REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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LOCKHEED AIR TERMINAL

Many airports have grown from handy cow pastures used by early barnstorming pilots. This has not been the case with Lockheed Air Terminal.

In 1928, United Aircraft and Transport Company made a survey of Los Angeles County to find the most suitable location for a major airport. It had to consider many factors. Particularly important were convenience and nearness to downtown Los Angeles and favorable weather conditions, which meant a site that would be fog-free a maximum amount of the time.

The property where Lockheed Air Terminal is located was chosen finally as the most practicable in the entire metropolitan area. In 1929, United Aircraft and Transport began construction of the airport. The first $1,000,000 airport in the United States was dedicated officially May 30 through June 1, 1930.

Although there were only two rather short runways on this first airport, they were adequate for the type of aircraft being flown at that time. United Aircraft and Transport Company operated the airport until 1934. That year, the company dissolved and United Airport Corporation took over the field.

Although the airport had grown to the largest in the Los Angeles area in the late 30's, United Airports Corporation contemplated selling it. Prospective buyers were few, and such a move could mean possible abandonment of the field as a major airport. Rather than see this happen, with the consequent loss to the Burbank area, Lockheed Aircraft Corporation purchased the airport from United in 1940.

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LOCKHEED AIR TERMINAL IN 1929

World War II brought tremendous expansion to Lockheed and the purchase also gave the company a good field for flying and testing the military planes it was building. The airport then became Lockheed Air Terminal, Inc.

The terminal had an area of about 225 acres when Lockheed purchased it for $1,500,000 in 1940. Today, the area has grown to over 500 acres, and it is conservatively estimated that it would take from $35,000,000 to $40,000,000 to replace present facilities.

Lockheed Air Terminal is the largest privately-owned commercial airport in the world. There are 40 major buildings including 11 large hangars. And the field has two 6,000 foot runways, one northwest-southwest, the other east-west.

Lockheed Air Terminal was the only major airport in the greater Los Angeles area from its official dedication until December, 1946. At that time, the Los Angeles Airport officially opened, and the major airlines moved nearly all their flights from Burbank to Los Angeles.

LOCKHEED AIR TERMINAL TODAY

Many people felt that this move would doom Lockheed Air Terminal. Nevertheless, landings and takeoffs have increased each year since records were first kept in 1943, and 1949 was the Terminal's busiest year, with 148,313 landings and takeoffs. This traffic count includes air carriers, military aircraft, and private planes. Figures for 1949 also show that more than 400,000 people arrived or departed from the terminal, an increase of 100,000 over 1948. At this writing, official CAA information for 1949 is not available, but in 1948, Lockheed Air Terminal was listed as the 21st busiest airport in the United States as far as air carriers are concerned.

The future of Lockheed Air Terminal is encouraging. With the tremendous population increase in Los Angeles and the growth of air transportation, this area needs more than one major air terminal. Regardless of size, acreage, or runways, a single metropolitan airport can handle only a limited amount of traffic.

It seems reasonable that Lockheed Air Terminal, now classified as a co-terminal with Los Angeles International Airport, will once again take its place as an operation base for all major air carriers. This airport is in the ideal location to serve all of northwest Los Angeles County efficiently and conveniently.

The CAA has plans for the near future to help make Lockheed Air Terminal one of the most modern operations bases for air carrier traffic. These plans include the addition of such necessary landing aids as ILS, approach lights and

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Regional Administrator's Column

PRIVATE PILOT CONFERENCES

As many of you know, this Region has undertaken to conduct a series of Private Pilot Conferences. The idea originated first from an impression, and later substantial evidence that there is a general lack of knowledge on the part of the average private pilot concerning the CAA services available to him in connection with his flying activities. The gradual development of all of these services and our close contact with them caused us to fail to realize the fact that people outside the CAA did not know as much about us as they should in order to get the full advantage in both utility and pleasure from their aircraft operation. The increased availability of radio, how it could be used by the private pilot, the fact that we encourage the filing of flight plans in VFR weather, our preflight service, inflight service, and provisions for initiating search and rescue where needed we found are not generally known. In addition, many of the privileges of the private pilot under the Civil Air Regulations are not clearly understood. All of these facts lead to the suggestion that something be done to improve the situation.

This Region's approach has been to encourage the holding of localized meetings which the private pilot could attend without serious inconvenience to himself. It was also our idea that some local group such as the Chamber of Commerce, local pilot organization, or service club, sponsor the meetings. This has been done in order that the private pilots would consider that the meeting was their own. To further this idea, the CAA people composing the discussion panel have been the local Aviation Safety District Office people and the Airways Operations representatives from the Stations, Towers, and Centers, these being the CAA people with whom the private pilot comes in daily contact in his flight activities.

To date, conferences or meetings of this type have been held at Davis, San Diego, Santa Monica, Sacramento, Bakersfield, Yuma, Chico, Las Vegas, and Oakland. Definite dates have been set for additional meetings at Delano, Reno and Los Angeles. A surprising amount of interest has been in evidence at those meetings which have thus far been held, and I feel sure that there has been mutual benefit derived both from the CAA's viewpoint and from the viewpoint of the private pilot. The programs do not follow a fixed pattern although they all include short talks by the Chief Communicator, the Tower Chief, the Weather Bureau representative, the Aviation Safety District Office representative, and, in some instances, the Air Route Traffic Control Center Chief. In addition, a question and answer forum is also conducted in order to give the private pilots a chance to get an answer to any problems they have and to obtain the maximum information about how to use our CAA facilities to the best advantage. I have been able to personally attend four of these meetings thus far and have been impressed by the originality, initiative, and sincere effort displayed by all of our field representatives in contributing to the success of these meetings and spreading CAA good will. At some of the meetings the use of wire recordings, short skits, or actual flight plan filing demonstrations have added to the effectiveness of the presentation. (Continued on page 16)

THE CALF PATH

One day, through the primeval wood,
A calf walked home, as good calves should;
But made a trail all bent askew,
A crooked trail as all calves do.

Since then two hundred years have fled,
And I infer, the calf is dead.
But still he left behind his trail,
And thereby hangs my moral tale.

The trail was taken up next day
By a lone dog that passed that way
And then a wise bell-weather sheep
Pursued the trail o'er vale and steep,
And drew the flock behind him, too,
As good bell-weathers always do.

And from that day, o'er hill and glade,
Through those old woods a path was made;
And many men wound in and out,
And dodged, and turned, and bent about
And uttered words of righteous wrath
Because 'twas such a crooked path.

But still they followed - do not laugh -
The first migrations of that calf.
And through this winding wood-way stalked,
Because he wobbled when he walked.

This forest path became a lane,
That bent, and turned, and turned again;
This crooked lane became a road,
Where many a poor horse with his load
Toiled on beneath the burning sun,
And traveled some three miles in one.
And thus a century and a half
They trod the footsteps of that calf.

The years passed on in swiftness fleet
The road became a village street;
And this, before men were aware,
A city's crowded thoroughfare;
And soon the central street was this
Of a renowned metropolis;
And men two centuries and a half
Trod in the footsteps of that calf.

Each day a hundred thousand rout
Followed the zigzag calf about;
And o'er his crooked journey went
The traffic of a continent.
A hundred thousand men were led
By one calf near three centuries dead.
They followed still his crooked way,
And lost one hundred years a day;
For thus such reverence is lent
To well established precedent.

A moral lesson this might teach
Were I ordained and called to preach;
For men are prone to go it blind
Along the calf-paths of the mind,
And work away from sun to sun
To do what other men have done.
To follow in the beaten track,
And out and in, and forth and back,
And still their devious course pursue,
To keep the path that others do.

But how the wise old wood-gods laugh,
Who saw the first primeval calf!
Ah! many things this tale might tea
But I am not ordained to preach.

..Sam Walter Foss 1858-1911..

SKIDS & SLIPS

Overheard at the Regional Administrator's Staff Meeting on April 22 -

Mr. Marriott: Al, have you gotten the word yet on the stupendous new project undertaken by one of our major aircraft corporations?

Mr. Alcorn: Why no, Mr. Marriott, I don't believe I've been informed of that yet.

Mr. Marriott: They're building cups for the flying saucers.

And at the Business Administration Staff meeting, during a discussion of the proper methods of supervision:

Mr. Platt: You must remember that in almost all administrative situations, people are like spaghetti, you can't push it, you must lead it.

Mr. Jennings: Cooked or uncooked?

TIMES AND TIDES OF A FIXED BASE OPERATOR

Region Six News has carried several stories on various specific air carrier operations, both scheduled and non-scheduled. The carriers, of course, constitute a very important segment of the total aviation industry with which we are concerned, however, there is much more in the picture. So, let us consider another portion of this aviation business, namely, the fixed base operator.

What does the average fixed base operator sell? Generally, training, aircraft rental and charter, fuel, and miscellaneous items such as charts, books on flying, clothing, etc. Many such operators are located on municipal or county airports; others operate from private fields.

We have selected a fixed base operation which is located on a county airport as the guinea pig for our story. It is the Santa Rosa School of Aviation, Inc, located on the Sonoma County (California) County Airport which is about 8 miles North of Santa Rosa, and about 1 mile West of Highway 101. John T. Fouts is President and S. R. Kochenderfer, Secretary-Treasurer. Cliff Skoog, who is chief pilot, has three instructors - Guy W. Grosse, Robert Sichel, and Harwood Olson.

For training, rental or charter, they have three 140 Cessna aircraft, one 170 Cessna, one Piper Cub, one Ercoupe, and one twin-engine Cessna. Fuel service is available 24 hours a day, seven days a week. Maintenance on their fleet is done by contract.

The corporation was originally founded in 1939 by Jack Barham. During the defense period and the war, they had WTS and Navy training contracts. Due to flying limitations along the Coast, this program was conducted at Ely, Nevada, using a 60 Piper Cub aircraft. Directly after the war, with operations resumed at Santa Rosa, the peak G.I. training period found the school operating sixteen aircraft, employing fourteen instructors, and producing over 500 pilots.

The Santa Rosa School of Aviation currently has twenty G.I. students working toward the commercial ticket, 25 G.I. students in the private course, and 30 non-G.I. students. Now, one doesn't have to be very well informed on private flying to know that the bloom disappeared from the G. I. flight training program during the latter part of 1948 when restrictions were invoked by the Veterans Administration on this type of training. What has this school done to bring in the students, for training is the backbone of this type operation?

First, Stan Kochenderfer has sought out the business. During the week, he spends his time in the nearby communities of Santa Rosa and Heraldsburg contacting people who are potential students or stimulating interest on the part of business and professional people who had never seriously considered flying. In the conduct of this sole approach, if he learns that one of his potential customers is intending to make a business trip to Lakeport, Napa, Red Bluff, or some one of the other Northern California communities, Stan arranges to fly them there so that the person can see first hand the speed and convenience of flying.

On weekends, he is at the airport encouraging the people who come out to see what it is all about to go ahead with training. Incidentally, they have found that making a special effort to interest the distaff side of the family pays off. It is frequently the wives and girl friends who block flying training, hence if they are convinced it is not a "fad", the problem is solved.

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Lockheed Air Terminal (Continued from Page 2):

high intensity runway lights.

Two exclusive air freight carriers based on the field make Lockheed Air Terminal one of the busiest air freight centers on the west coast. During 1949, the terminal handled more than 25,000,000 pounds of cargo. This large volume pointed up today's need for better ways of handling air freight.

Toward the end of 1949, Lockheed Air Terminal, with the help of Lockheed Aircraft Company, exhaustively studied air freight terminal problems and actually built a scale model. The model was first displayed in New York City at the annual meeting of the American Society of Mechanical Engineers. Representatives of major airlines, as well as members of the society, were enthusiastic about the idea and the model. Apparently this is the first time that anyone has tried to build a modern air freight terminal designed particularly for the industry.

The model was also displayed in Washington at the Military Air Transport headquarters. The headquarters staff of MATS was impressed and requested copies of Lockheed's paper, "Planning the Air Freight Terminal", for distribution to their bases throughout the world.

While the terminal model was on display in Washington, many CAA people made the trip to Andrews Field to study this new design for air freight handling facilities.

Although Lockheed does not consider this air freight terminal the ultimate design, they feel it is a big step in the right direction and will use the project for further study.

If Lockheed Air Terminal should build a freight handling terminal along the lines suggested, this project, coupled with the modern landing equipment to be installed, would make it one of the most modern airports in the world.

CACOM'S GET TOGETHER

During the week of April 10 to 15, a bunch of good looking gentlemen (see picture on next page) gathered in the lush surroundings of the Club Del Mar in Santa Monica, California, to hear words of wisdom and renew old acquaintances.

In addition, arrangements were made for them to attend a Television Telecast of the "Harry Owens and His Royal Hawaiians" program at the Aragon Ballroom in Ocean Park. As this was the first Telecast most of the CACOM's had attended, it proved to be quite interesting as well as educational.

As the minutes of the meeting have been published for the information of all interested persons, we will not attempt to cover the business which was conducted. Judging from the comments made by many of the CACOM's, the whole meeting was a huge success.

COMMUNICATIONS OPERATIONS BRANCH FACILITY CHIEFS MEETING

Starting at the bottom row:

Row 1

Spiegelberg, Oakland
Renfroe, Ukiah
Boughn, Arcata
Rylander, Donner Summit
Prater, Lovelock
Tucker, Fallon
Waldbieser, Williams
Roberts, Reno

Row 2

Davis, Crescent City
Kulisek, Stockton
Tate, Red Bluff
Ashley, Burbank
Hill, Montague
Fulton, Los Angeles
Miller, Regional Office
McDonald, Sacramento
Deziel, Salinas
Ware, Palmdale
Andrews, Paso Robles

Row 3

Jones, Ogden
Christiansen, Fairfield
Brown, Oceanside
Kelso, Indio
Wiley, San Diego
Willhoite, Bakersfield
Hall, Regional Office
Timmons, Santa Barbara
Daniels, Fresno
Elwell, Riverside
Pratt, Long Beach

Row 4

Ward, Delta
Gibson, Winnemucca
Burns, Elko
Byers, Wendover
Tripp, Salt Lake City
McCaughey, Cedar City
Walters, Milford
Fielder, Regional Office
Cartwright, St. George
Trahan, Hanksville
Graham, Bryce Canyon
Pearce, Battle Mountain

Row 5

Leavy, Needles
Potter, Prescott
Vroman, Gila Bend
Talbot, Tucson
MacAdam, El Centro
Weidner, Douglas
Hacker, Yuma
Kelley, Winslow
Johnson, Las Vegas
Solomon, Phoenix
DeAndrea, Regional Office
Stepp, Blythe
Jensen, Silver Lake
Atkins, Daggett

Row 6

Butler, San Francisco
Staff, Regional Office
Wright, Reg. Office
Hela, Regional Office
Smith, Regional Office

OPERATION PATIO

Under the skillful direction of Art Hadfield (Haddy), a horticultural operation of significant proportion took place in our Regional Headquarters patio located between the main building and the cafeteria.

As chairman of the Patio Committee, Haddy had made prior arrangements for a great number of selected rose bushes and other greenery to be planted. During the operation, 66 rose bushes, 3 dozen snapdragons, 3 dozen stock and several small trees of various types were planted. According to the expert opinion of Haddy, the roses will be in bloom this year sometime after the middle of May. The roses were purchased from Civilair funds and most of the other flowers and trees were donated by interested members of Civilair, Inc. It is the plan of Civilair to secure additional furniture, as well as renovate the old, in the near future and it is hoped that the patio will thus become a very pleasant spot to spend the noon hour.

1st row: Orville, Johnson, Jarrett, Domaskin
2nd row: Steene, Marriott, Jones, Schmid, Schmid, Jr. Waldings, Hadfield

WHAT IS A CUSTOMER?

A customer is the most important person ever in this office - in person or by mail.

A customer is not dependent on us -- we are dependent upon him.

A customer is not an interruption of our work -- he is the purpose of it. We are not doing him a favor by serving him - he is doing us a favor by giving us the opportunity to do so.

A customer is not an outsider to our business -- he is a part of it.

A customer is not a cold statistic -- he is a flesh-and-blood human being with feelings and emotions like your own, and with biases and prejudices.

A customer is not someone to argue or match wits with. Nobody ever won an argument with a customer.

A customer is a person who brings us his wants. It is our job to handle them profitably to him and to ourselves.

----Paul T. Babson

PERSONALITY OF THE MONTH

BOB HACKER

Robert Hacker contends that the only disagreeable thing about Yuma, Arizona, is the torrid summer heat. As the Chief Aircraft Communicator at the border town, Bob has become recognized as a salesman de luxe. His sales product is aviation.

But his participation in civic affairs is not restricted to aviation alone. He has found that his functions as a Troop Scoutmaster and head of a local recreation association also pay dividends.

Yuma boasts of an active chapter of the National Aeronautics Association. With a membership of approximately 85, their main emphasis in the past few years has involved their air marking program and a youth's model airplane club. They have used the "Sell the child and you've sold the old man" approach. Hacker was at the helm of Yuma's NAA chapter when a great deal of progress was made in these two activities.

He was also instrumental in organizing the KIWI flying club. Communicators at the station were the charter members, but it wasn't long before outside enthusiasts swelled the membership to 25.

Bob began his CAA career as a radio operator at Locomotive Springs, Utah on April 1, 1938. He picked up the knowledge of radio operations while serving a three year hitch in the U. S. Army from 1934 to 1937. He had a brief employment with Radio Station KFEL of Denver as a press wireless operator.

He later drew assignments at Indio, Enterprise, Salt Lake City, and Burbank.

He interrupted his career in May, 1942, by enlisting in the Air Corps as an Aviation Cadet (Bombadier). After obtaining his bombadier wings at Roswell, N. M. in August 1943, Lt. Hacker participated in 35 bombing missions over enemy territory in the European theater. He is a holder of the Distinguished Flying Cross, Presidential Unit Citation, Air Medal with four Oak Leaf Clusters, and the European-African Middle Eastern Theater Medal with two bronze stars. He was separated from service as a First Lieutenant at Camp Beale, California, in July, 1945. He was promoted to his present duty station in November, 1945. Hacker is married to the former Martha Steveson. They have a nine months' old son, Steven.

Hacker was the General Chairman of the private pilot's conference recently sponsored by the NAA. He has just been notified that he is to be the General Chairman of the dedication program for Yuma County new airport terminal building.

Without a doubt, Hacker likes the calories he finds in his aviation diet.

STATUS OF THE 1951 BUDGET ESTIMATE

From the information received in the Region to date, it is evident that our 1951 fiscal program will be approximately at the 1950 level.

QUESTION BOX?

Q. When are retirement deductions begun from the salary of employees who have obtained status by virtue of successfully passing the recent examinations conducted for positions of Communicator, Controller and Aviation Safety Agent?

A. Automatic retirement deductions will be made beginning with the date of conversion to competitive status.

Q. Do employees falling under question 1 above, have to make deposit to cover the period of service for which deductions have not been made from their salary?

A. This is not mandatory, however, if such deposit is not made, the annuity otherwise payable will be reduced by an amount equal to 10 per cent of the amount due, unless the period of service is eliminated entirely when computing credit for annuity. Full credit is allowed without deposit for all service prior to August 1, 1920. Employees wishing to make deposit to cover service for which deductions were not made should execute Standard Form 103, "Application for Service Credit", in duplicate, and forward to the Personnel Branch, 6-591, for processing. The forms may be obtained from the Stationery Room.

The Civil Service Commission will make the computation and advise the employee of the amount due. Payments may be made in a lump sum or in installments. If the employee elects to make the deposit in installments, the Civil Service Commission will furnish him a deposit book for the purpose of identifying his payments. Installment payments must amount to at least $10.00. Deposits may be made at any time while the employee is in the Federal service or, if the employee is entitled to future annuity rights, during periods of separation.

Q. What is the significance of a "tentative eligible rating" under the Civil Service Examination No. 188 for Aviation Safety Agent and Airways Flight Inspector?

A. This rating is indicative that the applicant has qualified on the experience, training, and skill requirements set forth in the examination announcement. Before the finalized rating is made, the candidate must successfully undergo a standard oral interview conducted by a designated board. As a general rule, CAA employees will not be subjected to this oral interview but an agency certification recognizing the incumbents's ability to meet and deal with people effectively will be required. After the oral interview has been completed, or the certificate accomplished, the candidate will be given final notification of the grade obtained in the examination.

WHAT DOES IT MEAN?

Many of our people become so interested in their work that, in order to save time, they start referring to various things in an alphabetical jargon. Unless you happen to know what they are talking about, their conversation is, to put it mildly, confusing.

Overheard at the Regional CACOMS Conference —

"A pilot from WAL, who happens to belong to ALPA and ATA, was coming in on the ILS and was being monitored on the ASR and PAR by the ATCT. When he got to the OM, he found out his DME wasn't operating. This was pretty bad as he thought we had a VOR or a MOR in operation here. Of course our CACOM and the CAPTC had gotten together and decided what to do in such an instance, but we worried for awhile as we hadn't cleared it with the CARTC. If NAA, NACA, and WNAA ever get a hold of this, we will probably have some explaining to do. We advised NOCAL, SOCAL and all of the ASDO's in case the ACC or FCC starts looking around. Well, I think I'll go over and talk to those AOPA and UPMA fellows and see what's cookin' - - - AW, NUTS!"

In order to help you interpret some of these interesting conversations (or sometimes letters, memos, etc.) a few of the more commonly used terms are listed below:

Airlines

WAL - Western Air Lines
UAL - United Air Lines
TWA - Trans-World Air Lines
PAA - Pan American Airlines
EAL - Eastern Airlines
AAL - American Air Lines

Organizations

ACC - Air Coordinating Committee
AIA - Aircraft Industries Assn.
ALPA - Air Line Pilots Assn.
AOPA - Aircraft Owners and Pilots Assn.
ATA - Air Transport Assn.
ARINC - Aeronautical Radio, Inc.
BOAC - British Overseas Airways Corp.
CAP - Civil Air Patrol
CATA - Calif. Aviation Trades Assn.
IATA - International Air Traffic Assn.
INSAC - Interstate Airways Communications Station
ICAO - International Civil Aviation Organization
FCC - Federal Communications Commission
MEW - Microwave Early Warning (Radar)
NAA - National Aeronautics Assn.
NACA - National Advisory Committee on Aeronautics
NATA - National Aviation Trades Assn.
NASAO - National Association of State Aviation Officials
NFFA - National Flying Farmers Assn.
NEPA - Nuclear Energy for Propulsion of Aircraft
NSFAC - Non-Sched. Flying Advisory Comm.
RTCA - Radio Technical Commission for Aeronautics
UPMA - United Pilots and Mechanics Assn.
WNAA - Women's National Aeronautical Assn.

CAA

DAE - District Airport Engineer
CACOM - Chief Aircraft Communicator
CAPTC - Chief Airport Traffic Controller
MTIC - Maintenance Technician in Charge
AMT - Airways Maintenance Technician
CARTC - Chief Air Route Traffic Controller
ASDO - Aviation Safety District Office
SOCAL - Southern California District Airport Office
NOCAL - Northern California " "
OFACS - Overseas Foreign Airway Communications Station
ACS - Airways Communications Station
ATCT - Air Traffic Control Tower
ARTC - Air Route Traffic Control Center

Airway Aids

LF - Low Frequency
VHF - Very High Frequency
RA - Range, LF, Tower, High Power
MRA - Range, LF, Tower, Medium Power
RL - Range, LF, Loop, High Power
MRL - Range, LF, Look, Medium Power
ML - Range, LF, Loop, Low Power
VAR - Range, VHF, Visual - aural
MOR - Range, LF, Omni-Directional
VOR - Range, VHF, Omni-Directional
K - Homing, Compass Locator
H - Homing, Non-Directional

ILS - Instrument Landing System
Component Parts
LO - Localizer
GP - Glidepath
OM - Outer Marker
MM - Middle marker
BM - Boundary Marker
Z - Station location marker
FM - Fan Marker
MEDIS - Message Diversion Identification Station (teletype)
ASR - Airport Surveillance radar
PAR - Precision Approach Radar
DME - Distance Measuring Equipment

Elsewhere in this issue is the first of a series of brief descriptions of the functions of our naviational aids.

AVIATION SAFETY AGENT AND AIRWAYS FLIGHT INSPECTOR EXAMINATION

The Washington Office has tentatively established the Civil Service Register of eligibles as a result of the recent open competitive test conducted for Aviation Safety Agent and Airways Flight Inspector personnel.

Notices of "tentative - eligible" rating have been sent to those applicants whose experience, skill and training qualifications were regarded as meeting the basic requirements prescribed in the examination announcement. Ineligible ratings were sent to those candidates who failed to comply with all the prescribed qualifications.

Either one of two conditions must prevail before an applicant receives his actual numerical rating. Either he must successfully undergo a standard oral interview conducted by designated Washington and Regional Office representatives or he must be certified as being competent to deal with individuals in an executive manner, based on demonstrated performance as an incumbent. Such a certification is made by the appropriate Division Chief in the Regional Office.

An interviewing team composed of Mr. Kenneth Aldrich, Mr. Carroll Heath, Mr. Peter LaValle, of the Washington Office; and Mr. Charles Hawks, Mr. Clarence Schmid, and Mr. G. M. Riley, of the Regional Office, conducted standard oral interviews during the week of April 24 for twenty-four outside CAA applicants. Recommendations of this Board were forwarded to the Civil Service Commission, certifying as to the suitability of these candidates. A similar procedure will employed before any outside candidate is approved for appointment.

According to reports, CAA incumbents should receive their numerical ratings approximately May 15. The program of converting those CAA employees within reach for appointment on the eligible register is scheduled to commence approximately June 1.

COURSES AVAILABLE ON MANAGEMENT SUBJECTS

During recent conferences of field personnel held in the Regional Office, interest has been expressed in courses or directed study on personnel management, supervision, and management generally. In response to this interest, we have contacted the University of California, University Extension. We find that correspondence courses are available for both residents and non-residents (out of State). Fees vary with courses and fees for out-of-State enrollees are slightly higher. Former G.I.'s can arrange to take correspondence courses under the G. I. Bill provisions. Listed in the 1950 Catalog are two courses under the Business Administration heading which would appear to be particularly applicable. They are:

XL 150 Elements of Personnel Management

Two parts, 15 assignments each. Fee for each part $8.00; out of state, $12.00 for each part. Credit upon completion, 3 units.

XL 190 Organization and Management Policy

Two parts, 15 assignments each. Fee for each part, $8.00; out of state, $12.00 for each part. Credit upon completion, 3 units.

Copies of the catalog containing listing of courses, course contents, fees, etc, can be obtained by direct contact or letter with any of the offices listed below:

Northern Area

San Francisco:
540 Powell Street, and
140 Montgomery Street

Oakland:
1730 Franklin Street

Berkeley:
2441 Bancroft Way

Southern Area

Los Angeles:
University of Calif. Campus Extension Building, and
813 South Hill Street

San Diego:
1040 Fourth Street

Long Beach:
8th Street and American Avenue

Central Coastal Area:

Santa Barbara:
906 Santa Barbara Street

AIRPLANE CRASHES - THREE DEAD!

You're familiar with headlines such as the above. Possibly a picture is there too, underlining the grisly details. On the other hand, stories of automobile traffic fatalities merit slight notice in the same newspaper. Why? Someone this year was the millionth motorist to be killed in crashes. Huh! Statistics - who cares!

Yes, it is actually that bad, apparently. Why? Because the automobile has been accepted. It's safe enough. Just handle conservatively and legislate against the "screwball".

How safe is the airplane? Since private flying started in this country, having been touched off by Lindberg's flight to Paris, France, in 1927, people who fly have been arguing that it is safe. People who don't fly know that it isn't, or at least from where they stand that's the way it looks. And where they're standing is just where they're gonna' continue to stand as long as it looks that way -- on the ground.

There's an odd thing about that headline above. Notice that it says, "Airplane Crashes", not, "Pilot Crashes"! Look at accounts of your traffic fatalities. They never say, in their accounts, that the "car" did such and such. The story is centered on the driver. The point is important. For it is nearly always the pilot, not the airplane which has caused the flying accident. Just how much, comes out when you start looking at case histories of airplane accidents. You will soon get the opinion that, by and large, the people who take up flying are sincerely bent on their own destruction.

Let's take a look at the March, 1950, CAB Report, "The Human Equation in Aircraft Accidents."

The Board's study indicated ninety percent of all fatal non-air carrier accidents were caused by pilot error. And seventy-five percent of these errors were either reckless flying, failure to maintain flying speed or continued VFR flight under instrument weather conditions.

Nearly a third of the fatal accidents grew out of what is known as "buzzing". For some peculiar reason, a considerable portion of new pilots have an overwhelming urge to go and fly over the homes of relatives or friends, or circle low over golf courses, or other places where their aerial visit will be known and later mentioned with awe, envy, or something.

We will probably always have the buzz boys with us to some extent, just as we have our reckless drivers. The best method of reducing their numbers is swift, severe punishment. They should be made to see that their chances of being caught are good, and if they are caught, a jail sentence, fine or license revocation is sure to follow! This requires the cooperation of local authorities and all others who are interested in the welfare of private flying. The tremendous harm done by the buzz-boy is apparent from recent articles appearing in a number of our popular magazines.

About 60% of the accidents in these three groups involved stalls. It is the high frequency of stalls in fatal accidents which indicates that the designer

can do more than anyone else to reduce the fatal accident rate in personal aircraft.

The next major classification of private flying accidents concerns something you would rather expect: weather. It is also rather natural that you'd be inclined to visualize these pilots as being suddenly caught in a storm or a fog or some other sudden and unavoidable circumstance. But strangely enough that is not the way it works out. Weather accidents are not caused by pilots who are trying to keep out of weather, and the facilities for keeping out of it are most adequate, but by pilots who are trying to push through it. It is not a question of sudden and unpredictable changes. Nearly always, it is a case of some pilots flying farther and farther under a lower and lower ceiling and into shorter and shorter visibility until finally he hits something he couldn't see.

Aircraft accident prevention programs have been largely directed at the pilot and his errors. However, the main thought of nearly all pilots on safety is engine failure, and structural failure, since those things are beyond his control, but actually those things cause the least accidents of all. Pilots themselves never seem to have any real concern about the ninety odd per cent of accidents which are caused, not by the airplane or the weather, but by the pilot.

There is no doubt that the fatality rates of aircraft accidents can be drastically reduced. The program calls for swift and sure punishment for buzzing; improved stall resistant aircraft design; and education in the dangers of attempting VFR flight into instrument weather. Obviously, we'll always have hazards in flying. You can't move 150-200 mph, and be as safe as you are sitting still.

Sound application of "horse sense", however, coupled with continuous pilot education, will go a long way toward achieving the attainable standard of flight safety.

AIR NAVIGATIONAL AIDS

This is the first of a series of brief descriptions of the function of various air navigational aids. It is hoped that they will be of value to those who are not familiar with some of our facilities.

Directional Ranges:

Low Frequency (LF): Each range (RA or RL)-has four courses produced by the alternate interlocked keying of two figure of eight patterns, one "N" and the other "A" which are directed at approximately right angles to each other, the exact direction of each course being that which will best serve the airway and/or airport. Ranges (RA or RL) are normally located within 2 - 4 miles of an airport, at least one course being aligned in such a manner as to facilitate instrument approach to a runway.

Provision is made for simultaneous use, without interruption to the directional signal, for voice transmissions of scheduled weather information and direct voice communication with aircraft in flight.

VHF Visual Aural Range (VAR):

This is a two course visual, two course aural range with simultaneous voice feature. It utilizes five small horizontal loop radiators which are closely spaced and located in a small building mounted on a tower 30-60 feet high; a counterpoise approximately 35 feet in diameter is also mounted on the tower.

The visual courses of the VAR are created by the radiation of two horizontally polarized field patterns essentially cardioid in shape with very critical tolerances of power level clearance between the two patterns. An electrical indicator (pointer) instrument, actuated by a receiver, is utilized in the aircraft to locate and fly the courses. Field patterns for visual courses are similar to those produced by the Localizer in the ILS system.

The aural courses of the VAR are produced by the alternate interlocked keying of the letters "N" and "A" in a manner similar to that of the low frequency (LF) directional range.

Because of the "line-of-sight" properties of VHF propagation these ranges are located at 50-100 mile intervals along a Civil Air Route and in order to insure complete coverage along the route, certain ranges may not be in the immediate vicinity of an airport.

As in the case of the low-frequency range, provision is made for simultaneous voice and range transmissions for scheduled weather broadcast and communications with aircraft.

VHF Omni-Directional Range (VOR):

The physical arrangement and design of antennas is similar to the VAR. The omni-directional range radiates reference and variable phase fields which, through the use of special receiving equipment in the aircraft, may be utilized to establish a visual course on any radial for the transmitting station. Such a system is considered to produce an infinite number of directional courses. The "line-of-sight" requirements and simultaneous voice feature are similar to those for the VAR.

Triangulation to determine position may be accomplished easily when bearings from two such ranges having angular separation with respect to an aircraft are obtained. Such triangulation is restricted to points of course intersection in the case of LF ranges.

Station identification is transmitted intermittently on the carrier, utilizing a keyed tone, except during voice transmissions.

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

I wish to commend our field representatives for the success that has been attained in the execution of this program to date and to encourage the scheduling of additional meetings of this kind until the entire Region has had complete coverage. One of the things I like best about this program is the fact that it brings the private pilot in closer contact with our field representatives. You get better acquainted, you become familiar with each other's problems and are able to help each other, thereby making civil aviation not only safer, but more interesting and, in that way, encouraging greater activity. The experience thus far indicates conclusively that this program will pay rich dividends for civil aviation. Congratulations to all who are participating in it.

AVIATION QUIZ

1. A LORAN is:

   A. A naviational instrument ☐
   B. A landing aid ☐
   C. Abbreviation for low range ☐

2. The ILS, automatic approach control, is manned by:

   A. The Airway Traffic Controller ☐
   B. The Communicator ☐
   C. The Airport Traffic Controller ☐

3. The airlines flew the following number of passengers during 1949:

   A. 10,500,000 ☐
   B. 16,500,000 ☐
   C. 26,500,000 ☐

4. The combined safety rate of U. S. domestic and international airlines for passenger miles flown, is:

   A. 1.0 fatalities per 100,000,000 ☐
   B. 3.0 fatalities per 50,000,000 ☐
   C. 20.0 fatalities per 500,000,000 ☐

5. How many certificated pilots were there in the United States as of December 31, 1949:

   A. 510,000 ☐
   B. 255,000 ☐
   C. 110,500 ☐

6. The total number of registered civil aircraft in the United States, at the end of 1949, dropped from:

   A. 260,701 to 258,653 ☐
   B. 208,753 to 187,652 ☐
   C. 95,997 to 95,700 ☐

7. How many airports were there in the United States at the end of 1949:

   A. 6,100 ☐
   B. 4,001 ☐
   C. 2,050 ☐

8. How many women traffic controllers were there in the United States at the end of 1949:

   A. 600 ☐
   B. 1,811 ☐
   C. 2,500 ☐

Correct answers appear on page 24 .

FIXED BASE OPERATOR (Continued from page 5:)

The Santa Rosa School of Aviation is gradually building up a charter business. Many local businessmen are finding that both money and time are saved by chartering flights to outlying communities. Too, some people are finding this an advantage for making airline connections at Mills Field, San Francisco. The U. S. Forest Service has been chartering aircraft for purposes of fire patrol and fire protection. A USFS employee, with walkie-talkie radio equipment, is able to give instructions to ground crews to assist them during fire fighting. Other special radio equipment is used on USFS channels to maintain contact with the Forest Service field offices.

To maintain and stimulate interest, the School publishes a bi-monthly give-away news letter, which contains news on students, pilots, and the school itself. This is sent to students, graduates, and enthusiasts in the area. Again, this is the kind of an approach which this kind of an aviation business can use to make it a going concern.

On the business management side, they maintain cost records on each aircraft which they watch closely. One of the reasons Cessna equipment is used is that they have found it to be more economical.

As to the future, the management of the school believes that the prospects are good. They have recognized that the G.I. Bill source of income is near its end, and are looking to charter, rental, and non-G.I. students as their future business. Of course, they will have to go get it, but that is true of any other successful business enterprise.

This, we believe, has given you a cross section glimpse of the operations of a successful fixed base operator. We will include similar stories in future issues of various other components of the aviation industry in the Region.

DIVISION ACTIVITY REPORTS

Airways Operations Division:

Seven Airport Traffic Controllers attached to the Los Angeles Tower have completed their training in scope alignment and console operation. Announcement of the availability of the radar installation for practice approaches will be made shortly.

The Division Chief accompanied the Regional Administrator and others on a flight between Los Angeles and Salt Lake City. All stations, towers and centers on this route were visited.

Facilities-Division:

Building construction, cable installation, power supply, etc, were completed for the Ontario ILS and final inspection was made on April 14. Similar work for the ILS at Arcata is underway, but several items are under stop-order. This matter cannot be finally cleared until a definite determination is made as to when Transocean's operations will be terminated. A second portable localizer has been set up at Los Angeles to serve Runway 25R during construction of the Sepulveda Underpass.

Tower crews are working at Los Angeles, Salt Lake City, and San Diego. The work at Salt Lake City and San Diego is incidental to the construction of new towers by airport authorities.

The conversion of the Good Springs fan marker to an "H" facility to serve Bonanza Air Lines' operation between Reno and Las Vegas has been approved, and work will be started as soon as funds arrive. We have heard nothing further regarding the establishment of an INSAC station at Tonopah.

We have made a counter proposal to Technical Development for the modification of the Ukiah VOR site which provides for a two-stage modification job, the first stage to comprise grading of the hill to provide a 100 foot diameter level area, removal of the tower, and flight check of the antenna set up at ground level in the center of this area. The second stage is to be generally as outlined in the Technical Development letter which will provide a 200-foot diameter level area and require relocation of the building as well as the tower.

We have received an acceptable bid on the surveillance radar construction at San Francisco and expect to get this work underway yet this month. Plans and specifications are nearing completion for the construction of the surveillance radar at Salt Lake and bids will be solicited in time to get the work started during May.

Aircraft Division:

The CAA flight test program for the Douglas Model Super DC-3 still has not been resumed. The Douglas Company apparently has encountered some difficulties in developing satisfactory flight characteristics during power-on stalls with the flaps extended. At the present time, both Super DC-3 aircraft are being utilized in the development program. No definite date has been set for the resumption of the CAA flight test program.

A final configuration Type Certification Board inspection has been completed on the Northrop YC-125. A letter summarizing all outstanding comments prior to the issuance of the Type Inspection Authorization for this aircraft is being prepared. In general, the fuselage analysis is the major item remaining to be submitted for CAA evaluation. Some concern is felt regarding the adequacy of the main door locking devices. Great care will be required in determining the adequacy of this design feature since it is understood that inadvertent opening of the door in flight possibly would be catastrophic to the airplane.

Lockheed is actively working on a Model 1049 aircraft in the Constellation series. It is understood that an Application for Type Certificate pertaining to this model will be received in the near future. It is understood that this aircraft will be somewhat similar to the Model 749 aircraft except that it will have a maximum weight of approximately 116,000 lbs. and a longer fuselage with high density seating arrangements for as many as 110 passengers.

Flight tests have been completed on the installation of the Pioneer automatic flight path control unit in a United Air Lines' DC-6 with a PB-10 type automatic pilot installed. These tests are quite important because they mark a significant step in the progress toward automatic landings under instrument flight conditions for scheduled air carrier aircraft. At the present time,

the equipment is not entirely satisfactory for the purpose intended, with the result that mechanical limitations must be imposed in order to assure an adequate level of safety. United and Pioneer are continuing their research on the project and it is hoped that these mechanical limitations soon may be eliminated.

Safety Operations Division:

A tour via air, covering District Offices and airports at Santa Maria, Palo Alto, Oakland, Fresno and Sacramento, was made from April 12 through 14 by the Deputy Chief, Safety Operations Division and the Chief, Airman Standards Branch. It was observed that flight activities at the airports visited are above average for this season of the year.

Western Air Lines has been advised that they have received approval from the Government of Canada for their CAB approved route from Lethbridge to Edmonton, Alberta. They have proposed to start operation on this route with Convair 240 equipment on April 30. A proving flight will be conducted by Agents of our Los Angeles District Air Carrier Office.

The Civil Aeronautics Board has, by means of a special regulation, given CAA authority to extend the April 1 compliance date of Part 45 for intrastate scheduled operators who are eligible under the "grandfather" clause and have made a diligent effort to comply. Although definite compliance dates have not been agreed upon, it appears that the operators involved will be able to comply within the next sixty days.

The Chief of the Maintenance Inspection Branch and a representative of the Aircraft Engineering Branch attended, as guest observers, the annual ATA maintenance-engineering conference in Kansas City from April 4 through April 6. At this meeting, the airlines presented their problems in an open forum for discussion by other airlines and the respective manufacturers. It is felt that the representatives obtained considerable information which can be used to good advantage by CAA as well as by the industry.

We have been informed that the maintenance personnel of the San Francisco District Office gave considerable assistance to Pan American Airways and the International District Office during the recent accident involving a Boeing 377 at San Francisco.

Airports Division:

On April 5 and 6, the Regional Administrator and Chief of the Airports Division, together with other Regional Office personnel visited the Utah District for a series of meetings with State and City officials and the various local representatives of CAA in connection with the numerous problems relative to public relations, co-ordination with the State Aeronautics Commission, development of the Salt Lake City Municipal Airport, and co-ordination within the CAA.

Additional funds in the amount of $757,382.96 were received from Washington to carry on the Federal-aid Airport Program through June 30, 1950. Distribution of these funds is

Arizona	$ 169,387.42
California	417,617.00
Utah	127,227.00
Discretionary	43,151.54
	$ 757,382.96

Activities of the Districts - SOCAL - Request for second project at San Fernando Valley Airport, formerly Metropolitan, was received, and Grant Offer issued for the second project at Ontario. Notice was received that construction had started at Hanford on March 20. Grant Offer accepted for project at Bishop. NOCAL - Grant Offer was accepted for the Columbia Airport at Sonora. UTAH - Grant Offer was accepted for the third project at Noab, Utah.

The following status of construction on each of the largest airports for each of the District Offices may be of general interest:

San Francisco - The second project which consists of additional construction on runways 10L-28R, 1R-19L and 1L-19R, warm-up apron, service roads, parking areas, turfing, fencing, etc, was started on March 20 and was reported as less than 1% complete as of April 7.

Los Angeles - The second project consists of grading and draining of the area to the west, which is to be used for future development, was started in January, 1949, and was reported as being 98% complete as of April 4, 1950.

The third project, that consists of installation of high intensity lighting on the instrument runway, has been completed.

The fourth project consisting of relocation of power line is due to start in the near future.

The fifth project will be construction of the Sepulveda Blvd. underpass. Detailed plans and specifications are now being prepared and it is planned to have this project under Grant Agreement on or before June 30, 1950.

Phoenix - Job No. 1 under the ninth project which consists of reconstruction of runway 8L-26R is reported as being 75% complete as of March 20, 1950. Job No. 2 under the same project consists of the construction of control tower which should be started within a week or ten days.

Salt Lake City - Project No. 2, which consists of construction of private plane parking area, reconstruction of terminal loading apron, installation of medium intensity lights on the E/W and NW/SE runways, etc, started March 6, 1950, and is estimated to be about 30% complete.

The third project consists of construction of a new control tower and minor work in the administration building. The work in the administration building has been completed and construction of the new control tower will be accomplished as soon as a temporary tower has been provided and personnel and equipment moved.

Las Vegas - This project, which consists of the construction of a NW/SE runway including installation of a medium intensity lighting system, has recently been started and is probably about 10% complete.

Business Administration Division:

Property Management Branch: In compliance with a suggestion from the Chief Aircraft Communicator at Blythe, shipping instructions are being included

on every page of the stationery requisition form which will eliminate the necessity for forwarding the entire requisition when items on one page only are required.

In the future, glass and metal radio tube types which are not interchangeable will be listed separately in the Warehouse Catalog. They will be identified by the letters "M" and "G" following the tube type, such as: 09-6F6 (M) for metal tubes and 09-6F6 (G) designating the glass type.

Project Audit Branch: During the week ended April 14, the following reports were completed and typed:

Hawthorne Municipal Airport - Project 9-04-068-901
Little River Airport - Project 9-04-050-801

Rohnerville Airport, Project 9-04-032-701, which report had to be rewritten because of additional engineering charges claimed by the sponsor, is in the course of preparation and should be completed not later than April 17.

Other Reports which are in various stages of preparation and undoubtedly will be ready soon, are:

Redding Municipal Airport - Project 9-04-062-902
Yuba City Airport - Project 9-04-067-901
Buchanan Field - Project 9-04-049-801
Buchanan Field - Project 9-04-049-802
Buchanan Field - Project 9-04-049-803

The program for the week of April 17 will perhaps include the audits of Fullerton Municipal Airport, Project 9-04-025-701 and Porterville Municipal Airport, Project 9-04-042-801, both Force Account jobs.

Procurement Branch: Six bids were received in response to Proposal 6-50-247 for construction of Airport Surveillance Radar System (Appropriation EANF), except installation of radar equipment at the San Francisco International Airport. Low bid in the amount of $18,790 was submitted by the Brennan Construction Co. of Portland, Oregon. This amount is $1,149 less than the Engineer's estimate for the cost of the project.

Personnel Branch: Mr. Middleton collaborated with Messrs. Dake and Jacobs on developing the Region's criticisms and comments on the Classification Standards for Aviation Safety Agent jobs. This report in substance brought to W-92's attention certain inadequacies contained in the present summary standards for these jobs. Special comments were made relative to recommended changes in the Air Carrier Maintenance Inspector and Aircraft Factory Inspector jobs. The Airman Standards Inspector and Flight Operations Inspector guidelines were regarded as quite definitive.

We have modified our system in the notification of employee selections through the medium of Administrative Notices so that the field is informed on the following day the actual selection is made.

Legal Division:

Three enforcement hearings have been held resulting in the revocation of one person's pilot certificate and the suspension of the pilot certificates of two other violators, one for a period of sixty days, and one for forty-five days.

Assistant to the Regional Administrator:

The Assistant to the Regional Administrator and the Advisor in Aviation Education handled the details in connection with the departure of a group of key employees of the Philippine CAA who had completed training under the supervision of the CAA.

The Advisor in Aviation Education conducted an Operations Institute for a group of California Secondary School Administrators who were convening in Long Beach for their annual convention. The Administrators were all of the opinion that the day's activities were of inestimable value to them and if nothing else occurred during their annual convention, it would be considered a success because of the Aviation Education Institute.

The Assistant to the Regional Administrator and the Advisor in Aviation Education attended the Aviation Education sectional meeting of the California Secondary School Administrators' Annual Convention. Aviation Education programs at a few California schools were evaluated and plans discussed for the further implementation of Air Age Education in the California schools.

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETINGS

April 11 and April 22, 1950

Scheduling Conferences:

Reference was made to a memorandum from the Administrator on this subject wherein the statement was made that national conferences would not be held at Regional Headquarters locations. The Division Chiefs and Staff could see no objection to holding conferences at Regional Headquarters. In fact, in some instances, this is considered desirable.

The question of holding national conferences of lower echelon employees, particularly at the Branch Chief level, and below, was raised. It was the consensus that Division Chiefs should attend national conferences of their Branch Chiefs. If this is not possible, the agenda should be reviewed by the Division Chief and regional policies established. The Branch Chief or representative attending the conference should then be instructed accordingly. A letter to Washington on these two subjects is to be prepared.

Slope Line Lights:

The Regional Administrator inquired regarding current high intensity approach light policy. Mr. Hadfield reported that in accordance with Washington Office instructions, additional slope line installations were being deferred and that we do not have any new recent Washington Office policy instructions in regard to the installation of additional slope line high intensity approach lights.

National Promotion Plan Selections:

The Regional Administrator cautioned the group regarding the preparation of Aptitude Ratings for employees who bid on NPP vacancies. It was felt that perhaps in some instances, personnel were being rated higher than they deserved to encourage selection by some other Region or Office. The Personnel Branch has been requested to route all Aptitude Ratings through the Regional Administrator's Office for review.

USS Valley Forge Cruise:

Mr. Armer M. Alcorn, Chief, Aircraft Division, reported on the two-day cruise which he and Mr. A. G. Heimerdinger, Airplane Pilot, had taken. The purpose of the cruise was the preparing and qualifying of pilots for a cruise to the South Pacific. Mr. Alcorn and Mr. Heimerdinger were interested mainly in witnessing aircraft operations from the carrier. Three models of aircraft were used, Douglas AD's, Corsairs, and the Grumman F9F, a jet fighter plane.

CAPITAL GLEANINGS

Retirement:

A plan is being considered to give more liberal retirement benefits to long-time career employees who are laid off. The proposed plan, which is subject to change, allows immediate full annuities at 55 for employees who are laid off after 25 years of service, and discounted pensions at 50 for persons reduced in force after 20 years of service.

Disabled Veterans:

Public hearings will be held on the bill giving amputee and veterans with a 60% or more disability absolute job security. The bill has passed the Senate and Federal agencies have been requested to withhold dismissal of any veteran in this category until the House has acted on the measure.

There is also a bill before the House to limit all Government apprentice jobs to veterans, but the Administration is predicted to oppose this bill.

Miscellaneous:

There is a proposal to guarantee the widows of deceased Federal workers a minimum of $600 annually from the Civil Service retirement fund...The "Little Wagner Act" which would give Federal employes an approach to collective bargaining rights with Government officials, has been killed....A bill granting permanent Civil Service Status to non-status veterans with at least five years of Federal service is being opposed by the Administration.

Answers to Aviation Quiz on page 17:

1-a, 2-b, 3-b, 4-a, 5-a, 6-c, 7-a, 8-b.