

# REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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## AIRCRAFT MAINTENANCE AS A BUSINESS

Anyone connected with any phase of aviation readily realizes the significance of the motto, "An ounce of prevention - - -".

To keep an airplane operating properly requires continuous and precise maintenance.

Popular acceptance of the philosophy of preventative maintenance among the aircraft owners has prompted the establishment of organizations devoted to aircraft maintenance such as the Long Beach Aeromotive Company located at the Long Beach Municipal Airport.



Its owner and manager, James F. Conroy, has organized a firm equipped to handle any type of repair or overhaul job.

It is rather well accepted that an airplane, as a mechanical contrivance, can be flown in either of two ways: first, it can be flown until there is a mechanical failure of some kind - and then it may be curtains. Or, second, a system of preventative maintenance can be followed to insure that these mechanical failures will not happen.

HANGARS AND SHOPS, LONG BEACH AEROMOTIVE Conroy's Long Beach Company has dedicated itself to the principle that aircraft failures because of mechanical trouble must be reduced to an absolute minimum.

Since its establishment in 1945, on the Compton, California, Airport, the company has shown a gradual growth. At present, 28 employees, scattered in ten different departments, constitute the work force. These departments include:

sheet metal, engine overhaul, welding, instrument, upholstery and fabric, carbureter, accessories, paint and dope, general line services, Navion and Bonanza (they have specialized in maintaining these two aircraft). As an approved CAA repair station, the firm is authorized to act for the CAA on virtually all repair and maintenance matters. Conroy and his Chief Inspector, Irv Matejka, are CAA designated aircraft maintenance inspectors (DAMI's, or "designees"). When a work assignment is contracted, the required action is studied by Conroy and his Shop Superintendent, John Curry. Each department foreman is responsible for getting out his portion of the total job. With the exception of the Navion and the Bonanza, the company has not standardized on the maintenance of

just a few types of aircraft. Instead, they have elected to be able to work on all and any airplanes brought to their door. Conroy explains that it is this type of flexibility in their operations which keeps the wolf from the door.



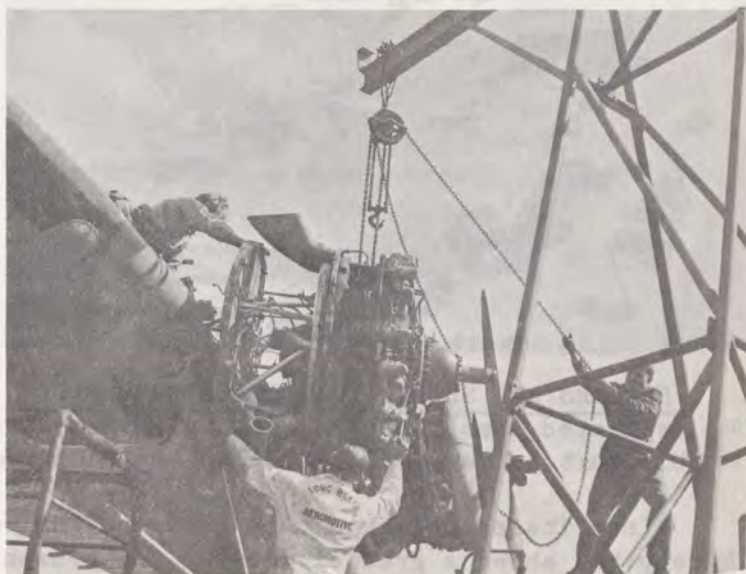
#### NAVION MAINTENANCE HAS BECOME A SPECIALIZED DEPARTMENT

South American companies have come in for a large share of the firm's attention.

During the past year, the firm's repair work has ranged from Cubs, Aeroncas, Swifts, Luscombs, on the one hand, to DC-3's, Douglas A-20's and North American B-25's on the other. Recently, five twin-engine Grumman Goose (or is it "Geese"?) were overhauled for the Argentine Govern-

ment. As a by-product of specializing on Navion maintenance, they have developed a lot of supplementary equipment which they advertise and sell nationally. The gadgets manufactured include a landing gear wheel door, auxiliary gas tanks, and an improved fuel system. A recent order from the European Navion distributor in Paris, France, was received for a complete set of these items.

Through CAA approved repair stations like Long Beach Aeromotive, the shrewd aircraft owner has come to realize the extreme benefits of "preventative maintenance". Actually, it is the owner's main safeguard against its possible loss through mechanical failure.





## REGIONAL ADMINISTRATOR'S COLUMN

We are embarking on a new Fiscal Year. Congressional action on our budget is not completed, therefore, we do not know the exact amount of funds that will be made available to us. The action thus far taken by the Congress has given a general idea of the approximate amounts which we may have, and indications are that we will have to continue our efforts to improve our efficiency of operation.

We in this Region have made some plans, looking toward such improvement. I think it would be profitable for us to talk about one or two of them. The indications are that our funds for the use of aircraft will not be reduced. In fact, if anything, there may be a little more money available in this account than last year. Also we think the appropriation language may be less restrictive regarding aircraft operation. It, therefore, appears that we should increase our utilization of CAA aircraft and rental aircraft with a resulting decrease in travel time and increase in available manpower.

I have asked each Division to give me a definite program for their utilization of aircraft in Fiscal Year '51. These figures are now being correlated preparatory to the allotment of flying hours in amounts consistent with our expected fiscal program. Everyone who can use aircraft to the advantage of the agency is therefore encouraged to fly.

There is another idea which has been developed with the definite purpose of improving our efficiency. This is our CAA Aviation Indoctrination Program. It will consist of a series of Friday afternoon and Saturday morning classroom talks and field demonstrations. The series will continue one weekend each month for groups of approximately 25 until everyone in the Regional Office interested in improving his knowledge of aviation and CAA's operation has participated. The program includes not only explanations of our activities by different specialists, but visits to the Center, Tower and Communications Station, as well as local flights to demonstrate the practical application of the use of our facilities. I feel sure that this experience will increase our knowledge of and interest in our work, and, therefore, our efficiency. The first of the series will be conducted on July 7 and 8. Everyone in the Regional Office who is interested is encouraged to participate.

In connection with our overall program, I realize that there may be some concern regarding the prevalent rumors to the effect that extensive cuts may be made in our budget. Personally, I feel that insofar as this Region is concerned, the actions we have already taken will place us in a position such that we will not be adversely affected to a serious extent when the final answer is received from Congress.

## CREDIT UNION

### Interest Rate on Loans Fully Secured by Shares Reduced:

At a recent meeting of the Board of Directors, the interest rate on loans fully secured by shares was reduced from 1% to 0.7% per month. This was done primarily because of the inequity growing out of the 0.7% rate for the purchase of new automobiles. Certainly, loans secured by shares are a better risk than loans secured by an auto pink slip.

### We're Getting Bigger and Bigger!

Yep, the growth rate continues. As of the end of May, we had 402 share holders with shares totaling \$72,208.71. There were \$76,322.31 loans outstanding, including the \$10,000 borrowed from the North American Aviation Corporation Credit Union.

### Demands for Loans Exceeding Funds Available:

This has been a problem for several months now — just more demand for loans than we can take care of. Well, this is much the best type of situation to be in. In the interest of share holders, the maximum amount of funds should be in an earning capacity at all times.

The Board of Directors has authorized the President and Treasurer to borrow up to a total of \$35,000 from outside sources, if, and when, necessary. We already have borrowed \$10,000 and with eight new car purchases waiting, will probably have to borrow another \$15,000 shortly after July 1, again from the North American Aviation Corporation Credit Union.

This, ofcourse, leads us to our next item =

### Let's Get Additional Members and Increase our Deposits!

We believe that our Credit Union has terrific potential, as a place to deposit savings, as a way to reduce risk through the insurance features, and as a loan service to our fellow employees. Sure, the interest return will not make any of us wealthy, but a recent "reading" taken by the Board will assure meeting rates paid by savings and loan corporations and that is considerably better than rates paid to straight bank savings accounts. Add to this the insurance features, which to any employee over forty years of age, is of considerable value because of comparably higher life insurance rates, though it is a good deal for anyone.

So, let's try to get some more members to join during the month of July; also, let's increase our share purchases. Shake out the sock and put those bucks to work!

## SUMMER HEADACHES

The following is a reprint from the "Safety Bulletin":

"The temperature hovers in the middle 90's and the humidity is humiliating. It's here, folks, the good old Summer Time. After a winter under flannels, oil shortages and snow drifts, we can take it! It almost feels good to be hot and uncomfortable. Excuse me while I reach for a leave slip and plan a good vacation for myself.

"\* \* \*Aha, you say, there's a guy with a short memory. All pepped up just because we got a spell of summer weather. Forgets about the hectic time he had last year. Doesn't have the foresight of Droopy Joe over there in the corner. Wise hombre, old Joe. Why that old guy can quote you facts that'll make you wish vacation time never came around. Real impressive, too, all about heat exhaustion, poison ivy, drownings. Throws in facts about food poisoning, overeating, late hours, and childhood diseases. Could write a treatise on the evils of daylight saving time. Droopy Joe's got ulcers, though, and my guess is he'll die with his sixty days accumulated annual leave in the bag.

"You see, Joe is of the old school. All work and no play. And where he fails is just there. He's got all the symptoms and no cure. He's the man who tells you it just can't be done. Others have tried and failed. Therefore, why try? His vacation is spoiled before it is scheduled. He thrives on a gloomy outlook and gobbles up news of disasters like a pidgeon eats peanuts. He's right grim today. Them office fans mean trouble ahead, stiff necks, nicked fingers, and he told you.

"But back to my vacation, speed boats and fishing. Without fear of electrocution, I add to my list a portable radio, a thermos jug, and a good collection of old pipes. Now as a safety engineer, I must admit that I have gathered enough potential hazards to sink a house boat. If Droopy Joe could read my mind you would see a faint glitter of sadistic hope in his beady eyes. What am I to do? The temperature is steadily rising, my collar is wilting. Will I capitulate?

"On the stroke of 4:30, at quitting time, I make an unexpected rally. As Droopy Joe adjusts his eye shade for night work, and the others lunge for the time clock to punch out, suddenly everything becomes double crystal clear.

"I can have my cake and eat it. I can have my vacation and enjoy it. I'll do the same as I do here at work. Know the hazards, sure, but don't worry about them. Rather, know the precautions to head off the hazards, and do something about them. The precautions are old chestnuts. At this time of the year, you can't escape reading about them. The main thing is, at this time of the year, to do something about them. I know it's not New Years, folks, but I do so firmly resolve - well, for one, that I'll get that safe vacation."

## RAIN MAKERS

One of the newest and most interesting uses the airplane has been put to is cloud seeding, artificial nucleation, or, in the layman's language, "rain making".

Some of the types of aircraft used for this purpose are Douglas DC-3's, North American B-25's, Navy TMB's, N.A.A. P-64 and North American AT-6's. The two most popular types of chemicals used are dry ice and silver iodide. The dry ice method appears to have the greatest utility. The ice is ground into  $\frac{1}{4}$  inch pellets and packaged in approximately one foot square blocks.

In order for cloud seeding to be successful, there must be at least a 10,000 foot thick layer of clouds with at least 5,000 feet of them above the bottom of the freezing level. When dry ice is dropped and the moisture and air are cooled and start to settle, it increases the volume and speed of a nearby up draft. The warmer clouds in the immediate area are drawn into the up current and rise up to the point where they condense and form rain. If there are insufficient clouds in the immediate area, there will be insufficient moisture to result in rain.

For this operation to be successful, the seeding must be done from on top of the clouds and the pilot must choose a cumulus dome which projects above the normal top level of the clouds. The seeding is done at the perimeter of the base of this dome. The reason for this is that the dome indicates the location of an up thermal. When the top of a dome is seeded, it dissipates and practically no rain results.

When silver iodide is burned either on the ground or in the air, it looses an infinite number of dust particles which disperse and collect moisture finally resulting in rain. This procedure appears to be successful only in masses of stable air, rather than turbulent air.

Rain makers claim from 50 to 75 percent more precipitation than there would be if it were left to nature. For example, the following excerpt is taken from "The Grissly", a Big Bear Lake publication, Friday, December 2, 1949: "The operation this year, in which the company invested some \$40,000, including a \$24,000 plane, was hampered by lack of enough storm clouds for the rain makers to work on successfully, or effectively. However, they felt that they had obtained about 50 percent more precipitation than they would have had just leaving it to nature".

Many of the comments and opinions contained above came from Stanley Reaver, pilot for Paul Mantz, who has done considerable cloud seeding under Dr. Krick of the California Technical Institute at Pasadena, California.

The following excerpts were taken from a recent article by Dr. Irving P. Krick, noted Pasadena weather consultant:

"No human being can make it rain when it isn't going to rain anyway. But the meteorologist can help nature along by increasing the volume of rainfall available from any favorable cloud formation. Such increases in precipitation from a given storm may range from 50% up to as much as 400%.

"The seeding doesn't in any way leave the atmosphere downwind in a condition so altered that natural rainfall has any difficulty in occurring. An extra inch of rainfall in any one place, if produced by scientists won't effect precipitation in any other area by more than .01 of an inch."

# FIELD NEWS

DEAR EDITOR

*WE HAD AN INTERESTING EXPERIENCE LAST WEEK.*

BLYTHE, CALIFORNIA:

INSAC: After some eight or ten weeks of intense and chaotic activity, we are about to emerge with a modernized station, complete with air-ground operating console and associated equipment; 111-A telephone equipment; new weather instrument board installation and a brand new asphalt tile floor. The sudden change has been received with mixed emotions and much comment, but all agree that it is a great improvement over the old installation.



BLYTHE PERSONNEL, Left to Right, Standing: Teatsworth; Redo; Turner; Regan; Communicators, DeWolf, MTIC. Seated: Sodersjerna; Stepp; Rogers; Communicators; Huber, Airw. Maint. Tech.

The spare microphone with the retractable cord has already proved its worth on two separate occasions. A TWA Connie reported a fire indication in the left wing section, descended to 1,000 feet and asked the communicator on duty, Jimmie Redo, if he could see smoke trailing as the plane passed over the station. Jimmie picked up the spare mike, walked outside with it and was able to report to the aircraft immediately as it passed overhead. In the meantime ASCOM Jack Teatsworth contacted the fire department and the airport manager and as the Connie rolled down the runway, it was followed by a large fire truck, ready for action. Investigation revealed there had been an instrument failure resulting in a false alarm. Chief Pilot of the Connie stated that he was very

favorably impressed with the excellent service and expressed his appreciation.

ACCOM Donald Regan had a similar experience the same day when a Navion pilot made the same request. This too turned out to be a false alarm, but the Navion was throwing considerable oil and experiencing heavy vibration which necessitated his being held over a couple days for repairs.

There has been a very heavy increase in station activity during the past few weeks with last months' air-ground contacts topping other post war months by several hundred. The new equipment, with which we were not too familiar and everything, including the indelible pencils not being where they used to be,  
(Continued on page 8)

added much to the confusion and really kept us hopping. Flight plan business has also more than tripled and the local pilots are almost one hundred percent converted to the flight plan system. Most of them have filed a "master" flight plan at the station with all essential information which will remain constant, it then being only necessary to furnish the additional information for each flight as required. This saves considerable time on the telephone which is the source of a great portion of our flight plan business, on the radio circuit or over the briefing counter.

#### FRESNO, CALIFORNIA:

MTIC: This Region's first "Dual-Console" INSAC operating equipment was placed into operation at Fresno on April 24. The purpose of the second console is to enable two Communicators to carry on voice contacts with aircraft at the same time. Arrangement of controls is such that either Communicator may use any of the station's five voice channels which are not already in use by the Communicator at the other console.



THE DUAL CONSOLE

To facilitate this dual operation, additional equipment rack units are necessary. A complicated network of inter-connecting wiring is run between consoles and from consoles to equipment racks.

To date the equipment has been fulfilling its intended purpose satisfactorily and there have been but a few "Bugs" for the Maintenance Technicians to iron out.

TOWER: Fresno has one of the more recent CAA operated control towers which started February, 1948. When the City acquired the airport from the air force with its fine runways, taxi-ways, parking apron, over one thousand acres of land, many usable buildings, swimming pool and 4,300,000 gallon gasoline storage facilities, a military type control tower, fifty one feet in the air on top of wooden supports, was included and is now used by the CAA for airport traffic control.

The City has improved the air field with a new airline terminal building, activated the swimming pool, a new golf course is in the process of being built and most of the available extra land has been leased out for farming. The non-aviation activities bring in revenue that helps operate the airport at a profit. Further development is in progress and the City is making plans for high intensity runway lighting, controllable wind tee, and a field lighting control panel to be located in the control tower. To improve the general appearance of the airport, the City has recently advertised for bids to have all the buildings on the field painted.

Most tower controllers are used to the general run of emergencies - however, an unusual condition presented itself recently. Shortly after dusk, a pilot flying a Swift called the control tower by radio and requested information on how to make a night landing, stating that he had never made one before. The

controller on duty, knowing the general scope of his duties which are traffic control, thought it best to have an instructor come to the control tower and instruct the pilot how to make the landing.

After several phone calls and an honest effort to obtain an instructor, the Controller informed the pilot that none were available. The pilot reiterated that he had never made a night landing and would need help to land the aircraft. The pilot informed the Controller that he desired to land the aircraft at the Fresno Air Terminal since it has the best lighted field in this area and the only control tower. The Controller informed the pilot that his information regarding the landing should be considered informative and in a nature of flight assistance service and proceeded to advise the pilot of what he should do to land. After much talking back and forth, the pilot made a safe landing. The pilot telephoned the Controller after landing and thanked him for his assistance.

We had an unusual emergency recently. A California Central Airlines plane enroute from Burbank to San Francisco called the Fresno Tower with the information that he had an armed passenger on board who was attempting to gain control of the aircraft by armed force. All the proper persons were notified by the controller. After the plane landed at the Fresno Air Terminal, the pilot left the plane from the emergency exit in the pilot's compartment and unlocked the outside baggage compartment door so an entrance could be made without knowledge to the armed passenger. With due caution by low officers the passenger was apprehended without further incident.

AVIATION SAFETY DISTRICT OFFICE: The Fresno ASDO enjoys probably one of the highest degree of cooperation by Sheriffs' Offices that can be found in the United States. In Fresno, the birthplace of Sheriff's Air Squadrons, the mutual assistance rendered each other by Federal and local law enforcement agencies, has reached such a high degree of coordination that the impact is beginning to be noticeable in a sharp reduction in accidents and violations.

Practically all buzz-jobs and other violations are being phoned to the Sheriff's office by the public. This provides for rapid action as evidenced recently by a violator who had three deputies in three airplanes on his wing before he finished his job. He was herded to Chandler Field, taken to jail, and later sentenced in Justice Court.

About 50 pilot-deputies are available to fly twenty airplanes on emergency call. Emergencies answered range from searching for frowned people in canals, and controlling crowds at fires, to searching for lost airplanes or persons in the High Sierras. Personnel and services are furnished at no cost to the tax-payer. Equipment is owned, purchased or borrowed by the eighty members of the local Squadron, and consists of enough material to cope with practically any situation. A surplus 4-wheel drive carryall is equipped to operate on eight radio frequencies, serve as an ambulance, furnish flood lights, or go into the mountains to establish a ground communications base for searching aircraft. Squadron headquarters can take over on any radio frequency if the City were struck by disaster. This is made possible by a high-power 10-channel transmitter with emergency power supply, capable of covering the entire San Joaquin Valley.

The members meet once a month for business and training, and once a month for courses such as pistol training, lectures on C.A.R., penal codes, first aid, navigation, meteorology, and so forth. The local Safety Agents are  
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## RADAR OPERATION AT LOS ANGELES

The newest aids to aircraft safety at the Los Angeles International Airport are the Airport Surveillance Radar and Precision Approach Radar installations. Several incidents have occurred which may illustrate the vast possibilities of this equipment in saving lives and dollars.

Jack Koers, Airport Traffic Controller, feels like a radar veteran after having participated in the following incident:

The pilot of a military C-46 called the Los Angeles Tower reporting on top of a solid overcast at 7,000 feet and advising that his ADF and marker receivers were inoperative, that his low frequency receiver (on range frequency) was operating intermittently and that the only communications channel still operative was 126.18 mcs. The pilot also reported he was in the vicinity of Los Angeles but could not identify his exact position. He was advised to listen to Los Angeles radar on Baker channel (126.18 mcs).

Upon initial radar contact, Koers determined that the aircraft was at 7,000 feet on a heading of 120°. Immediate identification of the lost aircraft was complicated by the fact that there were at least fifty moving targets on the surveillance scope at least half of which, it seemed, were on a 120° heading.

In accordance with established procedures, the pilot was instructed to "turn left heading 030° for identification purposes".

Again identification was complicated by the fact that half of the targets that had been on a 120° heading started a left turn and most of them ended their turns on 030°. The field was being narrowed down, but with so many targets on the scope, identification was like retirement: It could be done, but it would take a long time.

The pilot was then asked if he knew which quadrant of the range he was in and after several minutes, he replied that he believed he was in an N quadrant. There were four aircraft in the North N quadrant and two were on approximate 030° headings; the South N quadrant was loaded, so full attention was given to the likely prospect to the North.

Again, the C-46 was instructed to "turn left heading 270°". Only one of the targets turned! It looked like Koers had his man, although a covert glance at the South N quadrant revealed that everybody down there had apparently decided to go to Honolulu (270° heading).

The target in the North N quadrant was then instructed to "turn right heading 090°", which it did and as the aircraft was near the range leg as shown on the map overlay on the radar scope, the pilot was instructed to listen to the range and to report whether he was getting a solid N or whether he was getting a stronger on-course signal than an N. The latter proved to be the case and the rest of the procedure was routine. After coordination, the C-46 was descended to 4,000 feet, vectored to the range and given a standard range approach by surveillance radar and for good measure, a precision approach when the aircraft completed the procedure turn.

Was the service appreciated? Yes, as the landing was completed, the pilot called to say, "Thanks, GCA!" (continued on next page)

During another practice session, Bob Buckles, Airport Traffic Controller, had the following experience:

One beautiful spring evening, shortly after the surveillance radar had been installed, a call was heard from a military C-47 requesting information as to the appearance of the Los Angeles Airport. Ensuing conversation with the pilot indicated that the aircraft had departed an eastern air base with Los Angeles as the destination and that the pilot had not been in the Los Angeles area previously. He frankly stated that he was completely lost due to the large area of the city and the multitude of lights.

The pilot was asked his altitude and heading. He replied "360° at 4,000 ft." A radar target flying that approximate heading was observed on the surveillance scope. The Controller requested the pilot to make some turns for identification purposes. The target was identified as the lost aircraft and his position was observed to be between the Palos Verdes Hills and Catalina Island. The aircraft was then vectored direct to the field where a safe landing was accomplished.

Remember, we said it was a "beautiful spring evening"? It was, and the incident proves that radar can be of great aid in clear weather, as well as when less favorable conditions are encountered.

Bob Buckles also reports the following incident: A low stratus cloud deck covered the entire Los Angeles area and the San Fernando Valley. Los Angeles Tower personnel were taking a little breather after a three-hour session of steady approach control practice. All hands were enjoying cigarettes for the first time since practice began when a call came over the Schedule Fox loudspeaker from Long Beach tower advising that an Air Force B-26 had missed three approaches into Long Beach airport and was now back on top and apparently lost.

Buckles returned to the surveillance operating position where he observed a target on the scope about ten miles South of Los Angeles Airport which he presumed was the lost aircraft. To make sure, he asked Long Beach Tower to permit direct communication with the aircraft so he could request some identifying turns.

Permission granted, Buckles asked the aircraft to make some identifying turns and the pilot complied, making identification easy. The Controller then asked the pilot if he wanted to be vectored back to Long Beach so another approach could be undertaken. The pilot's faltering voice came back advising that he had only thirty minutes fuel and requested that, since he was in radar contact, he be allowed to make a radar approach into Los Angeles. The pilot was then advised that Los Angeles radar was still in a practice status and that the precision portion was yet inoperative. The pilot replied that he desired a surveillance approach.

The Controller then vectored the aircraft for his approach, giving the pilot correct altitude for the fixes. The aircraft broke out of the overcast about two miles East of the airport and found that he was lined up perfectly with the runway.

Don't get the idea that radar is an expensive item, good for saving human life only. It was recently disclosed that radar approaches at Gander, Newfoundland Airport average twelve minutes each as compared to twenty minutes at ILS, both  
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types of approaches being timed from a point 15 miles from the airport until the touchdown was made on the runway. This means a real saving in fuel where large air carrier aircraft are concerned. It was also reported that radar savings are even greater when holding time is involved. Since radar at Los Angeles has been fully commissioned only since June 16, it is too early to make estimates of dollar savings that will accrue, but it can at least be said that it will be one of the few all-weather airports in the country.

#### EVERYBODY FLIES AT OGDEN

There must be a special package plan for flyers in Ogden, Utah!

Aviation population at our facilities there discloses that out of a possible eighteen, an even dozen hold certificates ranging from student permits to commercials with instructor ratings. Two other have yearnings in that direction.

And when they're not maintaining facilities or laddering planes down out of the overcast, they choose to fiddle around with fixing them up - or flying them - all for sport and general recreation. This kind of hobby may be compared to the activities of a man who tires himself out by running around a track, then rests by doing push ups.

Proud possessors of private pilot certificates include: S. E. Bates, Chief, Airport Traffic Controller, commercial; R. E. Wood, Airport Traffic Controller, commercial instructor ATR land and seaplane; W. S. Haddon, Airport Traffic Controller, commercial and instructor; J. I. Rich, Airport Traffic Controller, private; E. G. Gibby, Airport Traffic Controller, student; Marvin Winn, Communicator, commercial and instructor; Tommy Martin, Communicator, private; Frank King, Communicator, private; Charles A. Adamson, Communicator, private; C. Maxorton, Maintenance Technician, application on GI Bill; W. T. Rotramel, Maintenance Technician, private; Gerald C. McVay, Airways Maintenance Technician, private.

The latter two, Rotramel and McVay, have found that their flying experience comes in mighty handy since establishment of the Homing Facility at Promontory Point on the peninsula jutting out into the Great Salt Lake. This facility requires frequent inspections and maintenance, and reaching the Point by truck in foul weather is practically an all day jaunt over approximately 100 miles of rough back roads around the rim of the lake. Traveling "as the crow flies" cuts several hours from their travel time since it is only a twenty minute flight from Ogden directly across the lake to the CAA emergency landing field.

This method of travel also makes economic sense. West American Airways at Ogden is renting Piper Cruisers and Cessna 140's at \$5.00 an hour, charging only for time in air. So far, both the MT and the AMT have coordinated their work schedule to permit point inspection of the "H" facility, beacons, field, and the continuously operated engines. And while several landings have been made in deep snow, so far they have not had a nickel's worth of trouble.



## QUESTION BOX ?



- Q. If an employee is killed in line of duty, his widow receives 45% of his gross monthly salary until she dies or remarries. Does she also receive annuity payments from the retirement fund when reaching the age of 50?
- A. The Civil Service Retirement Regulations provide that "No person is entitled to receive an annuity under the Retirement Act covering the same period for which he receives compensation under the provisions of the U. S. Employees' Compensation Act". They may, however, choose between the benefits under the Compensation Act and the Retirement Act, if eligible for both.
- Q. Take the case of an employee 47 years old with 21 years of service, best average salary for five consecutive years, \$5,000, if his widow is 46 years old, what annuity would she receive when she attains the age of 50?
- A. The widow of an employee with 21 years of service whose highest average basic salary for five consecutive years was \$5,000 will receive an annual annuity of \$787.50 (upon attaining age 50) until her death or remarriage.
- Q. How can I establish 10 point disability preference?
- A. Disability preference is granted to any veteran who has (1) the purple heart, or (2) a presently existing service connected disability. In order to establish 10 point preference with the Civil Service Commission, proof of the award of the purple heart must be furnished and, in the case of the service connected disability, a statement from the Veterans Administration to that effect is required.
- Q. What relationship exists between credit for flying time under the Civil Service examination and the value awarded to the same flying time in computing promotional points under the Regional Promotion Plan?
- A. Since one of the qualifications for ARTC and APTC, GS-6, is 400 hours of solo time as a licensed pilot with a currently valid instrument rating, all time spent in a full time pilot position (military or civilian) is creditable under the RPP on the basis of six months credit for each year of experience.
- Q. When may I be permitted to rent aircraft for performance of official duties and/or proficiency purposes?
- A. You may rent aircraft provided you have been issued an authorization card for the rental of aircraft signed by the Deputy Regional Administrator and have secured the proper administrative clearance prior to the individual flight. Rental of aircraft should in all cases be from the CAA contractor in the vicinity, if one is available. For further details, refer to A.O. No. 412.

## PERSONALITY OF THE MONTH

### Elmer Butler

Along about next December when most of us are doing our Christmas shopping, Elmer Butler will be entitled to back off at a distance and reminisce about his thirty years of service with the Federal Government.

The tall, angular chief of the San Francisco Overseas Communications Station (OFACS) was quite a raw youngster when he took his oath of office as a Radio Operator at Cheyenne, Wyoming with the Air Mail service of the Post Office Department.

It's a safe bet that Elmer, in his reminiscing, could tell some interesting tales about the progress of electronics during this three decade era. His official duty stations have taken him from Cheyenne to Rock Springs, Glendale, Ft. Worth, Dallas, San Diego, Burbank, and to his present assignment in the Region's Overseas Foreign Airway Communications Station. He has drawn assignments to consult on various phases of communications in Australia, Mexico, Canada, and New Zealand, with personal travel on his own hook through South and Central American countries.

We recently inquired what Elmer proposes to do when he reaches retirement age -- expecting to hear something about his hobbies. The conversation strategically shifted to a few items he preferred to discuss -- things like the forthcoming conference he and Gene Matthews of Maintenance fame were preparing to attend on overseas communications activities somewhere in Australia. Or, something about the recent Philippine Rehabilitation trainee program which he and several others in the Bay Area so competently handled.

We'll defy anyone to take a problem into Chief Butler and feel that they've been shortchanged. His convincing manner, coupled with an extreme degree of competence in his speciality makes him worthwhile listening to.

He is married to the former Lillian Flo White of Leesville, Louisiana. The Butlers have two children, fifteen and ten.

### PUBLIC RELATIONS

The following is an excerpt from a letter to the Regional Administrator from D. W. Rentzel, CAA Administrator:

"I have been advised by the Director of the Aviation Information Office that at the recent Aviation Writers Association Convention, exceedingly favorable comments were made by newspaper men from all over the country about the excellent service they had received from CAA personnel at Communications Stations, Aviation Safety District Offices, and other points where they had occasion to seek information. I was delighted to hear this, because it shows an awareness of the fact that we can do much to promote aviation growth through making available an ample flow of information to the press."

"MAN TO JOB OR JOB TO MAN"

The following article appeared in the S.A.E. Journal, December, 1949.

Some bosses give time and attention to "bringing along" newcomers. They see training as an automatic, integral part of any supervisory job. Others content themselves with correcting mistakes as the neophyte makes them.

The first group, without conscious planning, aims at one of two objectives: (a) Making a man a more perfect fit for already-determined specifications of a job, or (b) uncovering and developing the individual's best talents and then trying to find the best use for them.

One method sees training as fitting a man to a job; the other, as developing talents as well as skills - and, to some extent at least, as fitting a job to a man.

Most of us are happy if we get a man to satisfy a job. We worry a bit less about whether the job satisfies the man. We have to pinch ourselves now and then to be sure advancement is never denied because a man has become too valuable on his own job. It is hard to change horses where the present palfrey is pulling the load perfectly.

The boss who trains to develop a man's best capacities eliminates the chance of anybody being left out. Everybody in his department becomes a candidate for training - not just those with deficiencies which require correction. It is easier to find time to put right someone who has gone wrong, than to try to improve a satisfactory operator. Inertia bogs down training effort as often as unwillingness.

The company as a whole sometimes can profit from developing individual talents, even though a man's growing pains may bring travail to his particular department. Imagination, initiative, even executive abilities may be uncovered which would have remained hidden by straight "for-a-given-job" training.

FLASH! ! ! AGRICULTURAL SPRAYING ON INCREASE IN 7TH REGION

The picture below appeared in the June issue of the Seventh Region Newsletter:



"Those fliers don't know the first thing about spraying!"

regularly deputized members, and are often pressed into service as instructors, as well as deputies. Our aircraft agent, Mr. Kauffman, recently displayed exceptional courage and judgment in flushing the crazed passenger aboard a California Airways passenger plane out of the ship into the arms of waiting deputies, by entering through the nose of the DC-3, and coming down the aisle into the business end of a drawn gun.

We are firmly convinced that, with public spirited citizens setting up in business to make full use of aircraft in law enforcement and assistance in emergencies, the progress of aviation will materially benefit.

You may be sure that each man is ready and willing to serve in his capacity as a member, and furthermore, stands ready to help other communities to get started on a similar program. Since 1939, the list of Air Squadrons has increased to include the majority of counties in California, plus others in Nevada and Arizona. For assistance in getting started, interested parties may contact the Fresno District Office, or the Fresno County Sheriff's Office.

ARCATA, CALIFORNIA:

INSAC: Weather is not the only changeable factor around Arcata!

The Landing Aids Experiment Station closed, effective June 30, and the Humboldt County will operate the Humboldt County Airport. Tentative plans include movement of the INSAC to the tower structure. Airport advisory service and airport lighting control will be rendered by the INSAC from the tower structure but actual airport traffic control will not be undertaken. It is with regret that we leave our present spacious and attractive quarters but, from a flight assistance service standpoint, the move is very much warranted. In order to retain Southwest Airways' landing minima of  $100-\frac{1}{4}$  the INSAC will have to participate fully in the present approach zone weather instrumentation program. Present plans include transmissometer observations by INSAC personnel and a possible future installation of a remote recorder for making approach zone ceilometer readings. In the interim period, Southwest Airways personnel will furnish approach zone ceilometer readings.

The target date for movement of the INSAC to the tower structure is August 1. Until actual movement is effected, it will be necessary for the INSAC to furnish personnel to make transmissometer observations and to operate the airport lighting controls from the tower structure during instrument approaches. The approach zone weather data will be funneled to the communicator in the INSAC who will process it and forward it to the aircraft making the instrument approach.

Monitoring of the present ILS and components is now being accomplished by the INSAC; inauguration of control and scheduled broadcast service on the Arcata SMRL along with commissioning of a receiving watch on 3105kc is scheduled for July 1.

On June 9th, due to weather, the Redwood Empire Air Tour had to change plans and drop in at the Humboldt County Airport; with only a few minutes notice, forty-two airplanes, from a Culver Cadet to a twin-engine Beechcraft, started dropping through the low-hanging scud and landing at the airport. Within a few minutes, all aircraft were lined up on the ramp, presenting

quite a spectacle, and the administration building was filled by pilots, their passengers and families. The adverse weather continued so it was necessary for the air tour to convert to a "bus tour" and make a scheduled trip to Crescent City. With some weather improvement on the 11th, the aircraft started departing; some left for home and some proceeded to the Rohnerville Airport, staying overnight and departing the following day. Among the pilots on the tour was Mr. Marriott, accompanied by Mrs. Marriott, and Sherman Boivin. The unscheduled visit caused some additional work for the INSAC but it was a treat to meet and talk with the pilots and other members of the tour.

MTIC: As June 30 approaches, bringing an end to activities of the Trans-Ocean Airlines as contractor for operation of the Landing Aids Experimental Station at Arcata, the Humboldt County Airport bids fair to become a major terminal in the Pacific Coast Airway Network. As of June 1, operation and maintenance of the military type Instrument Landing System was assumed by the CAA, and following major adjustments and retuning, this system is now in operation as a standard CAA ILS. Other facilities to be tuned over to the CAA for operation and maintenance as of July 1 include the Navy YA loop range, recently converted to simultaneous operation and the station location marker, two Bureau of Standards Transmissometers for indicating horizontal visibility, one in the approach zone, the other on the field at the touchdown point, one U. S. Navy Ceilometer for indicating cloud heights, and a standard Slope Line Approach Light installation.

Installation of buildings and standby engine-generator for the standard CAA Instrument Landing System is practically complete, however, no information is available at the present time as to when the equipment installation will be made.

#### BRYCE CANYON, UTAH:

INSAC: The installation of the console at Bryce Canyon is now complete. All of the construction crew have departed but Radio Technician Jennings who remained at Bryce to install the stub rack which will be used for radio telegraph communication with Hanksville. The console and its operation has made a decided improvement upon the appearance and operation of the station.

During the visits to outlying airports and conferences with managers and city officials, it was found that day marking of the Kanab and Escalante Fields would be beneficial. Plants and Structures are cooperating to secure surplus markers for use at these fields.

MTIC: With the completion of the console installation, the sector is gradually shaping up and getting back to a more routine nature. New antenna supports were constructed for both receiving and transmitting use.

The watchroom is much neater with the new console than when the old style high racks were installed. The lighting is much better generally and the room arrangement makes for greater efficiency from an overall standpoint.

The point-to-point transmitter for use between Bryce Canyon and Hanksville was exchanged for a different unit which permits use of voice as well as code. A remote control rack was constructed for installation near the console which permits quick change from code to voice and from day to night frequencies without leaving the operating position.

All in all, the new console installation has been received very favorably. The installation crew is to be commended for the neatness and dispatch with which they handled the job.

New crews are arriving for work on the entire station including general overhaul of the main water supply which is now in progress.

The unit was recently singled out by the Regional Office for a visit which was to be made by a large group from the office. This particular trip was not possible due to Bryce Canyon Lodge facilities being tied up over a long period by previous reservations. It is to be hoped that arrangements may be made for later in the season so that a large group can make the trip and enjoy the unequalled scenery and grandeur which this area can afford.

#### BURBANK, CALIFORNIA:

TOWER: On June 7, 1950, Lockheed Air Terminal celebrated it's 20th birthday with a luncheon honoring the Air Terminal "Old Timers" -- those who were employed at the time the Airport was commissioned in June, 1930. Among the half dozen so honored was Mr. C. T. Rycraft, Senior Controller at the Burbank Tower. Originally employed by the Airport as a landscape gardener in 1930, Ted shortly thereafter took over the job of Airport Traffic Controller, which in those pre-tower days meant standing on the ramp waving planes on and off with flags. It also meant swinging props, gassing planes, loading cargo, briefing pilots, and many other odd jobs not now associated with Airport Traffic Control. With the exception of a years leave of absence due to illness, Ted has been continuously on the job as an Airport Traffic Controller at Burbank since early in 1930. Nearly 20 years of service in Airport Traffic Control at the same location must be some sort of a record, but Ted is just as enthusiastic about his job as the day he started - and looking forward to the next 20 years.

INSAC: Burbank INSAC begs to report that everything is under control at Burbank, that we have had no aircraft in distress in recent months, that they are all making happy landings in this area in spite of the usual "unusual" prevailing weather. For this we are thankful and we know that CAA has contributed its full share towards making it possible.

Our public relations are in fine shape. Communicators at this station are attending pilot meetings, pilot and flying club luncheons, etc. "at their request", believe it or not, and telling pilots about "their" ground stations and pre-flight briefing centers, and how important the CAA communications stations are in their life plan. On the 29th of June, NAA put on a get-together of pilots, at Glendale Grand Central Airport.

The venerable Burbank INSAC control quarters will undergo modernization very soon, dual console and everything. We expect to have an ILS soon. Maintenance is expanding all over the lot - they have taken over a building about 40 by 40 and during the modernization will take over more than half of the control quarters.

ASDO: A large non-scheduled air carrier, The Flying Tiger Line, Inc, has entered the field of transporting passengers to the European continent on the Youth Argosy program this summer. They have been granted an exemption by the Board to make 19 such trips. The Board is permitting a total of only 40 trips this year.

The Tigers are using four-engine C-54 equipment and it is their first venture into passenger-carrying operations. All of their domestic operations are confined to movement of freight.

California Central Airlines, Inc, are planning the addition of Douglas DC-4 type equipment to their scheduled intrastate operation. The DC-4's will be used between Oakland, San Francisco and Burbank, California.

Pearson Alaska, Inc, has been reactivated with offices at the Lockheed Air Terminal.

Potter Aircraft Service at Lockheed Air Terminal received an Irregular Air Carrier Operating Certificate for small aircraft. It is now operating both single and multi-engine land aircraft under Certificate No. 6-278.

A welding conference was attended by T. E. Hoffman, of the Burbank District Office, and Mr. Fred Pipher, of Lockheed Aircraft Corporation's Welding Engineering Staff, on June 23, 1950, at the California Polytechnic State College located at San Luis Obispo, California. The Supervising Agent of the Burbank District Office had been previously contacted by the school with a request to assist them in securing a specialist well schooled in current welding processes, techniques and engineering designs to present a talk on these subjects to a group of teaching personnel from the various State colleges in California. The above methods were discussed as they are being used by Lockheed Aircraft Corporation, Burbank, California, Mr. Pipher's services as their representative having been very graciously offered.

Mr. Pipher's presentation consisted of a discussion of gas welding, heli arc, electric arc, pressure welding, and the constant research going on to develop new design, materials, and processes. His discussion was assisted by the use of slides showing various welds being used in production and in the Research Department.

It appeared from questions asked and notes taken by the audience that the discussion was of definite interest and assistance to the teaching staffs. Numerous requests were made for more discussions of this nature in the future.

Two very interesting complaints were investigated by agents of the Burbank District Office during the past three weeks. While widely separated as to area, these complaints were very similar in that both involved the allegation that aircraft flying overhead were depositing droplets of oil pretty much all over the homes involved.

Investigation in both instances disclosed that the material which had been deposited had the appearance of oil droplets but were, in fact, water soluble. The material had been deposited on the houses in droplets of a semi-liquid substance which, after long exposure to the sun, could be pulverized into a pollen-like powder. We obtained a minute quantity of this material, and although Glendale College cooperated through the use of their laboratory, they were unable to determine accurately the origin of this nuisance. Mr. Henry Woentnor, one of the complainants, has indicated his intention to have a complete analysis made in an effort to determine the source. It was decided in both instances that aircraft were not involved.

MINUTES OF REGIONAL ADMINISTRATOR'S STAFF MEETINGS

JUNE 5 AND JUNE 19, 1950

Types of Air Carrier Operation:

It appears highly desirable to clarify and unify our thinking as to what constitutes regular, irregular, contract, charter, and intrastate air-carrier operations. Operating Certificates are issued by CAA under Parts 40 and 61; 42 and 45. Certificates of Convenience and Necessity, Letters of Registration, and Exemption Orders are issued by the CAB. No one seems to have a complete understanding of all phases. It was suggested that the Regional Attorney write an article for publication in the Sixth Region News. An explanatory chart was drawn on the blackboard showing some of the various types of operations that can be performed under Parts 40 and 61, Part 42 and Part 45. Mr. Woodmansee will prepare the article.

CAA Program for Aviation Development:

Attention was called to a circular letter signed by the Administrator. This letter contains the policy and program intentions of the Office of Aviation Development. Implementation is a function of the Divisions.

Terminology Used by District Offices (Aviation Safety):

The question was raised regarding the use of the terminology, "Air Carrier" District Office. We have said that we intend to operate strictly according to General Order 21. There is no mention made in this General Order of Air Carrier District Offices or Air Carrier Agents. If it is necessary to differentiate between the Aviation Safety Agents, the term, Flight Operations Agent, Airman Agent, or Maintenance Agent, should be used. Use of the general term, "Safety Agent," will usually be preferable. The district offices should be referred to as Aviation Safety District Offices.

Work Program:

The Regional Administrator called attention to the fact that each Division is to have its work program down in writing for next fiscal year by July 1. This is in accordance with the policy of the Budget directive from the Washington Office. It was then suggested that the Region might well use a modification of the Budget Survey Team technique. For example, the Regional Administrator (or Deputy Regional Administrator), the Division Chief, the Executive Assistant, and a Planning and Evaluation Officer, could make a team survey of the work program, workload, and available manpower of that particular Division, and work up an outline. The Division Chief could then prepare his written work program in detail, placing program emphasis on the important phases by function, by location, and with such timing as the conditions indicate to be most fitting.

It was suggested that we start out in Safety Operations Division and then continue through the other operating Divisions. There was general concurrence with the idea. Mr. Dake suggested that a memorandum or release be prepared outlining the purpose of this survey so that all concerned would know about it. Division Chiefs are to do as much as possible on the formulation of their proposed work program in advance of the team survey.

#### Payment of Transportation Expenses on Transfers of Official Headquarters:

The Washington policy letter dated May 25, 1950 relative to the above subject was discussed in its relation to the existing regional policy. Present regional policy provides that generally speaking, transfers in grade are made at the expense of the individual on the assumption that such transfers are primarily for the convenience of the employee. Of course there are exceptions to this rule when the Regional Office directs the transfer in grade.

The new Washington policy indicates a slightly different approach in stating that just because an employee expresses a preference for a location is not necessarily an indication that the move is for his personal convenience. It might be in the best interests of the Government in which case under the Washington policy the employee's transportation costs would be paid by the Government.

After discussion it was realized that there are a number of factors in this situation which need to be given full consideration. It was, therefore, decided to appoint a committee composed of representatives of Business Administration, Airways Operations, and Facilities Divisions to recommend the best possible method for this Region to comply with the Washington policy, taking into consideration the fact that this Region has distinct contrasts in types of positions, some very desirable and some that are distinctly undesirable.

#### Travel Policy - 1951:

It is anticipated that there will be an increase in funds available for aircraft operation next year. In this connection, the Regional Administrator stressed that wherever possible, air travel be used. This is to be construed as regional policy. Each Division Chief was requested to prepare his portion of the travel program, utilizing CAA aircraft and rental aircraft, so that a positive schedule can be set up. This report is to be submitted by June 26 with the Division Status Reports.

#### Formulation of Management Improvement Program for Fiscal Year 1951:

Copies of Mr. Nyrop's memorandum of June 7, 1950 had been distributed to all Division Chiefs and Staff prior to the meeting. The Regional Administrator stated that it is not anticipated that we will have a lot of items, possibly only three or four. We are to submit only those things which have a national application, and only those which we are actually going to do and which should be done to improve our efficiency of operation. Each Division Chief was requested to study this item and submit a memorandum to Mr. Cole by June 28 on those things which might contribute to increased efficiency.

#### Correspondence for the Regional Administrator's Signature:

The Regional Administrator called attention to the fact that some mail was being prepared for the signature of the Deputy Regional Administrator where policy matters were concerned. He requested that all concerned watch this more carefully and where policy is involved the correspondence should be prepared for the signature of the Regional Administrator. It was suggested that in order to avoid confusion all outgoing mail requiring the signature of the Regional Administrator or his Deputy be prepared for the signature of the Regional Administrator. If the Regional Administrator is not available then the Deputy could sign for him.

### Military VFR Flight Plans:

The Regional Administrator stated that specific instances have come to his attention in which excessive delays have been involved in the filing of VFR military flight plans and obtaining clearance for such flights through CAA Communications service. Airways Operations Division was requested to investigate the causes of these delays and recommend remedial action.

### DIVISION ACTIVITY REPORTS

#### Aircraft Division:

The accelerated service flight test program for the Aero Design Model L-3805 has been completed. A final Type Certification Board meeting was held and a letter has been prepared listing the few remaining items which must be cleared up prior to type certification of this project. All of these items appear to be relatively minor, and the Type Certification Board is prepared to issue a Type Certificate as soon as the items are cleared up.

The CAA flight test program on the Douglas Super DC-3 is nearing completion. A dive test and one or two other miscellaneous flight tests remain to be completed. The structural test program on the production components of these airplanes is nearing completion.

Evaluation of the Northrop YC-125 is continuing. The Northrop Company has been attempting to have an airplane ready to submit to the CAA for flight tests some time in July; however, miscellaneous minor changes, which are continually being made on the aircraft, may further delay the CAA flight test program.

Assembly work on the Consolidated-Vultee turbo-prop version of the Model CV-240 is progressing rapidly. The Number 1 airplane is presently being re-assembled, incorporating the nacelle and powerplant revisions. Consolidated plans to submit technical data on this project to Region 6 for comment. Insofar as possible, they plan to comply with our comments so that little, if any, additional work will be required at the time the aircraft is presented for Type Certification. In other words, the data on this project are being submitted for CAA evaluation even though the official Type Certification of the project may occur at a later date. In compliance with Consolidated's request, this office expects to assign a project number and establish a project file on this aircraft.

The Aircraft Division Chiefs' Conference was held during the week of June 12. The first two days of the week were devoted to discussion of the agenda prepared for this Conference. During the last three days, the group visited the Douglas Santa Monica and Long Beach Plants, the Consolidated-Vultee San Diego Plant, and the Lockheed Plant. During each of these visits, discussions occurred with high level manufacturers' personnel regarding Type Certification problems and future plans. The Conference was considered to be successful by all concerned. As a matter of information, Mr. Maloy of the Washington Office reported that the color movies made during the CAA flight testing for approval of Los Angeles Airway's helicopter instrument operations have been shown to a great many people, and were generally considered to be very interesting. Sikorsky is reported to be so interested that they are having a copy of the film made.

Safety Operations Division:

On June 6, 7, and 8, Regional Office and Los Angeles Air Carrier District Office personnel conducted a proving run as requested by Bonanza Air Lines. Bonanza's application requested approval of night and instrument operations between Las Vegas, Nevada and Phoenix, Arizona, and between Las Vegas and Reno, Nevada. Evaluation of the results will be announced at a latter date.

Ten schools in the Sixth Region have now been approved for the Experimental Four-place Primary Pilot Training Program, also referred to as "Group Training by Travel". This is a 55-hour course, consisting of ten hours solo in both two-place and four-place aircraft, fifteen hours dual instruction as pilot, thirty hours of flight instruction as an observer and ground school instruction. Successful completion of the course qualifies the student for a private pilot certificate. The course provides invaluable experience in cross-country flying, covering a distance of approximately 6,000 miles. The greatest obstacle is the scheduling of three students for training at one time in a four-place aircraft. Reports indicate that schools with decreased enrollments are experiencing scheduling difficulties; colleges and institutions of high enrollments are having little or no difficulty in this regard.

Activity in the maintenance Inspection Branch has been steadily increasing for the past six months. As reported by the Aircraft Records Unit, the number of aircraft certification files received from the District Offices has increased from 814 in December, 1949 to 1330 in May, 1950.

Western Air Lines of California, Inc. suspended their \$9.95 coach service between Burbank and San Francisco on May 31, 1950. This service had been conducted under Civil Air Regulations Part 45, utilizing DC-4 aircraft leased from Western Air Lines, Inc. Comparable service is now being conducted by Western Airlines, Inc. following Civil Aeronautics Board approval of \$9.95 tariff for scheduled air line coach service between Burbank and San Francisco.

Mr. Harry Goakes of Flight Operations, Washington, visited the Regional Office to discuss standard instrument approach procedures and minimum en route altitudes. He advised that Master 511's emanating from this Region are in very good shape and that very few discrepancies had been found.

Information has been forwarded through Supervising Agent Waage, Sacramento Aviation Safety District Office, from the Department of Agriculture, State of California that 202 applicants have successfully completed the written examinations and have been issued Aircraft Pilots' Pest Control Certificates of Qualification. It is estimated that by July 1, 1950, the effective date of state legislation requiring certification, approximately 260 pilots will have been issued Certificates of Qualification. State officials also advise that shortly after July 1 a program will be developed whereby aircraft pest control operators may employ apprentice pilots to assist them.

An Irregular Air Carrier Operating Certificate has been issued to Pearson-Alaska, INC, dba World Wide Airlines, located at Burbank, California. Transcontinental passenger operations are being conducted with DC-3 and DC-4 equipment.

Supervising Agent Brewster, Burbank Aviation Safety District Office, conferred with Flying Tiger Line representatives and agents of the CAA International District Office in New York in connection with the company's inaugural passenger flights to Europe. The flights are being conducted under a special CAB order, which limits the passengers to specified student groups. Eighteen trips are scheduled for the North Atlantic route between June 8 and August 1 and are destined for the following points: Paris, London, Rome, Luxemburg and Brussels. Inspection and supervision of the North Atlantic flights will be under the jurisdiction of the International Region; the Burbank District Office will continue to supervise the company's domestic transcontinental cargo operations.

New Irregular Air Carrier Certificates and Operations Specifications have been issued to 137 of the 214 operators in this Region. The majority of those remaining to be issued are for small irregular air carriers.

Mr. Robert E. Forbes, Chief, Airman Records Branch, visited the Sixth Regional Office during the period June 19 to 22, 1950. Mr. Forbes discussed the handling of airman certification files upon implementation of the pending photographic issuance system. Errors which delay issuance of permanent certificates and other pertinent subjects were also discussed.

A survey of cloud seeding operations within the Sixth Region has been conducted by Maintenance Inspection Branch to determine primarily: (1) the type of aircraft utilized, (2) the type of chemical used, (3) the most desirable and productive types of chemicals and (4) the results of experiments. Among the types of aircraft used for this operation are the Douglas DC-3, North American B-25, AT-6 and P-64 and the Consolidated BT-13. The two principal chemicals used are silver iodide, which is used in stable air, and dry ice pellets. Reports indicate the experiments have met with some measure of success in causing rainfall in desired areas. The data obtained from this survey is now being consolidated.

#### Airways Operations Division:

Icelandic Controllers Linnet and Johannesson are making good progress in their training at the Burbank Tower.

GCA (PAR and ASR) was commissioned as a full facility at the Los Angeles Airport Traffic Control Tower, effective 0001P, June 15, 1950.

Arrangements are being made to discontinue Silver Lake and Fairfield INSACS at the close of business July 31, 1950. The radio range facilities at these locations will remain in operation.

Messrs. Art Johnson, Claude Smith, Shirley Smith and Don Whitney attended the Airways Operations Division and Branch Chiefs' conference in Washington June 12-16. Following the conference, visits to the First and Third Regions were made by Messrs. Johnson and Whitney to observe operations at major facilities.

The Ogden Municipal Airport, known as Hinckley Field until recently, was the scene of activities for "Ogden Aviation Day" on Sunday, June 11, 1950. Approximately 250 airplanes began landing at 8:00 a.m. for the breakfast-flight, opening feature of the day. The afternoon highlight was the dedication of the airport building by city officials.

#### Facilities Divisions

Division Chief Hadfield and DAE C. B. Donaldson met with City Authorities at Elko, Nevada, on June 6 and discussed plans for the development of the Elko Municipal Airport, including runways, taxiways, relocation of hangar and enlarging the present INSAC quarters. An agreement was reached to the effect that the City would, upon receipt of plans from us, add a second story over the INSAC quarters now occupied to provide suitable space for operations. To provide needed visibility the City Hangar will be relocated as part of the presently planned FAAP project. The master plan agreed upon also included removal of the United Air Lines Hangar upon termination of the UAL lease in 1954.

A similar meeting was held June 7 at Tonopah, Nevada with Charles Cavanaugh Chairman of the County Commissioners. An agreement was reached on the ways, means and plans for modifying the existing war surplus building for an administration building, which will include quarters for the CAA INSAC, Bonanza Airlines and a waiting and briefing room for air line passengers and visiting pilots respectively. An Architect will be employed to prepare plans, and it is estimated that the new quarters will not be ready for occupancy until approximately October 1. Allowing thirty days for equipment installation, it is evident that the INSAC cannot be commissioned before November 1, 1950 at the earliest.

Flight tests by the Flight Inspection and Engineering Branches on a site east of Lund, Utah were successful and indicate that a VOR range located in this vicinity will give adequate coverage between Lund and Delta as well as provide a course for a let-down towards Cedar City Municipal Airport. No commercial power is available within a reasonable distance. A VOR at Lund would not improve the airway coverage in the vicinity of Mormon Mesa; therefore, we propose to continue plans to install a VOR at Mormon Mesa and operate it as a range only.

Construction work in connection with the surveillance radar at Salt Lake and San Francisco, the grading for the additional runway at the Wells, Nevada Field, the ILS at Arcata and other work is proceeding on schedule. The relocation of the INSAC from Riverside to Ontario will be started on or about June 19.

The ILS at Arcata is back in operation. Both the localizer and glide path have been readjusted and tuned by the Maintenance Branch to meet CAA standards. Construction for the new standard ILS installation is substantially completed, and it is planned that all the portable equipment now in use will be replaced with permanent CAA equipment during the next six months.

At the request of Mr. Horne's office, arrangements are being made to continue the MOR facility at San Francisco in operation until October 1, 1950. The flight reports received from United Air Lines and Pan American pilots to date indicate that both San Francisco and Kahuku have course errors ranging up to 8° during daylight hours and that "night effect" increases these course errors during hours of darkness.

Installation of the consoles and modernization of the INSAC at Bryce Canyon were completed, and the crew is now engaged in relocating Riverside to Ontario. During the coming fiscal year, it is planned that two INSAC modernization crews will function, which will enable us to complete an average of two stations per month. We are still encountering delays due to non-receipt of equipment.

The flight check of the VOR range site for the Air Force at March Field was unsuccessful, and we have recommended the selection of a new site to the Commanding Officer at McClellan Field, who has jurisdiction. The flight check of the new site near Winterburg (Hassayampa) Arizona was successful. The portable VOR is being turned over to the Fourth Region for its use in picking one or two locations, after which it will be returned to us for flight checking sites already selected at Cochise and the modified site at Ukiah.

A new training schedule is being placed in effect in the Maintenance Branch which provides for one trainee from each District to attend each ILS and VOR Training Aids Class at Oklahoma City.

#### Legal Division:

The City of San Diego and one of our Airport Traffic Controllers at Lindbergh Field, are being sued in the State Superior Court by the Ohio Casualty Insurance Company for \$4,431.17 arising out of damage to an aircraft which, while landing, swerved off the runway and ran into an open ditch. The Complaint charges that the City was negligent in not posting proper warning signs and that the Controller was negligent in failing to give proper landing instructions. A Summons and copy of the Complaint were served on the Controller on May 29 and we have obtained the services of the local U. S. Attorney to defend him. The Assistant United States Attorney assigned to the case is considering requesting a dismissal of the Complaint with the view of having the case transferred to the Federal Court. The Controller has been advised that the U. S. Attorney will represent him in this litigation.

We held a hearing on our Complaint filed against Royal Air Service for alleged regularity of trips in violation of the authority granted under their Part 42 Irregular Air Carrier Operating Certificate. We established at the hearing the fact that over a period of twenty four consecutive days, twenty transcontinental trips were made between Oakland and Newark in the same airplane. The case is now before the local CAB Examiner for decision.

A hearing was held in connection with certain violations of Golden Airways and the CAB Examiner indicated at the conclusion of the hearing that he would revoke the Part 42 Certificate issued this company on the basis of the evidence submitted.

Safety Enforcement activities of special interest included:

Ranier Aircraft Service: This civil penalty matter for operation without a CAA certificate was sent to the U. S. Attorney for suit.

Republic Air Coach System: The U. S. Attorney advised this ticket agent that it incurred a civil penalty of \$44,000 for operating aircraft leased from Viking.

Mercer Enterprises: This commercial operator recently made his final payment in a civil penalty compromise. The operating certificate was previously surrendered.

Economy Airways, Inc.: Our recommendation was filed with the CAB, asking revocation of the non-scheduled operating certificate for failure to maintain an operating base.

Hearings on five other enforcement cases were held — three in Santa Monica and two in Utah.

Airports activities included the recent legal clearance of nineteen FAAP projects, participation in extensive sittings of the Grant Review Committee (FAAP Payments) and an appearance before State Board of Equalization personnel in Sacramento concerning alleged sales taxes involving the Landing Aids Experimental Station at Arcata.

#### Airports Division:

The Chief of the Division attended a conference in Washington of Chiefs of the Airports Divisions of all Regions. The program of proposed airport construction for fiscal year 1951 was submitted by each Region and fully discussed. The program for Region 6 is being approved as recommended.

The Project Funds records for the current program were examined and adjustments made to bring Washington Office records up to date with recent program modifications made by this Region.

Preparation of preliminary estimates for fiscal years 1952-53 was discussed and it was decided that each Region should submit in August, 1950, its best estimates as to what should be placed in these tentative programs.

Other principal items discussed at the joint meeting of the Chiefs of all Regional Airports Divisions were:

Relation between manpower available, assigned functions, and anticipated volume of work; it was concluded that a study would be made on a national basis to develop full information as to the problem of inspecting the large volume of construction now under way with the limited manpower available, and the relation between manpower limitations and increases in project costs.

Wage rate data coordination with the Department of Labor; the Assistant Solicitor of the Department of Labor advised that he expected they would be able to establish minimum wage rates for the various projects with less delay

than heretofore due to a recognition of the previous understaffing of the particular office concerned; discussion developed the fact, however, that recent legislation requires monitoring of contracts under Federal-aid Programs to ascertain that the Department of Labor rulings and rates are being complied with; this will doubtless result in some increase in the workload of the Airports Divisions of all Regions.

Coordination with the Department of the Interior as to delays in effecting Land transfers; the Washington Office will endeavor to arrange for improvement of our joint procedures with the Department of the Interior.

Coordination with the Bureau of Public Roads relative to airports affecting or affected by highways and assistance by the BPR in construction of airport access roads; it is planned that an official of the BPR, with a representative of our Washington Office will hold meetings in the near future in each Region with District Airport Engineers and BPR District Engineers in attendance to facilitate the handling of problems of joint concern to the two agencies.

On June 15, 1950, the Acting Chief, Airport Engineering Branch in company with the District Airport Engineer, SOCAL met with the ATA Regional Manager and UAL Superintendent of Technical Development for further coordination of FIDO plans with these agencies. It was pointed out by the UAL representatives that while it was the consensus that the current design of FIDO was adequate as a fog dispersal unit, research and development of fuel and burners with a view toward a more economical utility should be continued.

A conference was held on June 22, in which the Chief, Airport Operations Branch, the Airport Management Consultant, the Deputy Regional Administrator and the Acting Regional Attorney met with Mr. Dean Daily and his attorney to discuss his operations at the San Fernando Valley Airport.

Status of Program: Twenty-four Grant Offers totaling \$2,285,071 were issued. The District Airport Engineers are endeavoring to have all these Grant Offers accepted on or before June 30, 1950. Grant Offers were accepted for projects at Oxnard, Oreville, San Francisco, Watsonville, Flagstaff, Safford and Winslow. Amendments to Grant Agreements were issued for Phoenix, Trinity Center and Fortuna. Final payments were made on the two projects at Sacramento totaling \$20,459.49 as well as projects at Borego and Yuma. Request of payment of \$30,583.79 was received for the third project at Las Vegas. Notice was received that construction was started on the second project for the Amador County Airport at Jackson and on the Garberville project. Minimum wage rate data were requested for the project at Tonopah, Nevada.

#### Business Administration Division:

Procurement Branch: Bids were opened for rental of aircraft during fiscal year 1951. Only one location failed to furnish an aircraft with VOR in Category II, which was Santa Maria, California. According to Mr. Stone of USC School of Aeronautics, the reason for not submitting a bid on aircraft equipped with VOR was that the volume of business would not warrant the installation. Evaluation of bids will be completed Monday and awards made at that time.

Proposal 6-50-325 for installation of underground power and control cable and related work at Fresno, California, VOR Radio Range Facility was mailed to prospective bidders on June 22 and bids were opened June 29.

Proposal 6-50-326 for removal of lower fifteen feet of Fresno VOR Radio Range Tower and replacement of square antenna house with a round plastic shelter was mailed to prospective bidders on June 22 and bids were opened June 29.

Notice to proceed effective June 26 with construction of ASR System at Oakland, California International Airport under Proposal 6-50-274 was issued to C. Norman Paterson, Berkeley, California. The contract is in the amount of \$38,043 (EANF)

Seven bids were received in response to Invitation 6-50-292 for dismantling Buffalo Valley, Nevada, Intermediate Landing Field. (This invitation was readvertised) Low bid in the amount of \$300 was submitted by John H. Crawford of Winnemucca, Nevada. Notice to proceed with work effective June 28 was issued to Mr. Crawford on June 23, 1950. (S&E)

The bid submitted by Newbery Electric Corporation of Arizona in the amount of \$764.80 was accepted for relocation of engine generator, fuel tank and appurtenant parts at Yuma County Airport, Arizona. Notice to proceed with work effective June 28 was issued to contractor. (EANF).

The bid of Abbett Electric Corporation of Emeryville, California was accepted for installation standby engine at Oakland Radio Range Facility under Invitation 6-50-296. Item 1 of contract was deleted making the total amount accepted \$928.00. Notice to proceed effective June 22 was issued to contractor. (S&E)

All bids received in response to Proposal 6-50-308 for dismantling Bagdad, California Intermediate Landing Field have been rejected as Riverside County has requested that the equipment at the site be turned over to them for use in accordance with Civil Aeronautics policy. (S&E)

The only bid submitted in response to Invitation 6-50-310 for dismantling Secret Valley, California Intermediate Landing Field was rejected as it is planned to turn the facility over to Susanville for their use in accordance with standard practice. (S&E)

We have been advised that no further action is to be taken in connection with Proposals 6-50-307 (Construction and Installation work at Winslow, Arizona, Airport) and 6-50-313 (dismantling Cochise, Arizona, Intermediate Landing Field) on which no bids were received.

Bids for Proposal 6-50-311 (dismantling Deep Lake, Arizona, Intermediate Landing Field) were mailed to C. O. Mussack, Santa Ana, California, and H. L. Royden, Phoenix, Arizona. (S&E)

Notice to proceed with dismantling Grantsville and Fairfield, Utah, under proposals 6-50-299 and 6-50-300 was issued to T. Dean Udell effective June 28. Total amount of contract is \$1,190. (S&E)

Three bids were received in response to Proposal 6-50-271 for installation of ILS and Glide Path Building at Long Beach, California, Municipal Airport. Low bid in amount of \$2,556.96 was submitted by Lee Wilson. (EANF).

Property Management Branch: Addressograph plates have been out for the Airways Maintenance Technician Working Equipment master list. The lists will be printed and released to the field in the near future.

Aircraft Service Branch: 300 hour inspection was completed on June 30 on NC-34. All radio rewiring completed and cabin seats reworked and relocated to make room for cabinet. The aircraft is to be sent to Grand Central on July 10th for new headlining.

A 40 hour inspection was completed on June 23 on NC-336.

Accounting Branch: The annual travel orders for the fiscal year 1950 have been pulled and sorted by division and will be released shortly for review by the operating divisions to be used as a basis for issuing the fiscal year 1951 orders.

Regional Grant Review Committee held two meetings and authorized final payment on fourteen airport projects.

Project Audit Branch: During the week ending June 23, the following final field audits were completed:

Gibbs Municipal Airport (Montgomery Field ) - Project 9-04-033-904  
Yuma County Airport - Project 9-02-020-901

#### CAPITAL GLEANINGS

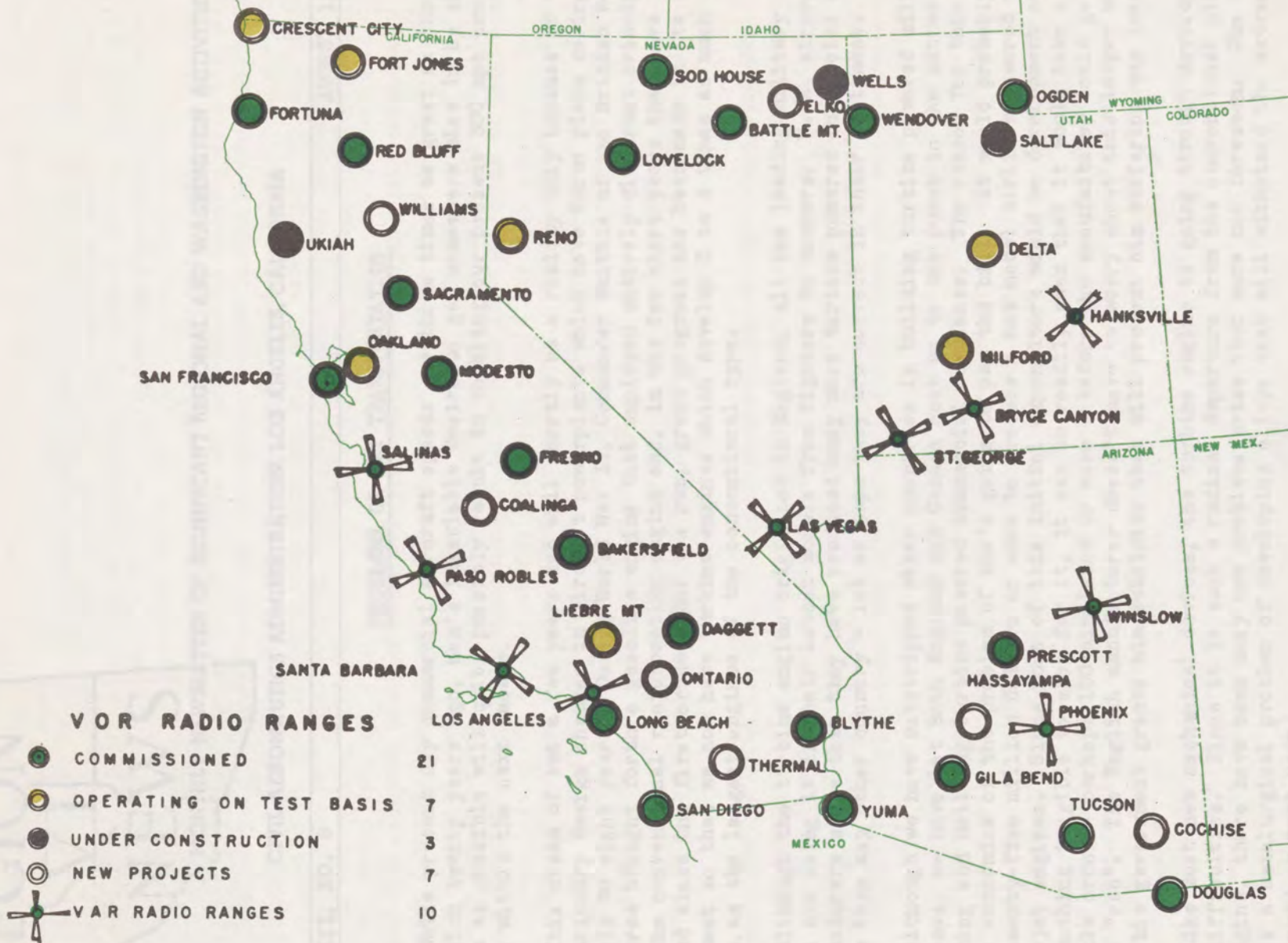
##### Taber-Thomas and Jensen Riders:

At the moment, it looks as if the Senate might reject the Jensen rider to forbid the filling of 90% of the vacated jobs in most agencies; reject the rider to require Federal employees to take their annual leave as it is earned this calendar year or lose it; and compromise the Taber-Thomas rider which would dismiss about 100,000 employees. These are House approved riders. Secretary of Commerce Sawyer has stated that, if passed, these riders would necessitate the discontinuance of 20% of CAA airways light beacons, closing of 16 airport traffic control towers and 15 Communications Stations, nationally.

##### Travel:

Travel regulations are being simplified and will give greater authority to administrative officials, reducing the number of vouchers now required.

CIVIL AERONAUTICS ADMINISTRATION  
SIXTH REGION - VAR AND VOR - RANGE FACILITIES



AS OF JUNE 30, 1950