REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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FIELD ISSUE

1950 1950

HEIMERDINGER GIVEN MERITORIOUS AWARD

Arnold G. (Heimie) Heimerdinger, Flight Engineering Inspector, was presented with the Department of Commerce Meritorious Service Silver Medal for outstanding service, at a meeting held at the Regional Headquarters on Friday, March 17, 1950. Our Regional Administrator represented the Secretary of Commerce in this presentation. In addition to the Silver Medal, Heimie was presented with a Certificate of Meritorious Service and a congratulatory letter signed by the Secretary of Commerce. The citation for this award was:

> "For unusual courage and competency in an extreme emergency during the experimental test flight of an airplane at Seattle, Washington, on December 10, 1948."

This incident occurred during the flight testing of the Boeing 377 Stratocruiser and was brought about by a fire which started in one engine shortly after take-off. All of the details cannot be included here, but there were many decisions to be made quickly. In view of the cost of the aircraft and the concern for the safety of the crew, the judgment used in making decisions had to be right. As the correct decisions were made by Heimie in coordination with the company's test pilot, the aircraft was landed safety and the fire was extinguished on the ground.

ACKNOWLEDGMENT

The response to the request for material for this Field Issue was terrific. If all of the material could have been printed with the accompanying pictures, we would have had about a seventy page edition.

We received articles on everything possible - stories about the opening of the trout season, weather, gliding, lost aircraft, lost skiers, new quarters, radio gear, breakfast flights to almost any place you care to eat breakfast, airport dedications, jokes, radar, FIDO, newspaper and magazine articles, flying, transmitters, receivers, Spring, how to fly kites, new towers, new stations, old stations, and people.

We're sorry we couldn't print them all. We received stories from Arcata to Yuma and almost all the alphabet in between. Thanks, Cedar City, Hanksville, Los Angeles, Oakland, Salt Lake City, Long Beach, Reno, Santa Barbara, Riverside, Paso Robles, Sacramento, Fresno, San Diego, Prescott, Milford, Needles, Oakland, Silverlake, Santa Maria, San Francisco, Delta, Donner Summit, Bakersfield, Palo Alto, Battle Mountain, Salinas, Red Bluff, Burbank, and Belmont.

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Now, how's this for a place to work - a large outdoor swimming pool, Skeet and Pistol Range, and eighteen hole golf course, new administration building - a control tower and communications station -- the place -- Fresno Air Terminal.

Guest Editor's Column

FIELD NOTES

By: George Reid

This issue marks the second anniversary of the "Sixth Region News". During the past two years, there have been many changes and advancements in aviation. New aircraft, such as the Convair 240 and the Boeing Stratocruiser progressed from initial flight tests to common daily use. Airports were developed and improved to accommodate the new type aircraft and increased activity at numberous locations. We have seen the addition of many new facilities, including VOR Ranges, communication stations, I.L.S. and control towers. The expansion of two-way radio in present aircraft, including the installation of many new receivers designed for use with the Omni range, and the instrument landing system, made a marked advancement.

These advancements have brought an increase in the use of our facilities. Air carrier aircraft are carrying more passengers, faster and further than ever before. The horizon of the average private pilot has been extended. He no longer is confining himself to the limits of his locality, but is making more frequent and longer cross-country flights, both for business and pleasure. The increased flexibility of operation provided by the use of the radio aids to air navigation has focused the pilot's attention on the services made available by the CAA.

This increased use of our facilities together with the continuing expansion of the aviation industry has made us more fully aware of the place of public relations in our work. Often we consider public relations as a program delegated to specialized groups. Actually, its true place is in the day-to-day contacts that each of us makes in doing our work, for we are a service agency which, by its very nature, puts us in touch with a great many people. Each aircraft certification, each airman examination, each airport construction project, each flight plan, each installation of new equipment, each maintenance problem, and each traffic clearance offers an opportunity to develop a favorable impression of our organization in the public mind.

The CAA seeks "to promote the encouragement and development of civil aeronautics" through the cooperation and participation of every person in the aviation industry. We can obtain this cooperation and participation by treating each person we contact in a courteous and sincere manner. This will gain respect for us as individuals and for the organization which we represent.

Aviation in the coming years will achieve technological advancements far greater than those of the past. These advancements embody a challenge that must be met by the utilization of all our resources as individuals and as an organization. It will demand the maximum effort of our energy and capacity through new ideas and new methods to meet this challenge of the future.

FLIGHT REFRESHER PROGRAM

Twenty-four hours of flight refresher time in four days -- that's what the airplane log book of twin-engined Beechcraft N67 showed last week after four Agents completed their in-training flight refresher training. And they unanimously agreed that this new program has been long needed and fills a vacant niche in the average agent's heart!

The program was "born" in January, when the Regional Administrator directed that all agents fly six hours apiece in N67 before July 1. A training schedule was arranged, a flight syllabus drawn up, and an itinerary laid out in order that the training could be performed efficiently and without loss of man hours. For example, the Beechcraft will be flown, by the agent-in-charge of the program, to Salt Lake City, saving travel money, travel time, and keeping the agents near their job during their week of refresher training.

The first problem was to get N67 in shape. The VHF radio equipment was overhauled and two crystals obtained in order to transmit and receive on GCA (Ground Controlled Approach) frequencies. The ADF (Automatic Direction Finder) radio equipment was checked; a Lear Omni-Directional receiver was installed; the range receiver and the ILS was given a thorough going over.

Next, all instruments were repaired and calibrated. The airspeed, long showing "in excess", was corrected, the turn-and-bank indicator cleaned and adjusted, and the gyro horizon fixed to show level flight. Finally, N67 was ready to go.

The syllabus called for eight 45-minute periods, beginning with a 45-minute contact flying period, during which the agent merely became familiar with the airplane and single-engine procedure, power settings, and flight. Next, the "venetian" blinds, or hood, was installed, and the agent flew three-quarters of an hour making climbs, slow flight, stalls, and steep turns. Then he was considered ready for instrument refresher training.

Following a period of practice, there came two periods on Range, Omni, and ILS. This proved to be not only valuable from a training standpoint, but instructive, because many agents had never worked on OMNI Range, and indeed some had not been too familiar with ILS, (Instrument Landing System), which works beautifully at Los Angeles International and also affords an opportunity to see the new Approach Lights in action.

Next a period of practice and then the wind-up consisting of 2 GCA runs apiece, and ADF problem and the ATR flight standardization. The GCA runs were interesting, too, and new to some agents. The GCA controller was able to "talk-in" the pilots even though the pilots had no previous experience with GCA, and all the agents did a creditable job. This is generous understatement, when one considers that heretofore funds and twin-engine Beechcraft have not been available for all agents to fly, and most of their flying has been accomplished in light, single-engine aircraft.

Inasmuch as the four agents doing the flying were divided into teams, with two agents flying at a time, the other two agents were able to utilize the facilities of the Link Trainer, and thus become more prepared for the problems to be taken up during flight. To date, twelve agents have completed the training, and the Safety Operations Division has been pleasantly surprised with several bouquets from these agents, expressing appreciation for the training and commending its value.

During the past few months, the Communications Stations have been working on a stepped up program of public relations. Visits have been made to all airports within a fifty mile radius of each station. "Flight Assistance Service" was the theme with particular emphasis on "VFR flight plans and Search and Rescue Aid."

Each station programmed plans suitable for their particular area. In addition to visits to Flying Schools, Fixed Base Operators and Airport Managers, many stations initiated open forum meetings for the private pilots. These meetings included personnel from other field offices of the CAA, the Regional Office, and the Weather Bureau.

Typical of these pilot meetings was the one held in Sacramento on March 8, 1950, for the purpose of explaining the services available to the pilots through the CAA. Mr. Howard Harris of the ASDO, broke the ice with his excellent welcome speech; Mr. Merle Shreck, President of the Sacramento Chamber of Commerce and a private pilot congratulated the CAA on promoting this type of meeting; Mr. Warren Carrey, Executive Secretary for the State Aeronautics Commission, stressed the increased need for Flight Assistance Service; Mr. W. O. Johnson of the Regional Office, expressed the desire of the CAA to aid the private flyer in every way possible. Chief Communicator Frank McDonald, Chief Airport Controller Ed Sullivan and Mr. Fuller of the Weather Bureau, explained the services available through their facilities. Additional description of the services available through Communications Stations were contributed by Chief Communicators Charles M. Tate of Red Bluff and Charles R. Waldbieser of Williams, California.

Following these informal talks, demonstrations of proper radio procedure, were presented. Included in this portion of the program was a wire recorder so that pilots could get an idea of what their voice sounded like over the radio.

In commenting on this program, Donald Fulton, Chief Communicator at Los Angeles, stated, "During recent visits to outlying airports, it was surprising indeed, to find that the majority of private pilots know so little about the CAA Flight Assistance Service and what it means to them". Concrete evidence noted as a result of the Flight Assistance Service publicity has been a 21.8% increase of VFR Flight Plans handled during February, even though this month was plagued with borderline instrument weather. Now that the "ball is rolling" in the Flight Assistance publicity, we do not intend to let it stop. Future pilot meetings are being formulated and additional posters are in the "embryo".

Sacramento INSAC and Weather Bureau have improvised a simple, yet very effective idea to enhance public relations. A new telephone system has been installed whereby pilots calling Sacramento can call either the station or the Weather Bureau, file their flight plan with Communications and on the same call receive weather information, direct from the Weather observer.

The INSAC's and Weather Bureau telephone exchanges are tied together; incoming calls can be switched to either office by merely pressing a button. This idea is a saving to the pilot in money, time and temper, and is an advance in improving our services to the flying public.

Needles Communications is furthering the program by urging remote fields to obtain telephone service and is also assisting the operators at these outlying fields in converting standard radio receivers to the aviation bands in order that they may receive the twice hourly weather broadcasts.

Other stations are investigating the possibility of pro-rated direct line interphones from adjacent fields to provide a simple means for the pilot to file flight plans and obtain weather information.

Lester W. Pearce, Chief Communicator at Battle Mountain, Nevada, presents the opinion of the field in these comments.. "It is our opinion that our work along these lines has not ended with the 'Flight Assistance Survey', but that every effort must be continued if we are to realize our ultimate goal. Let us come out of our stations where we have hidden from the pilot for so long and through personal contact, show the flying public that we can be a real help, instead of just being the 'man behind the microphone'".

REMEMBER THE OLD DAYS

It is generally believed that the peak instrument air traffic during the last war period was in excess of the amount of air traffic during any period since. A study of statistics for the periods during and since the war has revealed some interesting facts. Since the major effort of Air Traffic Control is in providing separation of aircraft destined to and departing from the various airports, it was concluded that the number of instrument approaches for the above periods would be a reasonable basis for arriving at a comparative figure. On this basis, it was found that the peak traffic for a one-year period during the war amounted to 10,079 instrument approaches in the Los Angeles control area.

Following "V-J" day, there was a decline in air traffic until a low of 9,258 instrument approaches were recorded during the fiscal year 1947. Since 1947, there has been a notable increase to a high of 17,867 instrument approaches for the fiscal year 1949. These figures would not be complete without adding that the average delay for an instrument approach during the first period was 2.93 minutes, whereas the average delay for an instrument approach during the fiscal year 1949 was 1.13 minutes per approach.

LENGTH OF SERVICE AWARDS

On March 17, 1950, as part of the Department of Commerce Length of Service Award Program, a ceremony was held at the Regional Office, honoring twenty employees who have completed more than twenty years' service and sixty-two employees who have completed more than ten years. Each employee present was congratulated by the Regional Administrator, J. S. Marriott, and presented with the official Department of Commerce lapel pin.

(Editor's Note:) Last year, which was the first year these awards were given, 226 people received ten year pins and twenty-four people received twenty year pins. A total of 332 people with more than ten years' service. One out of every five employees has more than ten years' service. Of these, the field out-numbers the Regional Office three to one.)

The following personnel were awarded service pins this year:

20 YEAR SERVICE AWARDS

Name	Position	Location
Armer M. Alcorn	Chief, Aircraft Division	Regional Office
Hans Anderson	Maintenance Inspector	Regional Office
Lowell D. Ashley	Chief Aircraft Communicator	Burbank, Calif.
Harold T. Bean	District Airport Engineer	Salt Lake City, Utah
Roy J. Brown	Chief Aircraft Communicator	Oceanside, Calif.
Reese A. Clark	Warehouse Manager	Regional Office
George A. Day	Maintenance Technician in Charge	Prescott, Ariz.
Carroll D. Doak	Supervising Agent, ASDO	Phoenix, Ariz.
Arthur F. Fielder	Airways Operations Specialist	Regional Office
Charles E. Givens	Maintenance Technician	Los Angeles, Calif.
Arta H. Hadfield	Chief, Facilities Division	Regional Office
Arthur D. Herbert	Radio Engineer	Regional Office
Claude F. Herrold	Maintenance Technician in Charge	Donner Summit, Calif.
William M. Howard	Airport Engineer	Carson City, Nevada
Myron M. Jacobs	Dep. Chief, Safety Operations Div.	Regional Office
Cody H. Lehr	Relief Maintenance Technician	Fresno, Calif.
George D. Ream	Aircraft Inspector, ASDO	Los Angeles, Calif.
Gordon E. Robinson	Overseas Communicator	San Francisco, Calif.
Leslie P. Rose	Airways Maintenance Technician	Santa Barbara, Calif.
Roland C. Spiegelberg	Chief Aircraft Communicator	Oakland, Calif.
Jay C. Taylor	Radio Engineer	Regional Office

10 YEARS

Charles A. Adamson	Aircraft Communicator	Ogden, Utah
Frank A. Allen	Supervisory Flt. Oper. Inspector	Regional Office
Grover R. Austad	Air Route Traffic Controller	Salt Lake City, Utah
Samuel L. Barr	Maintenance Technician	San Francisco, Calif.
Donald L. Barton	Asst. Chief, Operations Branch Airports Division	Regional Office
George D. Bogert	Dep. Chief, Aircrarft Eng. Br.	Regional Office
Rex R. Brown	Radar Maintenance Technician	Los Angeles, Calif.
Abraham L. Byrd	Aircraft Communicator	Las Vegas, Nev.
Harrison E. Carter	Maintenance Technician in Charge	Winslow, Ariz.

Raymond J. Christiansen	Aircraft Communicator	Fairfield, Utah
Richard F. Cook	Maintenance Technician in Charge	Pescadero, Calif.
Albert C. Cook	Airways Traffic Controller	Los Angeles, Calif.
Frank E. Davis, Jr.	Aircraft Communicator	Crescent City, Utah.
Donald F. Durant	Aircraft Communicator	San Francisco, Calif.
Ernest V. Farrell	Aircraft Communicator	Long Beach, Calif.
Isadore Frank	Maintenance Technician	Pescadero, Calif.
John R. Gebelin	Airman Standards Inspector	Fresno, Calif.
Merrill H. Grix	Aeronautical Powerplant Design Evaluation Engineer	Regional Office
Robert M. Hacker	Chief Aircraft Communicator	Yuma, Ariz.
August W. Harmon	Maintenance Technician	Belmont, Calif.
Leon H. Hathaway	Aircraft Communicator	Phoenix, Ariz.
Rex Hicks	Airways Maintenance Technician	Sparks, Nev.
Theodore Z. Hopfenbeck	Airways Engineer (Facilities)	Phoenix, Ariz.
Harold C. Howard	Chief Air Route Traf. Contrlr.	Salt Lake City, Utah
John R. Hoyt	Airman Standards Inspector	Los Angeles, Calif.
Guy E. Jarrett	Civil Engineer (Facilities)	Regional Office
James D. Johnston	Aircraft Communicator	Long Beach, Calif.
Charles H. Jones	Admn. Assistant, Facilities Div.	Regional Office
Fred W. Jones	Construction Supt, Facilities	Phoenix, Ariz.
Isaac R. Jones	Aircraft Communicator	Indio, Calif.
Sherred H. Kendall	Overseas Communicator	San Francisco, Calif.
Bruno D. Koven	Maintenance Technician in Charge	Winnemuca, Nev.
Frank J. Lesko	Overseas Communicator	San Francisco, Calif.
David G. Logg	Airport Operations Officer	SOCAL
James F. MacAdams	Relief Maintenance Technician	Los Angeles, Calif.
John F. Matthews	Flight Operations Inspector	Ontario, Calif.
Benjamin F. Mayhugh	Aeronautical Design Evaluation Engineer	Regional Office
Loyd W. G. McCoy	Aircraft Communicator	Red Bluff, Calif.
William K. McIntosh	Aircraft Communicator	San Francisco, Calif.
Walter L. McNeel	Aircraft Communicator	Palmdale, Calif.
Harry E. Mellon	Airways Maintenance Technician	Cedar City, Utah
John E. Messick	Aircraft Communicator	Fresno, California
Lenn L. Middlekauff	Airport Operations Officer	Salt Lake City, Utah
William O. Nicholson	Maintenance Technician	Salt Lake City, Utah
Glennys M. Olsen	Personnel Assistant	Regional Office
Lawrence H. Payne	Aircraft Communicator	Paso Robles, Calif.
Lester Pearce	Chief Aircraft Communicator	Battle Mountain, Nev.
Allen O. Pecor	Airways Maintenance Technician	Tucson, Arizona
Albert S. Potter	Aircraft Communicator	Prescott, Arizona
William P. Powell	Airways Maintenance Technician	St. George, Utah
Edward B. Rarer	Maintenance Inspector	Regional Office
Frank A. Reed	Air Route Traffic Controller	Los Angeles, Calif.
Lee E. Rozalski	Overseas Communicator	San Francisco, Calif.
George S. Salkeld	Airways Engineer	Regional Office
John L. Shaw	Maintenance Technician in Charge	Burbank, Calif.
Joseph Turchin	Aircraft Communicator	San Diego, Calif.
John P. Waage	Airman Standards Inspector	Sacramento, Calif.
Alexander Ward	Flight Operations Inspector	San Francisco, Calif.
Karl Warren	Administrative Assistant	Regional Office
Edson P. Wing	Maintenance Technician	Red Bluff, Calif.
Wayne E. Wood	Aircraft Communicator	Salt Lake City, Utah

"THE DAY THE WIND BLEW"
(AT DAGGETT)

At a station where it is not an uncommon occurrence to see wives of the personnel hanging out the washing in a 40 mph breeze, March 11th was not wash day at Daggett. According to the Beaufort Scale, the wind reached hurricane velocity, with gustiness at times topping the wind indicator, which reaches 100 mph. Sand was generally into everything and everybody as it blasted paint from fences and buildings, covered lawns, ripped slats from roofs, blew down antennas, scraped paint neatly from aircraft and generally wrought havoc.

During the height of this sandstorm, a Stinson Station Wagon came in for a landing. No radio contact was established due to atmospheric static conditions.

The Daggett weather report at the time was surface visibility zero, heavy squalls with blowing sand and dust and westerly surface winds of 74 mph with gusts estimated at 90 mph. All available communicator and maintenance personnel, after spotting the aircraft in the dust and sand, held the aircraft down as the pilot slowly taxied to the cement parking ramp on the windward side of the buildings, since it was impossible to bring the aircraft around to park on the leeward side. After the engine was cut off, the pilot and co-pilot helped hold the aircraft on the ramp and the other passengers, two women and a baby, remained in the aircraft. All available ropes on the station were brought out, which necessitated the taking of ropes that were being used to fence newly seeded lawn. A call was placed to the local USMC fire department for more ropes and assistance. During the tie-down there were eight men holding the aircraft while others were engaged in securing the ropes to the tie-down rings in the ramp. Occasional gusts would raise the aircraft completely off of the ramp. The fire truck was brought as close as possible to the aircraft and the women and baby were transferred to the fire engine and taken to the INSAC. After approximately one hour's time, all available rope had been used, and the aircraft was secured. During the time, the wind had not gone below 70 mph and the peak gusts were estimated at 100 mph. Due to the necessity for immediate action, it was impossible for station personnel to secure coats or headgear prior to going to the assistance of the aircraft and all were forced to undergo the uncomfortable and often painful blasting of the sand that ranged up to peasize. From the waist up, all the men's bodies showed the multitude of small bruises received by the blasting of the sand upon exposed portions of flesh and through their shirts, and all of them looked like refugees from a minstrel show.

Station personnel had no sooner entered the INSAC to rest and clean up, when a Taylorcraft aircraft, which had been tied down for many months to some 200-300 pound cement tie-down blocks, was seen dragging two of these blocks, one on each wing, across the parking area. Before station and USMC personnel could get to it,

the aircraft had been flown, blown and dragged approximately 100 yards from its original position. Men began dragging more blocks to the aircraft and two more had been tied to the left wing, which was on the windward side, but before more could be tied on the aircraft, it was pitched up on the right wing tip with all three blocks suspended in the air, and one maintenance man riding the tail in an effort to tie a block to that portion. It took several men to pull the aircraft back on its wheels. During this time the aircraft was skidded several feet further. The remaining blocks were eventually tied to both wings and tail and with approximately a ton of cement tied to it, the aircraft was secured. With bent struts, torn wing tips, demaged tail and buckled landing gear and sitting at a cock-eyed angle, it looked like an inebriated red rooster. Personnel retired to the INSAC to rest and clean up -- again.

In a short time, a Cessna 140 was noted landing at Daggett, again with no radio contact. Just as station personnel observed the aircraft for the first time, it tipped over on one wing tip, but by the time the men got to the aircraft, it was back on its wheels. With the co-pilot assisting the men, the aircraft was taxied to the lee side of the station buildings, and after considerable rummaging by maintenance personnel one more piece of rope was located and the aircraft was tied to a tree for the night. The job of getting the Cessna under control was a more simple operation, since the wind was only blowing 60 mph.

With wonderment at what kind of weather these birds of the air will attempt to fly, all hands commenced to take a bath -- one at a time -- lest the rocks in their heads clog the drains and with a hope that this was all for the day. All pilots advised this would have been a field of mangled aircraft, but for the able assistance rendered. The Stinson was left on the field for the owners to come and pick up, inasmuch as the aircraft had been badly blasted by the sand. All of the people who came in the Stinson left on the bus.

The picture was taken during a lull and about thirty minutes prior to the landing of the Stinson. The radio range towers, which can be seen through the blowing sand and gravel, are 600 feet from where the picture was taken.

(Editor's Note: You know - I thought these guys were kidding until they threatened to show their scars. Incidentally the field elevation shown in the picture as 1927 feet has been corrected to 1924 feet.)

"NEWS BRIEFS"

Bakersfield is getting high intensity runway lighting. San Francisco Airport construction is still going strong, runway extension being the present project. Santa Barbara looks like it may get an ILS. Radar at Los Angeles is getting closer and closer to an operational status. Oakland is soon to have a new Control Tower, also a new tower at Lindbergh Field, San Diego, and likewise at Salt Lake City, with Van Nuys also anticipating a new tower. Cedar City is working on a new administration building. All in all, it looks like some facilities aren't doing so bad.

"SOMEBODY IS DOING ALOT OF FLYING"

The modernization program comes at an opportune time for we at Salinas find our daily traffic mounting greatly with the increased use of coastal airway Amber 8. Our activity chart for 1947 indicates only twelve hundred aircraft contacts, while the 1949 curve shows an increase to twelve thousand. If the first two months of 1950 are a criteria for the months to come, this year's aircraft contacts should approach the twenty thousand mark.

QUESTION BOX?

Q. What is the status of the examinations for Aircraft Communicator and Air Traffic Controllers?

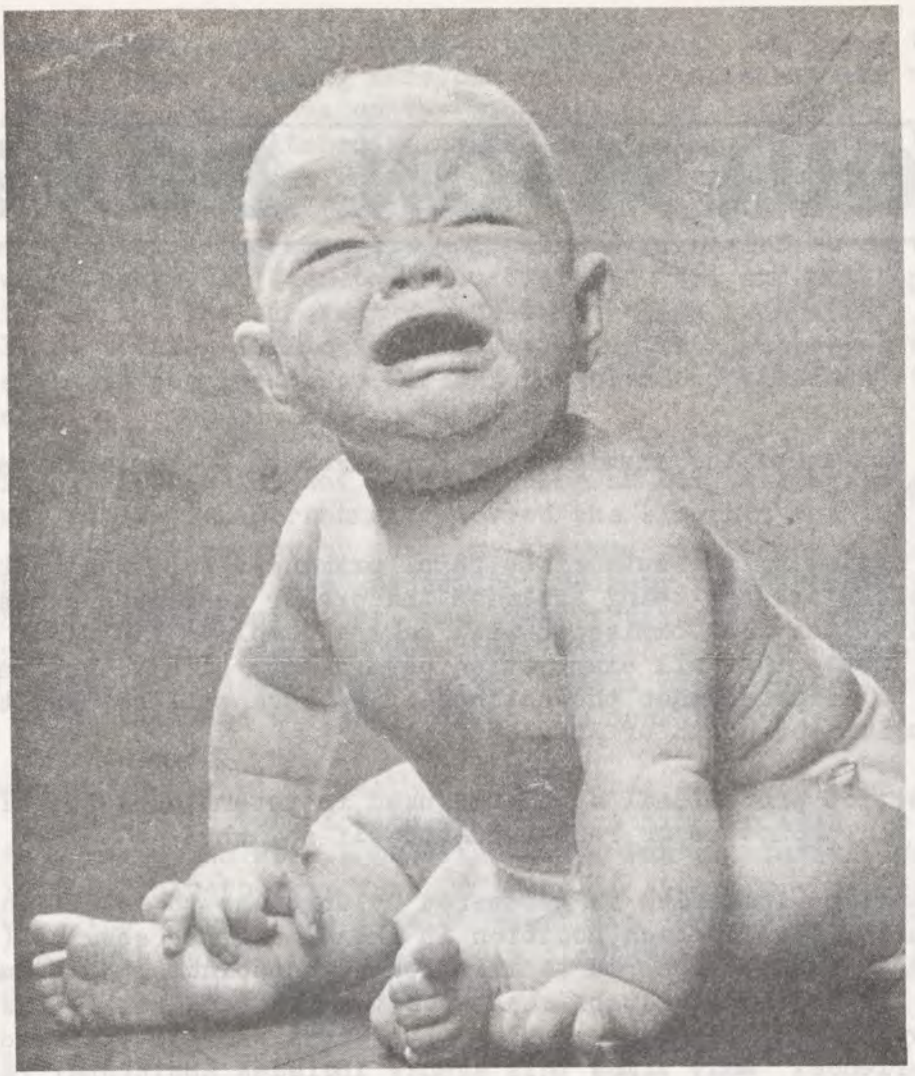
A. The initial review by the authorized panel examiners for both tests has been made. The applications are now being assigned the proper numerical grades. Following this, the Civil Service Commission will make a complete and final audit of all markings to insure that all examination papers have been scored in a uniform manner. It is anticipated that the notices of ratings will be sent to competitors some time during the month of April.

Q. Are Civil Service probational standards used in determining the eligibility of an employee for promotion or reassignment? If so, why?

A. The Civil Service Commission is empowered by Congress to establish minimum qualification requirements for each position in the classified service (i.e. GS and CPC) These standards must be adhered to in effecting appointments, promotions, reassignments, etc. Although CAA establishes promotional standards for use under the RPP and NPP, they must at least be equal to the Civil Service standards in length and type of experience. Many times this agency includes additional requirements over and above Civil Service standards in order to assure the selection of the best qualified person. There have been some instances where employees were hired under temporary standards (which are usually lower than probational standards) and subsequently fail to meet the probational standards when they are published. In most cases, it has only been necessary for the employee concerned to spend a little more time in his present grade before he can meet the additional requirements. In any case, however, an employee must meet the published qualification standards before being eligible for promotion. The fact that an employee has met the agency requirements and has demonstrated his ability to perform at a higher grade cannot be considered unless he also meets the Civil Service standards. Civil Service standards are applicable to employees as well as non-employees as there is no provision under the law for separate and distinct standards. Employees with competitive (permanent) status are not affected by new standards until they are considered for promotion or reassignment. At that time they must meet the prescribed standards.

Q. Is the point system used on the unassembled examinations for Civil Service status the same as used in the NPP and RPP?

A. No. The Commission develops or approves the rating guides used in Civil Service examinations. The Civil Aeronautics Administration developed the point system for NPP and RPP.



MY, MY!! THIS LAD MUST HAVE ONLY GOTTEN A "VG"

VIDEO HIGHLIGHTS

The Oakland Tower is now a veteran of television. On Wednesday, February 1, San Francisco's pioneer television station, KPIX, filmed the operation of the tower. Quite a busy place for a while with camera, sound recording equipment, lights and two Maintenance Technicians trying to get into the act.

The TV announcer introduced the show by interviewing Chief Lee Housman, who forgot his prepared speech and did an excellent job of ad libbing. The camera followed the activities of the three men at work controlling traffic; Roy Blythe, on Local Control; Ken Campbell on Approach Control and John Sullivan operation the Flight Data position. Watch Supervisor John Zentmyer got in a few words and then the fifteen minutes were up. The show was released two days later. At the last report, Hopalong Cassidy was still holding a slight lead in popularity.

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"It may be true that worry kills more people than work -- but it's probably because more people worry than work".

EVERYBODY WANTS TO GET INTO THE ACT

One night recently, R. H. Nelson, Overseas Communicator at San Francisco, picked up a very weak signal on the aviation air-ground frequency 5165 KCS. At first the station making the transmission was weak and unreadable. Communicator Nelson requested the Receiver Station at Pescadero to tune 5165 KCS, using different directional antennas. Finally, a good contact was made with the station calling. This turned out to be the yacht "Gilnockie" out of Honolulu which was lost and needed help. The FCC directing-finding station was alerted and, after several attempts and a shift in frequency, a fix was established and the "Gilnockie" was advised of its bearing. The "Gilnockie" expressed its appreciation and advised that "KSF" was the only station they could contact.

This is the first time in eight years of operation that KSF has been called upon for assistance by a surface vessel.

OPERATION SAFETY

Aviation Safety District Offices have found themselves in the middle of some very complex and involved problems. Increased airplane traffic, the building of thousands of new homes adjacent to airport, the increased use of jet aircraft - in short, the general acceleration and expansion of all industries has made problems of even the simplest procedure.

R. H. Johnson of the Palo Alto, California, Aviation Safety District Office, reports a new approach to the problem of safety.

"The San Jose Chapter of the National Safety Council has taken the first step towards the establishment of a permanent Air Safety Committee in the Santa Clara County. This committee, sponsored by the N.S.C. will be composed of representatives of the aviation industry and other interested groups in the county, including airport managers, private pilots, flying school operators, members of the Sheriff's Office, Air Force Association, scheduled and non-scheduled airlines, and the CAA. Safety education programs will be designed to reach all pilots, operators and mechanics. Several projects are already underway; one, a plan to insure better newspaper reporting on accidents; another, to acquaint the local pilots with the rather unusual traffic patterns in the area; and still another calls for a drive to eliminate aerial hazards such as towers and poles.

"It is believed that this committee, aided by the CAA, together with the experience and prestige of the National Safety Council in safety education, can perform a valuable service in promoting air safety and give the yet non-flying partner of the public a better understanding of the entire aviation industry."