



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. III, NO. 2

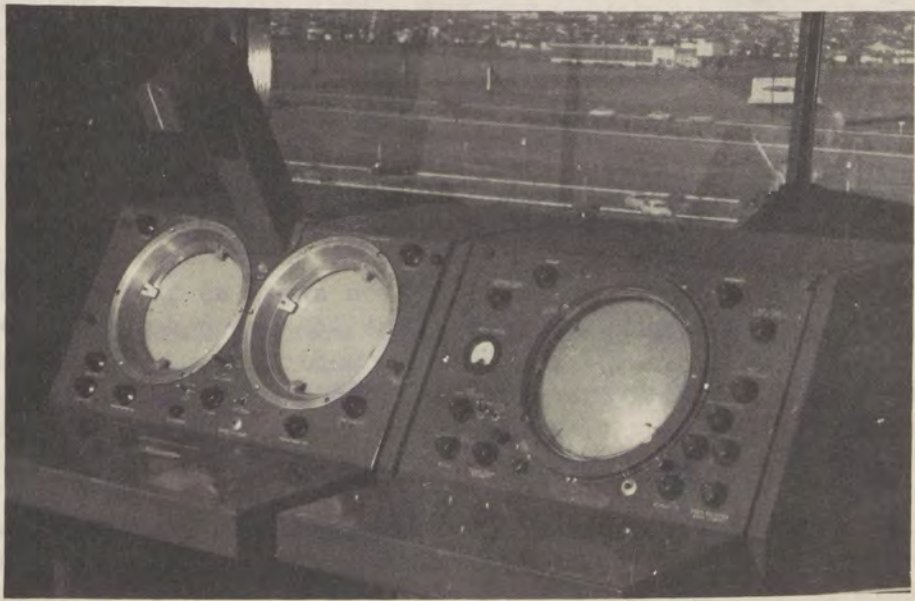
FEBRUARY 1, 1950

RADAR FACILITIES - LOS ANGELES INTERNATIONAL AIRPORT

Information contained in the following article is restricted to agency use only and should not be released to the press.

The latest additions to our Facilities are now being commissioned at the Los Angeles International Airport. These are the Airport Surveillance Radar and Precision Approach Radar. They will represent a major step in the implementation of our current program as recommended by RTCA Special Committee 31 to increase safety and dependability of airport operations.

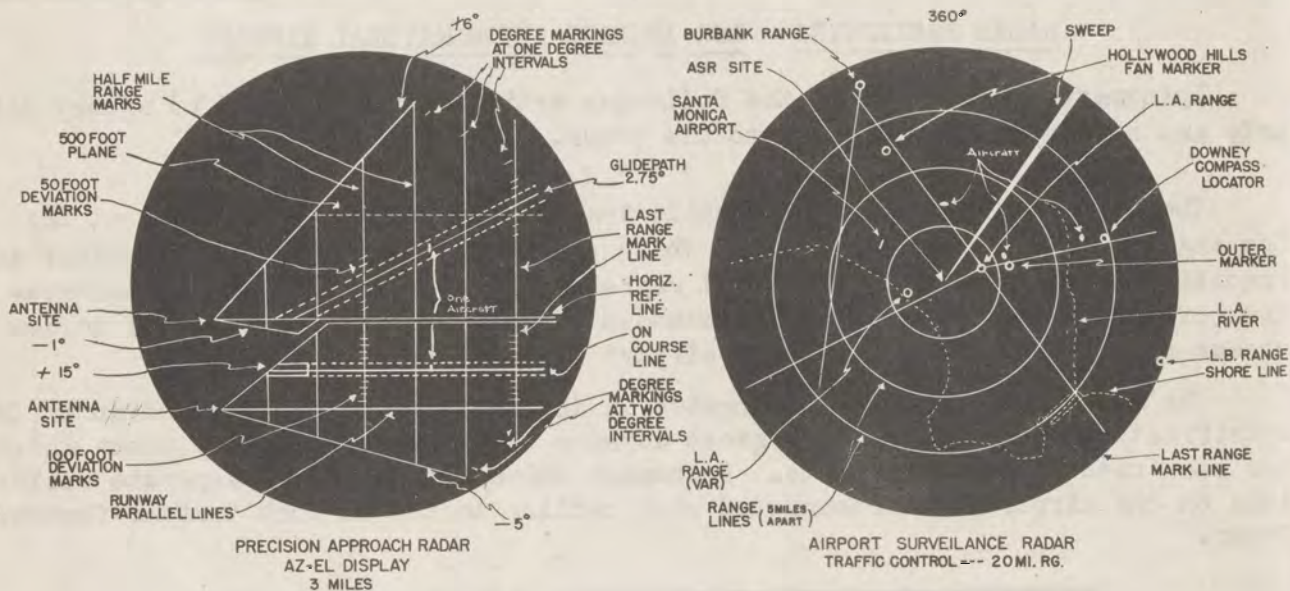
The radar equipment at Los Angeles is the first unit manufactured under CAA specifications and represents a great advance over the war time equipment which has been used at other airports. Permanent units are housed in separate buildings on the airport, interconnected with cabling to the Airport Traffic Control Tower.



RADAR SCOPES IN THE LOS ANGELES AIRPORT TRAFFIC CONTROL TOWER

The "scopes" and associated controls are located in the Tower cab at which position the radar controllers, in cooperation with the other positions of the control tower staff, can coordinate and direct all traffic within the airport approach area.

There are two separate units performing individual functions; the Airport Surveillance Radar (ASR) will scan the entire airport area to a range of 30 miles giving the approach controller indication of any aircraft within this radius and enable a visual check to be maintained with all aircraft within range. On the face of his scope will be indicated radio range courses, homing facilities and markers, airport locations and other map details so that a plane can be referred to known airway "fixes".



THE RADAR SCOPES AS THEY APPEAR TO THE CONTROLLER

There are available for selection by the controller for better coverage, ranges of 6, 10, and 20 miles in addition to the 30 mile range. An added feature to this equipment is off-centering which is under the full control of the operator so that the center of the surveillance sweep as indicated on the scope, may be moved to any position on the scope face to give added range or additional coverage in any desired area. For any given direction, this feature will increase the maximum range to approximately 50 miles.

For certain conditions such as making an initial approach entirely by Surveillance Radar guidance, the 6 mile scale could be selected and the sweep off-centered so as to present the entire approach area of the Los Angeles Airport as far East as the Downey Homing Facility. The surveillance controller can issue approach instructions for any aircraft within this area and will have more map detail available on the larger scale.

Also incorporated in this equipment is the Moving Target Indicator (MTI).
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REGIONAL ADMINISTRATOR'S COLUMN

AIRPORTS ADVISORY COMMITTEE

The most recent and probably the most significant activity which involved the Regional Administrator's office during the past month was the meeting of the CAA Airports Advisory Committee which met in Los Angeles from January 23 through January 27. This is a relatively new committee having held only one other meeting incidentally, in Miami, Florida, since its original organization meeting in Washington, D. C. Composed of the outstanding leaders in airport management in the United States, this Committee provides a source of sage advice and sound recommendations to the CAA regarding all matters pertaining to not only the operation of airports, but every phase of aviation related to such operation.

The meetings consisted of Executive Committee sessions in the mornings, speakers and discussions in the afternoons, and social affairs sponsored by various aviation groups in the evening. The afternoon speakers consisted of CAA and industry experts on a variety of subjects related to airports and airport operations. The Committee was entertained at luncheon on Monday by the Los Angeles Chamber of Commerce. The luncheon was first scheduled for the Gold Room of the Ambassador Hotel, but moved to the Cocomanut Grove because of the large attendance. Mr. Joseph O'Connell, Chairman of the CAB was the principal speaker at this luncheon. The Committee was also welcomed by Mayor Bowron, the Chairman of the Board of Airport Commissioners, the Chairman of the County Board of Supervisors, and the President of the Chamber of Commerce. The Committee was entertained by the Air Transport Association on Monday night; the Los Angeles Board of Airport Commissioners on Tuesday night; the Petroleum Industry on Thursday night, and the Aircraft Industries Association on Friday night. On Wednesday night, Mr. Rentzel spoke before the dinner-meeting of the Los Angeles Chapter, National Aeronautic Association. The meetings were held at the Ambassador Hotel where personal accommodations, conference rooms and offices were made available to the Committee. These arrangements were made by Clarence M. Young, the host member of the Committee. During the sessions, Mr. B. M. "Mike" Doolin, Manager of the San Francisco Municipal Airport was appointed to membership on the Committee to fill a vacancy, thereby giving the Sixth Region two representatives on the Committee.

Members of the Committee were quite voluble in expressing appreciation for all the arrangements that had been made for their accommodations and entertainment, and for the consideration of their problems before the Committee. Credit for all of these arrangements goes to Col. Young, the host member of the Committee. The Regional Office assisted in matters of transportation and communications as needed.

Among other things, the Committee considered and is expected to make recommendations on such subjects as; the CAA's policy of encouraging single runway construction; a definite policy relative to the marking of abandoned airports; the anticipated traffic problems in connection with the operation of jet aircraft; airport maintenance problems, particularly the maintenance costs for surplus airports acquired

(Continued on page 17)

RADAR FACILITIES (Continued from page 2):

This unit effectively blanks out all ground clutter and fixed targets on the scope faces, leaving only the "pips" indicating moving objects. This feature is under direct control of the operator so that the ground clutter and fixed targets can be dimmed to any desired degree while maintaining the same brilliance for the aircraft indication.



The Precision Approach Radar (PAR) is separate in all respects from the ASR and is used to monitor final approaches and letdowns to the authorized minimums. The receiver-transmitter unit is in a permanent building beside the landing runway approximately one mile from the approach end. Presentation is made on two scopes in the Tower Cab each of which will display on their face a plan of the landing runway and its approach area and the glide path to this runway. One scope covers the approach zone to a distance of 10 miles, the second large scale scope to a distance of 3 miles. The 10 mile scope is used during the initial approach and the 3 mile scope during the final letdown and landing. The scope face presents marks indicating the on-course to the runway with cross markings to indicate distance in miles

from touchdown. The same distance marks are shown on the glide path indicator with the glide slope shown coincident with the ILS indicator. Set within the approach area are targets at fixed locations which appear at predetermined positions on the scope face so that the accuracy of the distance and alignment marks in the radar presentation are known to the controller at all times.

With the indications as presented by the scopes, it will be possible for the controller to take over aircraft at some point between the Downey fix and the ILS outer marker compass locator and issue instructions or correction and to "Talk down" an aircraft to the prescribed minimum conditions of ceiling and visibility.



At this point, the new Slope Line High Intensity Approach Lights will be available for visual guidance of the pilot to accomplish his landing on the runway.

After an initial test and familiarization period, the equipment will be placed in full time commissioned status. The Tower stall will be augmented with a Radar controller whose full time will be spent on the radar. A
(Continued on page 5)

THE PAR TRANSMITTER-RECEIVER UNIT

special Maintenance staff is being assigned on a 24-hour basis to insure proper operation.

The commissioning of this facility will represent the most important step in the advancement of Air Navigation Facilities taken in this Region in recent years.

PERSONALITY OF THE MONTH

Clancy Schmid



If you would regard as being versatile an individual who has achieved recognition as a musician, accountant, store manager, combat pilot and airline inspector, then you'd have to admit that Clancy Schmid is truly versatile.

A comparative newcomer in the Regional Office, the easy going Schmid has been head of the Flight Operations Branch since May 15, 1949. When pressed to approach the subject of his career, Schmid elected to start off with his international jaunt as dance orchestra player-director. The orchestra, with Schmid rendering saxophone and clarinet notes, toured and entertained audiences in Asia, Europe and Africa, as well as at various metropolitan spots in the United States

His selection by the Air Corps to enter Randolph Field as a Flying Cadet in 1934 was the beginning of his 5600 odd hours of flying time. Following graduation from Kelly Field in 1935, Cadet Schmid was assigned to Langley Field. At that time, the Norden bombsight and the B-17 airplane were of virtually no interest to the average U. S. citizen. He was trained on both, being one of the first individuals to qualify on the bombsight. During his next six years as a military airplane pilot, he was assigned to tactical bombardment squadrons at Hamilton and Hickam Fields.

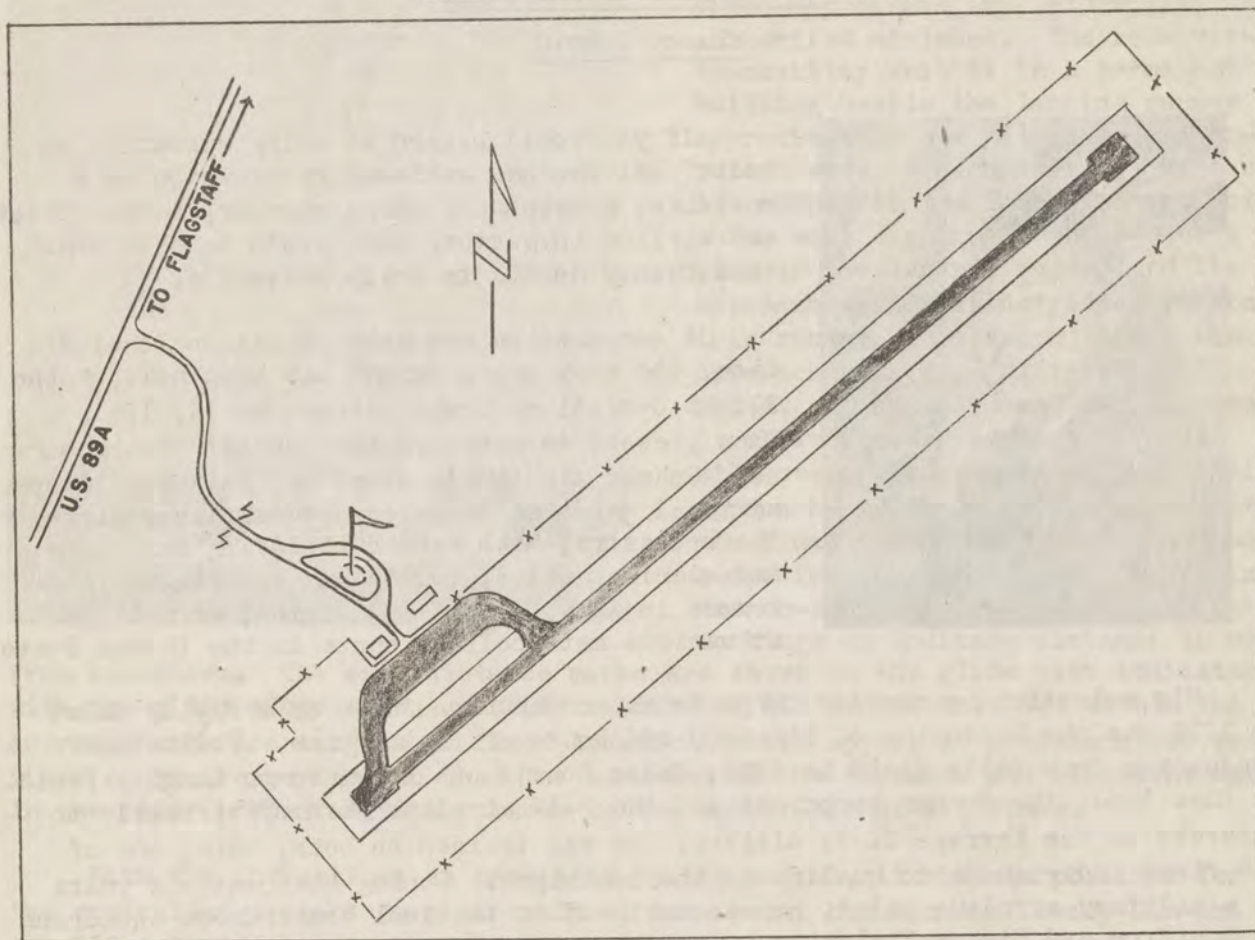
In 1940, a job as an Aeronautical Inspector with the CAA looked like a "dream come true"; he could now use his aviation background to good advantage with a strong possibility that his life of a nomad would no longer disturb his normal family life. This feeling of tranquillity didn't last too long, however. He was extremely pleased with his air carrier inspector position in Santa Monica when he received orders on October 9, 1942 to report for further military duty at Stout Field, Indiana.

He was given assignments as Engineering and Supply Officer for a troop carrier group and Commander of the 80th Troop Carrier Squadron. His squadron was assigned to the European Theater of Operations five months prior to D-Day. He participated in all major paratroop and glider combat missions in the ETO beginning with Normandy in June, 1944, and ending with Wessel, Germany in March, 1945. Lt. Col. Schmid was among those decorated by the French and is a holder of the Croix de Guerre. (Continued on page 6)

Schmid is a native of Oleron, North Dakota. He received his higher education at Stanford U. holding a Bachelor's Degree in Economics and a Master's Degree in Business Administration. He is married to the former Vivienne Antoinette of San Rafael, California. The Schmid's have three children; Patricia 15, Peter 8, and Susan 3.

Bowling and music represent his idea as the surest and most effective ways to forget your troubles.

FLAGSTAFF MUNICIPAL AIRPORT



The Airports Division has prepared stories for previous issues of the Region Six News dealing with the development of several of the larger airports in the Region. The Airports discussed were somewhat spectacular in their history, rapid traffic growth and particularly in the tremendous airport expansion and the amount of funds being expended to accomplish such expansion.

Although the major portion of Federal funds being made available under the Federal Airport Act of 1946 is being utilized for the expansion of a few of the larger and better known airports, these projects do not by any means create the major portion of the Airports Division's workload. It is the development or expansion of the smaller and lesser known airports that consume the most effort, and justifiably so, as it is these facilities which will provide the utility so necessary for continued growth of civil aviation. (Cont. on Page 9)

BUDGET REQUEST FOR FISCAL YEAR 1951

The budget of the United States Government for the fiscal year ending June 30, 1951, contains a request for \$206,119,500 to operate the Civil Aeronautics Administration programs for that year. This represents an overall increase of only \$1,187,540 over fiscal year 1950, and an increase of \$34,435,782 over fiscal year 1949.

Decreases of \$5,311,959 in the EANF program and \$6,810,686 in the Federal Aid Airport were recommended while an increase of \$8,612,851 was scheduled for Salaries and Expenses, CAA. Operation and Maintenance of Airway Facilities represents the bulk of the S & E increase, \$7,158,933.

Program emphasis is clarified by the following statement contained in the President's Message to Congress which accompanied the Budget.

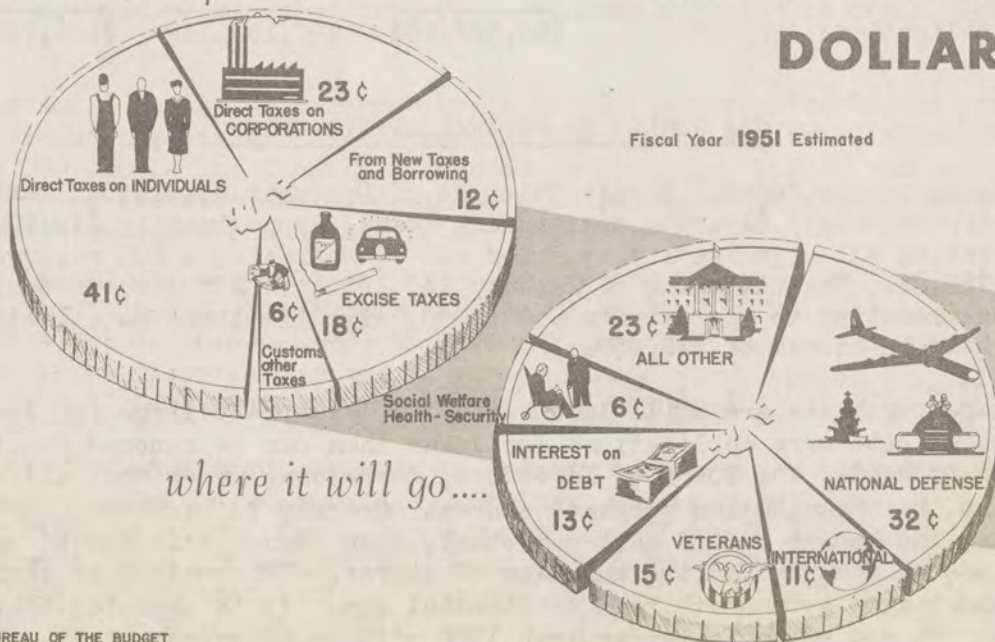
"The continued growth of air transportation depends upon modernization of our airway facilities to permit safe and regular flights under all weather conditions. Expenditures for the development, installation, and operation of such facilities are estimated at 136 million dollars in the fy 1951, 39 million dollars above 1950.

"Other activities of the Civil Aeronautics Administration, including safety regulation and airport grants will require expenditures of 93 million dollars in 1951. Three million dollars higher than in 1950".

where it comes from...

The BUDGET DOLLAR

Fiscal Year 1951 Estimated



where it will go....

BUREAU OF THE BUDGET

(Continued on page 8)

APPROPRIATIONS

<u>Activity</u>	<u>1949 Actual</u>	<u>1950 Estimate</u>	<u>1951 Estimate</u>
Salaries & Expenses	\$88,388,264	\$97,153,149	\$105,766,000
Establishment of Air. Nav. Fac.	19,087,160	46,263,459	40,951,500
Tech. Development & Evaluation	1,848,605	1,467,000	1,475,000
Maint. & operation, Wash. Nat. Airp.	1,376,687	1,469,000	1,550,000
Construction, Wash. Nat'l. Airport	1,795,367	295,790	1,590,000
Federal-Aid Airport Program	50,612,640	51,405,686	44,595,000
Claims, Federal Airport Act	-	2,705,628	-
Construction of Public Airports, Territory of Alaska	8,483,752	3,472,248	244,000
Air Navigation Development	91,243	7,000,000	9,948,000
	<u>\$171,683,718</u>	<u>\$204,931,960</u>	<u>\$206,119,500</u>

SALARIES & EXPENSES, CIVIL AERONAUTICS ADMINISTRATION

<u>Program</u>	<u>1949 Actual</u>	<u>1950 Estimate</u>	<u>1951 Estimate</u>
Operation and Maintenance of Air- way facilities	\$66,057,641	\$72,164,617	\$79,323,550
Aviation Safety	11,747,582	12,184,000	12,781,950
Airport Development	633,558	378,000	388,440
Fostering of Aviation	710,822	1,300,000	1,367,160
Administration	8,787,610	9,622,626	9,702,471
Pay Increases		1,325,766	2,053,429
	<u>\$87,937,213</u>	<u>\$96,975,009</u>	<u>\$105,617,000</u>
Total direct obligations	\$87,937,213	\$96,975,009	\$105,617,000
Add. Reimbursable obligations	451,051	178,140	~149,000
	<u>\$88,388,264</u>	<u>\$97,153,149</u>	<u>\$105,766,000</u>

CAA REGION VI FEDERAL CREDIT UNION

The status of the Federal Credit Union as of December 31, 1949, was: paid up shares, approximately \$19,900; outstanding loans, approximately \$19,800; net profit, after paying all organization expenses and establishing a 20% reserve for bad loans, \$85.95. The status as of January 24, 1950, is 260 members owning total shares amounting to approximately \$26,000, with 111 loans outstanding, amounting to slightly in excess of \$25,000.

The share purchases are still lagging behind the applications for loans. In other words, we have more applications for loans than can be honored due to the lack of cash on hand. The Board of Directors, therefore, urges that all employees interested in the organization purchase shares. One way to purchase shares is to set aside a given amount out of each pay check, even though this amount may be small, and use that money for the purchase of shares. This method of saving will in a very short time accumulate to a substantial sum. It is expected that the dividends at the end of the calendar year 1950 will be in excess of 4%.

PUT YOUR DOLLARS TO WORK - BUY SHARES - FORM THE SAVINGS HABIT!

Flagstaff Airport (Continued from Page 6):

There are several reasons why, on the basis of funds expended, the accomplishment of a Federal Aid Airport project requires more effort on the part of the Airports Division and its District Offices than on the larger projects. The larger cities, with more funds and with municipal planning, engineering, and administrative organizations, are better equipped to initiate and carry a project to completion.

The smaller communities seldom possess sufficient funds to accomplish all of the airport development needed and must resort to stage construction planned for accomplishment over a period of years. They often have no planning or engineering organization, or if they do, it may prove inadequate or unqualified. On such projects, Airports personnel must provide advisory service in determining community needs, ways and means of raising sponsor funds, site selection, preparation of plans and specifications, supervision of construction, and maintenance and operation of the completed project. These projects provide the most work and "headaches", but you will find, without exception, that the Airports personnel experience their greatest satisfaction in the guidance of such projects to completion.

One of such smaller projects was the development of a new municipal airport at Flagstaff, Arizona, to replace Koch Field, which was not considered satisfactory for expansion or even continued use.

The current Airman's Guide lists Koch Field "CLOSED - NOT MAINTAINED", and lists the Flagstaff Municipal Airport as "H53 - BL4 - F2". In other words, Koch Field is abandoned and the new municipal airport is in full operation with a surfaced runway 5,300 feet long, night lighting, and fueling facilities. If such information were normally carried, the Guide would also indicate that the airport has a beautiful new administration building of malapai rock and rustic pine, and a fine new hangar constructed of malapai rock to match the administration building - that the airport has a good cinder surfaced apron and an excellent surfaced access road from U. S. Highway #89A to the administration area.

The small amount of information in the Guide indicates to the people who have followed the airport development at Flagstaff that this little city of about 9,000 people has finally succeeded in providing itself with an airport in the proper location and so designed that it can be constantly improved by stage construction without loss of any existing investment.

Koch Field, abandoned as an airport site, will eventually be producing fine pinto beans for which the area is famous.

Unlike many other cities of Arizona, Flagstaff was not the recipient of a good airport under either the DLAND-DCLA program of the CAA or the military construction program.

It urgently needed a new airport, since Koch Field was too far from the city and was surrounded by mountains and hills which produced turbulent air with severe downdrafts. These conditions were very serious for a site at an altitude near 7,000 feet. Need for this new airport has been long understood by some local people and by the Civil Aeronautics Administration.

As far back as 1943, the new site was selected, and a Master Plan was prepared and approved by the Airports Division of CAA. Due to lack of funds, the project lay dormant until after the passage of the Federal Airport Act. After the Act was passed, things began to happen. The new airport was included in the National Airport Plan and city and CAA officials began to take steps to actually provide a new airport at Flagstaff.

On December 27, 1946, the City filed a project request for Federal funds in the amount of \$46,943. A tentative allocation of this amount was made by the Regional Administrator on January 16, 1947. On May 12th, the City requested conveyance of title under the provisions Section 16 of the Federal Airport Act of the U. S. Forest land required. The land needed was subsequently conveyed by a quit claim deed to the city. After detailed study of the problem at Flagstaff had progressed to the estimating stage, it became quite apparent that approximately \$100,000 would be required for the first stage development of an all-weather landing strip. This was more than the local people were prepared for, but they did not give up. They simply went out and promoted a bond issue to provide \$40,000 and requested the CAA to increase its tentative allocation to \$60,000. The bond issue was sold and the CAA funds were increased on August 4, 1947, to the \$60,000 required.

On August 21, 1947, the Department of Agriculture agreed to transfer the Forest land required. Thus, funds and land were available, and the project could advance through the detailed planning and Federal approval stages.

The project, as finally approved, consisted of constructing a landing strip 300' wide by 5,500' long with the center 100' stabilized with a minimum of ten inches of volcanic cinders with treatment of MC-2 cutback asphalt and SC-6 road oil application as a base preservative, L-802 runway lights and fencing. As non-Federal aid, the City was to construct an apron and to erect the beacon received from the CAA Facilities Division from the old Winona Intermediate Field. Coconino County, to be of material assistance, agreed to build an access road.

On June 2, 1948, the Regional Administrator made a Grant Offer in the amount of \$60,000 which was accepted by the City on June 14, 1948. All work was completed late in the fall of 1948 just in time for the airport to be covered with 144 inches of snow. Since the field had never been opened and oil had not had an opportunity to properly cure before the severe winter weather, no attempt was made to remove the snow during the winter.

While the runway construction was being accomplished, the City was well aware of the need for a new administration building and was arranging its financial position to secure its share of funds for this work. Additional funds were requested from the CAA resulting in an \$18,522 Federal allocation. The City had secured its share of funds, so the administration building seemed assured.

In the meantime, the City had arranged for Edward L. Varney and Associates to prepare plans for the building. Bids were received late in 1948, but were rejected as they were considered unreasonably high and were beyond funds available. Accordingly, the architect scrapped the design and started over from scratch. Their final design while low in cost resulted in an outstanding building which looks as if it were a part of the site with its rocks and pine trees.

Under this project, the City was to construct the building by contract and to install a sewer system and water cistern by force account. The City was also to furnish the hand picked malapai rock for the building. The City let the building contract to Phillips and Lusk of Phoenix. This contract, including the alternates, amounted to \$36,376.

Large glass windows and panels on the field side of the building provide an excellent vantage point for viewing airport activities. A forced hot air heating plant to insure adequate, economical heat necessary for the prevalent severe winter temperatures was installed.

Before the administration building was completed, the City started construction of the new hangar using its own forces and funds. This hangar is of malapai rock to match the roadway side of the building and has a steel truss roof. It is so designed that it can be easily extended as the need arises and funds become available.

The City has employed a full-time combination airport manager and maintenance man. It also makes available City street and water department employees on the airport as needed. The airport is in full operation now with all lights on during hours of darkness. The City has purchased a snow plow and intends to keep the airport cleared of snow during the winters. In this connection, it anticipates the assistance of the local highway and street crews when needed.

The City of Flagstaff probably appreciates its airport more than the average city or town in Arizona because its people have had to work and sacrifice for every item on the field. It urgently desires an air carrier and is doing everything in its power to provide the facilities needed to accommodate such a service.

The City realizes that considerable more airport development work is still to be accomplished. It has already let a contract for sale of merchantable timber on the site. This will do away with many of the undesirable trees and will provide a sum, estimated to be about \$6,000, which the City expects to use to match Federal aid to provide an adequate water supply by installing a large pipe line approximately two miles to tap the City mains. Also, many Flagstaff citizens believe that the City should now sell the Koch Field site for use as a bean farm and use proceeds from such sale to further improve the new municipal airport.

How far the City goes on the airport improvement depends to a large extent on whether or not the City secures air carrier service. If such a service comes to Flagstaff, the City will undoubtedly improve the airport until it provides all of the facilities needed to serve this community.

CIVIL SERVICE EXAMINING PROGRAM

This article is written to lift some of the haze and mystery traditionally associated with the Civil Service examining program. If you are a non-permanent status aircraft communicator or air traffic controller, then you'll be interested in learning more about the process right now. Other non-status employees of the Region, should also find the information interesting.

Simply stated, the objective of the CAA Examining Board in the Regional Office is to measure qualifications of applicants for CAA positions and to list their names in the order of their relative fitness for appointment.

The above process is accomplished by means of either a written (assembled) test or an unassembled (a so-called unwritten) test. In the former, the candidate assembles at a selected spot and demonstrates his knowledge or skills by means of a pencil-and-paper quiz or a practical test. The recent radio maintenance technician exam was an example of this type of test.

In the unassembled test for air traffic controllers and aircraft communicators, the rating will be assigned by means of review of the applicant's training and experience in the particular field. This type of test, contrary to popular belief, is by far the most common method of rating applicants for Federal positions competitively.

The quality of one's experience is closely scrutinized by a designated Panel Examiner. The Examiner is selected to make such a review on the basis of his background in the particular field. The Examiner's appraisal is made in the light of the information contained on the Application Form 57 as verified by checks made by the Examining Board with the competitor's former employers.

When a candidate merely meets the announced requirements for a particular grade, he is assigned a minimum eligible rating of 70 and not the maximum (as is often contended). Increase in rating is based in every case upon extra or additional acceptable experience. The amount of this increase is based upon the quality and quantity of the additional experience offered.

After the Panel Examiners have completed their appraisals, all eligible candidates are arranged in numerical order on a register. At this point, an audit of the entire process is made by the Civil Service Commission before authorizing its use. When approval is granted, all competitors are given a notice of their rating.

The next step in the process has to do with the certification of names to the CAA from the register. As all positions occupied by non-status employees are regarded as vacancies from the standpoint of this certification process, the Examining Board submits a list of eligibles to the CAA for the purpose of filling its vacancies. (The CAA has previously informed the Civil Service Board how many incumbents do not possess a probational or permanent status).

Many people who are unfamiliar with the Civil Service System believe that the number of names submitted to an Agency can be determined by multiplying the number of vacancies by 3. This is not correct. For the first vacancy, the CAA must consider only the names of the highest three eligibles. When one of these is selected, the 2 unsuccessful candidates are then tossed into competition for vacancy #2, and so on down the line until all vacancies are filled with eligibles from the list.

When the name of a CAA employee comes within reach, it is discretionary whether or not the CAA desires to select this person or one of the other persons referred in the list of three.

If a present incumbent is selected, he is given permanent status provided he has completed at least one year of service. If he is in his first year of service, he is converted to a probational status.

The Region has established a policy to convert eligible incumbents at their present location.

When the register has been approved by the Civil Service Commission, the Examining Board sends a list of eligibles to the CAA for the purpose of filling its vacancies in the manner prescribed above.

When an incumbent's name is sent to the CAA for a grade lower than the present position, he can elect to accept a demotion (with salary adjustment) or decline the offer and wait for certification at his present grade level. If, however, his name is not reached at the higher grade, he would be subject to displacement.

In the event that displacement of any employees becomes necessary, the first employees who are displaced are those who failed to compete in the test or who failed to qualify.

In order to determine which individuals are first selected for displacement, the relative standing, on the basis of reduction in force retention credits is used. Employees with the least number of credits will be separated first until all necessary displacements have been accomplished.

After this initial displacement has been effected, the Board then certifies additional names of eligibles to the CAA for the purpose of displacing incumbents who attained a rating of at least 70, but who have not come within reach on the register.

Eventually all employees affected by the register still remaining on the agency rolls will possess a permanent status. And what was at one time utter confusion settles down to a quiet and peaceful pace.

Henceforth, the Examining Board lists are used for simon pure vacancies.

CASH AWARDS GIVEN

Two Sixth Region employees were recipients of cash awards from the CAA Suggestion Program during the month of January, 1950.

One of the largest awards given so far, \$150.00, was received by Robert R. Vanhorn, Facility Maintenance Shop, for his suggestion concerning modification to the radio range keyers to prevent oil leakage from the gear case. This modification has been made at numerous locations in this Region and is very successful. The cash award, the award certificate signed by the Administrator, and a letter of commendation from the Regional Administrator were presented to Mr. Vanhorn by Mr. Marriott at a meeting of all Regional Office employees in the cafeteria building on January 9.

The other award was presented to Grover R. Austad, Air Route Traffic Controller, Salt Lake City. Mr. Austad was given a cash award of \$25.00 for the submission of a suggestion concerning the entry of mileage on Forms 566 for direct flight. The use of this method provides the Controller with factual information to be used in the computation of estimates and the checking of ground speeds of aircraft under control.

In addition to the cash award, Mr. Austad also was presented with the Award Certificate signed by the Administrator and a letter of Commendation from the Regional Administrator. The presentation ceremony was held at Salt Lake City on January 19th and Mr. H. T. Bean, District Airport Engineer, represented the Regional Administrator. In addition to the Chief Air Route Traffic Controller, H. C. Howard, and nine of the Center personnel, the following were present: G. I. Smith and Shirley B. Smith of the Operations Division; L. J. Platt, Business Administration; E. J. Leimantine, Safety Operations Division and R. N. Tripp, CACOM, Salt Lake City.

Congratulations fellows! We hope that other Sixth Region personnel will follow your example and submit their ideas to the Suggestion Program Committee.

CONFERENCE OF FACILITY DIVISION CHIEFS TO BE HELD IN REGION 6

A conference of Facility Division Chiefs will be held in Region Six from January 28, 1950 through March 3, 1950, according to a recent announcement by Carl Schanche. Mr. Schanche, who is Facilities Division Chief in Region 2, is co-chairman of the meeting, along with Joe H. Tippetts, of the Washington Federal Airways Staff.

The opening address will be given by C. F. Horne, Director of the Office of Federal Airways. He will discuss (1) objectives of the Federal Airways program, (2) delineation of functions between the various segments of the Washington Office of Federal Airways and (3) relation by the Office of Federal Airways to Technical Development and Air Navigation Development Board.

Subjects of the panel discussions are leaders are as follows:

<u>Name</u>	<u>Region</u>	<u>Subject</u>
R. M. Brown	1	INSACS, OFACS, Towers and Centers
L. M. Marriner	3	Engine Generators
C. G. O'Fiel	4	Business Management
I. J. Rovang	5	Instrument Landing Systems
A. H. Hadfield	6	Radar
D. J. Mackie	7	VOR/VAR
J. C. Hooper	8	Establishment Program
H. E. Alringe	8	LF/MF Facilities
G. S. McKean	9	Facilities Buildings

A. H. Hadfield, Region Six, and I. J. Rovang, Region Five, will serve as Committee on Minutes. Stenographic service will be furnished by Region Six.

AIRPORTS ADVISORY COMMITTEE MEETING

The second semi-annual conference of members of the Airports Advisory Committee was held last week at the Ambassador Hotel. The Committee, with its members representing all phases of airport operations, was established several months ago as an advisory group to the CAA in the development, operation, and maintenance of airports.

A. B. Curry, Chairman, presided at the closed executive sessions held each

morning beginning at 9:00 a.m. Monday through Friday. First day speakers at the afternoon sessions, which were open to the public, included the welcoming address of the Honorable Fletcher Bowron, Mayor of the City of Los Angeles; Delos W. Rentzel, Administrator of Civil Aeronautics, who spoke on "The Need for an Advisory Committee"; and Joseph J. O'Connell, Jr., Chairman of the Civil Aeronautics Board, who spoke on "Objectives of the Civil Aeronautics Board". Other speakers during the five-day session included J. S. Marriott, Regional Administrator, Sixth Region, who spoke on "Your Customer, Is He Right?"; Phillips Moore, Director of Office of Airports; Charles F. Horne, Director, Office of Federal Airways; E. B. Franklin, Chief Flight Operations Division; Wiley Wright, Director of Office of Aviation Development; William E. Cullinan, Chief, Airports Division, Region I; S. E. Travis, Jr., Chief, Airports Division Region IV; Herbert H. Howell, Chief, Airports Division, Region V; William L. Anderson, Executive Director, Pennsylvania Aeronautics Commission; Floyd Young, Weather Bureau Special Services Director; Aubrey Kief, Chairman, Aviation Technical Services Committee of American Petroleum Institute, New York City; Milton W. Arnold, Vice President, Operations and Engineering, Air Transport Association of America; Marvin G. Sturgeon, California Association of Airports Executive; and George A. Haddaway, Editor, Southern Flight.

Committeemen attending included Hervey F. Law, New York City, G. D. Albrecht, Memphis, Tennessee, Carl J. Amundson, Grand Forks, North Dakota, John H. Burke, Oklahoma City, Oklahoma, Walter E. Betsworth, Waterloo, Iowa, Clarence M. Young, Los Angeles, Don W. Martin, Wilmington, Delaware, John Berry, Cleveland, Ohio, Louis R. Inwood, Kansas City, Missouri, Arthur C. Hyde, Bethesda, Maryland and A. B. Curry, Miami, Florida.

No site was selected for the next meeting.

ONE MINUTE ESSAY - YOU'LL LEARN

Sooner or later a man, if he is wise, discovers that life is a mixture of good days and bad, victory and defeat, give and take...He learns that it doesn't pay to be a too sensitive soul; that he should let some things go over his head like water off a duck's back...He learns that he who loses his temper usually loses out...He learns that all men have burnt toast for breakfast now and then and that he shouldn't take the other fellow's grouch too seriously.

He learns that carrying a chip on his shoulder is the easiest way to get into a fight...That the quickest way to become unpopular is to carry tales and gossip about others...He learns that buck-passing always turns out to be a boomerang...He comes to realize that the business could run perfectly well without him...He learns that it doesn't matter who gets the credit so long as the business benefits.

He learns that most of the other fellows are as ambitious as he is; that they have brains as good or better, and that hard work, not cleverness is the secret of success...He learns to sympathize with the youngster coming into business, because he remembers how bewildered he was when he first started out...He learns that no man ever got off to first base alone; that it is only through cooperative effort that we move to better things...He learns that bosses are no monsters, trying to get the last ounce of work out of him for the least pay; rather, that they are pretty good fellows who have succeeded through hard work and who want to do the right thing...He also learns that folks are not any harder to get along with in one place than another and that the "getting along" depends about 98 per cent on his own behavior.



QUESTION BOX?



- Q. If a person is at the top of a grade and is promoted to the next grade, will he be placed at the bottom of the grade and lose money?
- A. Any employee promoted to a higher grade will be paid the salary rate of that grade which exceeds his present salary by at least one step rate of the grade from which he is promoted.
- Q. Is it necessary to spend a certain amount of time in a grade before bidding on other positions in the same classification?
- A. An employee must serve in his position at least six months after appointment or conversion to probational or competitive status before he is eligible for transfer, promotion or reassignment. After that period of time, he only has to meet the requirements of the position desired. These may or may not require specific time in certain grades.
- Q. Are there any rules with regard to promotions in any classification which would prevent an individual from being promoted to a higher grade, skipping one or more grades in between?
- A. Under normal conditions, the answer to question 2 above governs. Occasionally a position requirement will specify that at least one year must have been spent at the next lower grade. This is usually applicable to positions at the level of GS-12 and above.
- Q. Do the requirements for a position vary from time to time or are they always the same?
- A. Standards are not always the same. Usually temporary standards for a position are lower than the probational standards that are established at the time of an examination. In other instances, the standards will vary according to the change of duties or responsibilities of a given position.
- Q. If the people laid off from various Civil Service jobs still can bid for CAA jobs, how will we benefit by waiting until July or August for permanent status examinations?
- A. As long as the Civil Service Commission does not order a displacement of non-status employees, you will have a chance to compete with displaced career employees by filing for an open competitive examination. The additional experience you will gain in the meantime will be creditable on the examination. As long as the present condition exists, the experience now being obtained will permit the candidate to attain a higher rating on the test.

Regional Administrator's Column (Continued from page 3):

by cities in excess of the needs of the community and a more definite policy establishing maximum limits for free space to be furnished Federal Agencies in airport administration buildings.

In addition to the foregoing, your Regional Administrator attended a meeting of the Arizona Flying Farmers in Phoenix, Arizona, on Sunday, January 15. He flew to this meeting and was accompanied by Marshall Beeman and Howard Vandeman, Publisher of Aviation News Beacon.

On January 17, the Regional Administrator; Deputy Regional Administrator Jim Read; Chief, Air Traffic Control Branch, deArce, and Secretary, Airspace Subcommittee, Dettman spent a day aboard the Aircraft Carrier USS Valley Forge at the invitation of Admiral Sprague, observing operation of jet aircraft fighters from the carrier's deck.

DIVISION HI-LITES

Safety Operations Division:

Mr. Robert Spears of the Aircraft Division of the Aeronautical Center was in the Region for a period of two weeks obtaining first-hand knowledge of maintenance problems, particularly those involving the operation of helicopters. He spent some time reviewing the operations of Los Angeles Airways.

In coordination with the Fifth Region, Maintenance personnel of the Sixth Region accomplished the proving runs of the United Air Lines Boeing 377 between the mainland and Honolulu. Scheduled passenger service has been approved as a result of these proving flights and service began January 15.

Southwest Airways has received approval to extend their routes to serve the following cities: Santa Ana, Oceanside, San Diego and El Centro, California, and Yuma, Ajo and Phoenix, Arizona. CAA personnel of the San Francisco District Office have been working with Southwest Airways, and, at present, the initial proving run on the extension is scheduled for February 7 with scheduled service to be inaugurated on February 17, 1950.

Aircraft Division:

Every effort is being made in the Aircraft Division to prepare our personnel for the new thinking and engineering approach necessary for the evaluation of jet transport-type aircraft. Arrangements are being made with various local aircraft manufacturers for certain of their specialists to present papers and instructional material covering numerous phases of this problem. It is expected that a fairly comprehensive course of instruction will be covered by the time this program is completed. The first series of such lectures is being presented by North American personnel, starting January 24.

Airways Operations Division:

After considerable delay, approval has been received to discontinue Mt. Laguna INSAC. Discontinuance date has been established for February 24. The communicators now serving at Mt. Laguna will be re-assigned to other stations where their services are urgently needed.

Facilities Division:

Capt. Wilson P. Cogswell and John E. Sommers of the Air Navigation Development Board, D. M. Stuart and S. R. Anderson of the CAA Technical Development and Evaluation Center, and A. H. Hadfield and V. M. Clayton, representatives of the Sixth Region, visited the Ukiah, California, VOR range site and conducted flight tests thereon. The purpose of this inspection is the preparation of a plan and cost estimate for site modifications and evaluation tests considered most desirable to develop site criteria and limitations for VOR installations on mountain-top sites.

The Engineering and Flight Inspection Branches are now conducting VOR tests on a site situated on the Thermal, California Airport. If these site tests are satisfactory construction will proceed as soon as possible.

The relocation of the INSAC stations from Indio, California to Thermal, California; Riverside, California to Ontario, California; and from the old to the new building at Yuma, Arizona is now approved as part of the 1950 Establishment Program. Modification of the quarters in the hangar at Thermal will be started January 30.

A contract has been awarded to Jennings and Jennings of St. George, Utah for the construction of the instrument landing system and neon approach light lane at Ontario, California, and the work started January 25. Airways Engineer G. R. Webb is the Resident Engineer.

The installation of radio equipment for the instrument landing system at Sacramento, California, is nearing completion and will be commissioned for use as soon as monitoring equipment is received and installed.

Al Horning has returned to duty in this Region after spending the past four months in Europe representing the CAA in performing flight checks of various air navigation radio facilities as a means of United States cooperation in world-wide standardization of such aids.

Airports Division:

Dr. James E. Mooney entered on duty on January 20, 1950, as Chief, Airport Operations and Maintenance Branch, Operations Division, Office of Airports. Dr. Mooney was formerly president of two colleges including the University of Miami at Miami, Florida. In addition, he is author of numerous aeronautical publications including the following: "In a World of Travel", "Wings Away", "Airplanes Serve the World", and "Pennsylvania's a Great State".

Dr. Mooney, just prior to entering on duty with the CAA, was Director of Airports for Pinellas County, St. Petersburg, Florida, where he had under his jurisdiction five large airports in that vicinity. While acting as Director of Airports for Pinellas County, Florida, Dr. Mooney, also served on the Administrator's Airport Advisory Committee. While on this Committee, Dr. Mooney was more or less informally selected by the Committee to fulfill his present position, the Committee at that time recognizing the need of his leadership in that field. At the present time, Dr. Mooney is on extended leave from his former position to assist the Administrator in an advisory capacity as Chief of the Airport Operations and Maintenance Branch.

The 1950 National Airport Plan has been reviewed and approved by representatives of the Regional Administrator's Staff, Airports, Facilities, and Airways Operations Divisions and has been transmitted to Washington for compilation in the entire plan for all Regions. This same group reviewed and approved the revised 1947-50 Airport program and the tentative 1951 program which are being sent to the Administrator for funds approval.

MINUTES OF REGIONAL ADMINISTRATOR'S STAFF MEETINGS

DIVISION STATUS REPORTS:

Airways Operations:

The Civil Service examination for controllers has been closed. We understand about 1,000 applications were received. The aircraft communicator examination is now open and will close February 8. It will take several weeks to complete rating of the examination papers.

At a meeting in the Regional Office, January 27, tentative plans were completed which will permit Naval operations in the area West of San Diego without conflict with ICAO control areas.

Facilities:

The attention of the Regional Administrator's Staff was called to the Federal Airways policy recently reaffirmed by Mr. Horne to the effect that all future instrument landing system installations would be made with the phase-comparison type of localizer and that in order to use this localizer, new type VHF airborne equipment would be necessary. Phase comparison equipment is scheduled to be furnished for Ontario as well as for Santa Barbara, if that installation is made.

Safety Operations:

Advice has been received to the effect that foreign civil aircraft of contracting states to ICAO may operate into or within United States territories or possessions without prior permission when on a private flight for pleasure or on the business of the individual or enterprise owning the aircraft when such flight does not involve the carriage of persons or property for hire. Pilot and aircraft must possess currently effective certificates in accordance with international standards and all operations must be conducted in accordance with applicable ICAO standards. Another condition is that a flight plan must be filed when conducting off-shore flights and when under IFR conditions. This does not preclude the requirements of customs and immigration.

An area conference was held in Fresno on January 26, 1950, which included the personnel of all the Safety Operations District Offices north of the Los Angeles area. Field personnel expressed their desire towards holding conferences in such area manner in the future.

Aircraft:

Flight testing for type certification is scheduled to start on two revised models - the Douglas Super DC-3 and Ryan's Model B which is powered by a 265 HP Lycoming engine.

Business Administrations

Attention was called to the fact that we are developing reserves in some programs. All Division Chiefs were requested to critically review their fiscal reports for January with a view to reprogramming if necessary.

The Staff was requested to begin preliminary preparation of the 1951 Program and 1952 Budget Estimates.

Airports:

In support of the new policy which delegates authority to each of the Regions to issue Grant Offers and amendments thereto, a procedure has been set up to transfer certain funds to the Regions to finance the Grant Offers and Grant Agreements to be issued during the first part of 1950.

General Arnold of the Air Transport Association visited Los Angeles and held a conference with representatives of the airlines operating out of the Los Angeles International Airport concerning the modification and improvement of the FIDO system. It appears that funds for the sponsor's share of this project will be made available at an early date. Colonel Clarence M. Young also also discussed this matter with the Administrator, and, as a result of that conversation, expects that Federal funds will be made available from the discretionary portion of the funds recaptured from unused state apportionments as provided for by Public Law 382.