CACOM says, "along with the muting panel which is the best answer we've yet encountered to the problem of muting communications on one or all channels except the one on which it is desired to receive communications, facilitates the handling of communications."

Two speakers are available, one installed above the console and the other located within the console; either or both may be used, but the small speaker is generally for standby use only. Two microphones are available for use. One is the standard Dazor bracket type used in conjunction with the foot-bar switch and the other is a press-to-talk type with a retractile card attachment. The retractile card permits the microphone to be carried to any point in the room, thus permitting the communicator to give the pilot a weather report that is hot off the circuit, as well as being useful in offering information contained on wall charts and other posted media.

CONSOLE INSTALLATION

Control of transmitters is through switches and any or all transmitters can be used simultaneously. Only one microphone can be used at a time, however, making the console a one-man operation.

Robin R. Boughn, CACOM, is a Navy veteran with peace-time service as a radio operator aboard the USS Tuscaloosa. Robin, who is married and has two boys, is an amateur radio enthusiast (call letters W6YMF). He is assisted by Aircraft Communicators Dorman E. Johnson, Jerry Rupert and Arvil C. Smith. Smith and Johnson were communications specialists with the Signal Corps and Air Force, respectively, during WW II. Rupert was a peace-time radio operator with the Navy.

William T. Kildall, MTIC, is a graduate of the Air Force Technical School, Chanute Field. He entered on duty with the CAA as a Junior Radio Operator in 1938, and came to the Sixth Region in 1944. He is married and has a son and daughter. He is an amateur radio operator, call letters W7HWA.

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MTIC, CACOM & COMMUNICATORS

CAA REGION VI FEDERAL CREDIT UNION

The Credit Union has shown unusually satisfactory progress for its short period of operation. First share purchases were made on October 10, 1949, and as of December 22, 1949 a total of approximately $18,000 of paid shares has been made. Loan application and loan balance now outstanding is slightly in excess of $18,000 (some of the interest collected on loans has been reloaned). The Credit Union has had a few loan applications which could not be honored since sufficient cash balance was not available. Therefore, more share purchases is definitely encouraged. Experience to date indicates that we would be able to loan all cash available from share purchases. GET BEHIND YOUR CREDIT UNION AND DEPOSIT REGULARLY EACH PAY DAY. FORM THE HABIT OF REGULAR SAVINGS AND HELP YOURSELF BY HELPING YOUR FELLOW EMPLOYEES.

BENEFITS OF THE NEW COMPENSATION ACT

Passage of the new Federal Employees' Compensation Act of 1949, signed by President Truman on October 14, brought added relief to thousands of injured employees as well as families of employees killed in work accidents. Most significant was the provision changing the maximum compensation rate from $116.66 per month to $525 per month. Scheduled awards for permanent injuries and additional amounts for employees with dependents are among the innovations in the Federal Act designed to compensate more adequately for the economic losses occasioned by occupational injuries and occupational diseases. Millions of Federal employees, whether doing ordinary clerical work or performing extra-hazardous industrial operations for the Government, are covered by the provisions of the new Act. Additional cash benefits are expected to run into several millions of dollars per year. Accident prevention work and rehabilitation services are to be greatly expanded.

Waiting Period Modified: The Act provides that in instances of permanent injury, the previous requirement of a three day waiting period be waived. A waiting period is no longer required in temporary disability cases where the disability extends more than twenty-one days beyond the termination of any annual or sick leave which the injured employee may elect to use.

Basic Compensation Augmented: Basic compensation is still to be calculated at the rate of 66 2/3%, but employees with one or more dependents are to receive an additional 8 1/3% of their monthly wage rate. This will undoubtedly result in a majority of the cases receiving 75% of the monthly salary rate during any period of disability.

Salary Range Expanded: Equally important is the fact that the basic rate now applies to salaries as high as $9,450 per annum, as against the old maximum of $2,100 per annum. In no case, however, may the monthly compensation exceed $525 per month, or $6,300 per year. The 8 1/3% differential for a dependent in temporary disability cases applies, moreover, only to that part of monthly pay not in excess of $420.

Scheduled Disabilities: For the first time in the 33 year history of the Act, scheduled awards are provided for Federal employees who sustain permanent functional loss or dismemberment of specified anatomical members. These awards are payable in addition to amounts for temporary total disability and are proportioned to the percent loss of function or extent of dismemberment. The following schedule represents 100% losses in terms of compensated weeks:

Anatomical Member	Weeks
Arm	312
Leg	288
Hand	244
Foot	205
Eye	160
Thumb	75
First Finger	46
Great Toe	38
Second finger	30
Third finger	25
Toe (other than great)	16
Fourth finger	15
Complete loss of hearing (one ear)	52
Complete loss of hearing (both ears)	200

In instances of 100% loss or impairment of major members where loss of earning capacity continues, compensation payments may extend beyond the period provided by the schedule. In addition, proper and equitable compensation not to exceed $3,500 is to be awarded for serious disfigurement of the face, head, or neck, where such disfigurement is of a character likely to handicap a person in securing or maintaining employment.

Fatal Benefits increased: Death benefits under the new Act are considerably higher than under the old law. Widows are to receive a rate of 45% and each child 15% up to a maximum of $525 per month, depending upon the salary rate of the deceased. This compares most favorably with the former rate of 35% to the widow and 10% to each child, up to a monthly maximum of $116.66. Burial benefits have likewise been increased from a maximum of $200 to that of $400.

Adjusting Old Cases: Two basic kinds of adjustments are provided for injury cases which occurred prior to the enactment of the new law. The base salary upon which prospective compensation is to be computed on cases which occurred before July 1, 1946, is to be increased up to $600 per year. Permanent injury cases involving 100% losses of major anatomical members are entitled to the new scheduled awards provided the injury occurred on or after January 1, 1941.

Other Financial Gains: Employees requiring full-time attendants because of their disability are entitled up to $75 additional per month. This is $25 more than the amount provided under the old law. Employees undergoing vocational rehabilitation are also to be awarded an additional amount up to $50 per month.

The minimum monthly rate of compensation for total disability, exclusive of attendant and rehabilitation awards, has been increased to $112.50, as compared with the former rate of $58.33. If the employee's monthly pay is less than $112.50 his rate of compensation for total disability shall be equal to his full monthly pay. It is interesting to note that this new minimum is nearly as high as the former maximum of $116.66 per month.

REGIONAL ADMINISTRATOR'S COLUMN (Continued from Page 1):

Off to the side of the picture, provided we do the best we can in improving the efficiency in Government, we might see emerging from the smog a reduction in taxes. From the world viewpoint, we would hope to see an increase in godliness among nations and a firmer grasp on the goal of world peace.

Watching all these developments and having a part in them should be intensely interesting. Let's look forward to the accomplishment of these projects in 1950. Let's do our part to make them come true. Let's have some fun!

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The CAA Board of Civil Service Examiners in the Regional Office issued the examination announcement to positions of Air Traffic Controllers, GS-6 through GS-11. Opening date for filing application was December 28 and closing date has been established as January 16.

All non-status traffic controllers will be expected to apply to the Executive Secretary of the Board before the closing date if they expect to acquire status under this examination.

Copies of the announcement have been distributed to all field facilities.

PERSONALITY OF THE MONTH

P. G. FRAZELLE

When Property Inspector Phil Frazelle volunteered recently to send Christmas radiograms free for the asking, he probably suspected that few individuals would make a bargain with him.

By virtue of his affiliation with the American Radio Relay League, Frazelle engaged in a thriving business during the Yuletime season. But in his usual way, the former radio inspector obliged his public.

Frazelle's background in radio operation and maintenance can be traced back to the roaring twenties. After high school graduation from Columbus, Ohio, Frazelle admittedly was lured into the Navy by reading the attractive posters about "seeing the world". His greatest claim to glory while living the life of a gob came in 1934 when he was selected as a special radioman in charge aboard a destroyer when the late President Roosevelt went for a month's cruise through the Caribbean waters. He also spent over two years in Cuba where he rapidly learned to speak Spanish.

In addition, Frazelle is a proud member of the Tyro's Flying Club and boasts of 60 hours of aircraft instrument flight training. He placed flying on his vocational menu to broaden his knowledge of the aeronautical industry.

He was appointed in the CAA as an Assistant Radio Operator in November 1937, and assigned to Daggett, California. He was subsequently employed as a Relief Technician and Maintenance Inspector in the Radio Maintenance Section.

He drew one assignment in 1946 as a Liaison Officer in Washington, D. C. His duties involved coordination with the Naval Air Transport Command regarding electronic aids to air navigation. He contends that he was one of the few who managed to find an apartment in the nation's capital during that hectic housing era only to find that he would be unable to live there because he was in a constant travel status. Phil transferred to his present position of Property Inspector in 1947.

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A little teamwork and cooperation goes a long way, particularly when you've been standing watch at an isolated communications station for thirty-six hours straight with no relief in sight.

This is the situation in which Chief Communicator Raymond Christiansen found himself on December 20 and 21 at the Fairfield, Utah, Insac when a heavy snow prevented relief Communicators from getting to the station.

When the Regional Office learned of Christiansen's plight, two avenues of relieving the situation were devised. Harold Hardy, Airways Maintenance Technician at Salt Lake City, transported two Communicators by use of a power wagon with wheel chains. Simultaneously, Major Lamb, Operations Officer for the Salt Lake City National Guard, was apprised of the situation when information was received that the snow plow opening the road had been stuck. Shortly after Hardy's arrival at the Fairfield Insac, supplies were dropped by the AT-6 called into

service by the National Guard.

The situation was a bit aggravated by the lack of food in the station. One can of soup for a thirty-six hour period can get a bit uncomfortable according to Christiansen. He stood continuous watch from 8:00 on the morning of December 20 until the relief was brought in around 5:00 on the afternoon of December 21.

BAIN COMPLETES WASHINGTON ASSIGNMENT

At the specific request of the Administrator, Gordon M. Bain, Regional Executive Assistant, was detailed to the Washington Office as Budget Officer, W-70, in August, 1949. The primary purpose of this detail was to assist in the review of all regional budgets and to act as a member of the Budget Team which visited all Regions, 1 through 9.

According to all reports, the Budget Review Program has been highly successful and we know that the participation of our Executive Assistant contributed to that success.

Although Mr. Bain has been back in the Region since December 23, he will not report for duty until January 3. Welcome home, Gordon!

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING

I. DIVISION STATUS REPORTS:

Aircraft Division: Aircraft Division acting in an advisory capacity to Region VII Aircraft Division on the Boeing 377 project, have prepared and forwarded to Region VII a suggested flight test authorization to cover the tests required to be conducted for approval of an increase in gross weight of the Boeing 377 model with Hamilton Standard propellers.

Safety Operations Division: Bonanza Air Lines commenced scheduled operations over their line on the 19th of December. The number of passengers to date appears encouraging. Southwest Airways has been advised that their request for extension of present operations has been approved. This includes service through Oceanside, San Diego, Yuma, Ajo, and Phoenix. They anticipate commencing operations by the middle of February.

Legal Division: The California Public Utilities Commission is still considering the establishment of rates for intra-state air carriers operating scheduled routes. A hearing on this matter was held on December 15 at which the P.U.C. Transportation Staff placed into evidence a comprehensive survey of the operations of the several intra-state carriers. The hearing was then adjourned until February 9, at which time the carriers, particularly California Central Airlines, will be allowed to submit evidence in their own behalf.

Airports Division: Project applications were received for the following projects:

California:	Adin	$ 7,374	Arizona:	Chandler	$1,703
	Jackson	10,124	Utah:	Moab	6,356

Grant Offer was accepted for the Orange County project in the amount of $13,297, and Grant Offer was issued for the Trinity Center project in the

amount of $6,012.

Final payments are being processed for projects at St. George, Spanish Fork, Utah; and Williams, Arizona.

All District Airport Engineers were called into the Regional Office to go over each District's segment of the 1950 National Airport Plan. (calendar year)

In connection with the reapportionment of unobligated funds, we are revising our current 1950 Program to reflect the increases or decreases which will occur in each State. This Program is to be submitted to Washington during the week of January 9 - 13.

Within the next two weeks, it will also be necessary to revise the 1951 tentative Program in order to conform to the $42,000,000 which will be submitted to the Congress. Our original compilations were made on the basis of $60,000,000.

Airways Operations Division: Two surveys have been conducted within the Region, one by an FBI Agent on loan to the House Appropriations Committee who visited one communications station and one tower in this Region. The other survey was being made of ten selected air route traffic control centers within the U. S., which included Oakland. A very comprehensive analysis was made of all the factors which might affect the control of aircraft. The survey took approximately two weeks. When all of these data have been compiled from the ten centers, the material will be consolidated and sent to the interested Regions for review and comment.

The Washington Office has sent us a dispatch authorizing the establishment of approach control at Phoenix Tower.

A conference was held in the Regional Office, attended by air route traffic control personnel of the Regional Office, Chief of the Oakland Center, Chief of the Sacramento Tower, together with representatives from the Air Force, for the purpose of establishing procedures for GCA operation at McClellan Field.

II. COMMITTEE REPORT ON RECOMMENDATIONS FOR PROMOTIONAL APPRAISAL FORM:

The report submitted by the Committee appointed to study the promotional aptitude rating system was given careful study. It was decided that the promotional appraisal form was acceptable for use under the Regional Promotion Plan. It was recognized that all of the factors treated by this form are not applicable to all individuals in the Region. Consequently, the Aptitude Committee was asked to determine those positions wherein all factors were not regarded as appropriate.

In the administration of the form itself, it was decided that supervisory personnel would be required to fill out the form only when an individual bids on an advertised vacancy under the Regional Promotion Plan. Such an appraisal would be valid for a period of three months. The Executive Assistant was designated to draft an appropriate Administrative Order for necessary coordination.

QUESTION BOX ?

Q. When is Form ACA-1261, Notification of Travel, required?

A. All annual travel orders designate in block 5 whether the employee is "Regular" or "Intermittent". All travelers whose travel orders indicate "Intermittent" should submit Form ACA 1261, Notification of Travel, prior to the beginning of any trip. Form 1261 should indicate the cost of travel, including transportation (exclusive of government vehicle) per diem and other necessary expenses and should indicate the period of travel. This form should be forwarded to the Accounting Branch, 6-589.

Q. Will the present Efficiency Rating System be changed or revised before the next regular efficiency ratings are due March 31, 1950?

A. The Classification Act of 1949 directed the Civil Service Commission to make a study of the Efficiency Rating System in the Federal service and submit a report to Congress on or before February 1, 1950, setting forth its findings. In view of this, it is unlikely that any changes will be made in the present system prior to the next regular rating period on March 31, 1950.

Q. What is the time limit allowed on employee who desires to appeal his official efficiency rating?

A. Appeal of rating by employee to the Efficiency Rating Board of Review must be made within 30 days after receipt of approved Form 51.

Q. How does the change of my position from the Professional service to the General Schedule service affect me?

A. The change is a change in service title only. The qualification requirements remain the same and the same specifications will be applied in the classification of your position. This is true of all the former services, except the CPC, which remains the same.

Q. Has the new Classification Act any effect on retirement? Is the percentage deducted still the same? Because of the increased amount deducted, can a man retire sooner, or are the benefits greater?

A. The Classification Act of 1949 does not affect the present retirement system in any way.

Q. Does the increase in pay that I have received as a result of the Classification Act of 1949 have any effect on my periodic pay increases?

A. Any increases in pay received by the implementation of this Act are not considered as "equivalent increases"; therefore, they have no affect on periodic pay increases.

DIVISION HI-LITES

Safety Operations:

Details of the helicopter rental program for maintenance of proficiency of those agents who have been sent through the Army, Navy and factory training schools have been received from Washington, and appropriate instructions to and assignments of Aviation Safety Agents concerned have been issued. This Region was allotted five hours of refresher time for four agents (two to be assigned to the Sikorsky Factory and one to Kaman factory, both factories being located in the East); in addition, five hours of refresher time has been authorized at United Helicopters, Inc., (Hiller) Palo Alto, and forty hours at Rick Helicopters, Inc. (Bell) at Los Angeles, the latter time being allotted ten hours per qualified agent.

A one-day informal area conference of all Aviation Safety Agents from Phoenix, Tucson, Las Vegas, Salt Lake City, Ontario and San Diego District Offices has been arranged for January 12, 1950, at Phoenix, Arizona. A similar conference has been scheduled for January 26, 1950 at Fresno, California, for all Aviation Safety Agents of the Fresno, Reno, Oakland, Palo Alto, Sacramento and Santa Maria District Offices. Flight Operations and Maintenance Agents of the San Francisco District Office will also be represented at the meeting. It is anticipated that the remainder of the District Office personnel will be included in a conference to be held sometime during February.

Considerable activity exists at the moment in the renewal of pilot examiner designations. Pilot examiners are now on an annual renewal basis, the deadline being December 31, 1949; hence, the reason for this activity. Approximately 350 examiners are up for renewal.

Aircraft Division:

Ben Mayhugh, Engineering Service Representative, has spent the last three months at Texas A & M College as a member of the CAA team which is assisting Fred Weick in the design and development of a new airplane intended to be utilized solely for agricultural purposes. This project was initiated by the Administrator as a matter of public interest and necessity, and has been backed by a Senate resolution which recommended early completion. Data obtained from numerous conferences with the Department of Agriculture, the National Flying Farmers Association, various dusting and spraying operators, and the manufacturers of farm chemicals were utilized in the basic design concept, and the final product is intended to incorporate flying characteristics suitable for the specialized performance required, as well as improved types of dispensing apparatus for spray, dust, and seed.

Flight tests are to be conducted within the next few days on a CVAC PBY-5A airplane. When certification is completed, this will be the first PBY approved with retention of the standard Navy gun blisters which are to be used as an observation lounge when the aircraft is converted for passenger use. In addition to the observation lounge, the airplane contains the latest conveniences and equipment used in ultra-modern aircraft such as a shower, 10 cu. ft. refrigerator, and a 3-burner electric stove, and sleeping accommodations for eight people.

A UH-12 helicopter with float installation, which was flight tested and certificated last summer, is now being used by a West Coast cannery to spot tuna in the vicinity of Galapagos Island. The helicopter, equipped with pontoons, takes off and lands on a 20 x 20 ft. base atop a bait tank canopy on the stern of a 500 ton tuna clipper. Cannery officials and tuna experts claim this first helicopter tuna operation may revolutionize fishing technique throughout the industry by greatly reducing the long four to five month trip usually required.

Facilities Division:

The loop radio range at Miramar has been flight checked by our Flight Inspection Branch and turned over to the Navy. The SRAW range at Camarillo was commissioned on December 13, 1949. This facility has been assigned to the Santa Barbara sector for maintenance. The Deputy Regional Administrator has decided that due to the high costs involved, the range will be operated without voice and control for the time being.

The Division Chief, accompanied by Mr. Read, Deputy Regional Administrator, and representatives of the Airports Division met with the Santa Barbara City Advisory Commission on the evening of December 19 and discussed the installation of an ILS, extension of the instrument runway and installation of high intensity runway lights. Upon receipt of the Commission's report, the City Council is expected to take a definite position relative to the runway extension in order that this Region can determine whether or not it is desirable to retain the proposed ILS in the Establishment Program.

Installation Crew "A", engaged in modifying equipment layouts and installing consoles, is now working at St. George, Utah. Crew "B" is at Gila Bend, Arizona.