REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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MOUNTAIN TOP OMNIRANGES

The VHF omni directional range (VOR) has been under development since 1933. After many modifications and refinements it was approved by both the United States Radio Technical Committee for Aeronautics and the International Civil Aviation Organization as the preferred short range air navigation aid. Short range, in this sense, means distances up to about 100 miles where the facilities are spaced along an air route as distinguished from the long distance aids provided for transoceanic and intercontinental air navigation.

When the Office of Federal Airways began the installation of VOR's following World War II, it immediately became apparent that the facilities could not, in all cases, be installed on ideal flat, level terrain and satisfactorily provide the route and area coverage required. Yet, when a standard VOR transmitting station was established on a high point in rough terrain in order to obtain coverage, it was often found that the radio waves were reflected in all directions, with the result that the pilot's indicator in the airplane continually fluctuated back and forth, giving no reliable course.

This was the situation which confronted us when we completed the VOR installation at Ukiah, California and made the primary flight checks on it. Inasmuch as this problem is most troublesome in the mountainous areas in the far eastern and far western United States, the Washington Office, the Technical Development and Evaluation Center and the First, Second, Sixth and Seventh Regions have each devoted a great deal of time, funds and effort to it over the past several years.

In the course of the continuing improvement of the VOR's, it had been found that placing the antenna array on a fifteen-foot tower, rather than the original standard thirty-foot structure improved the operation of the facility without decreasing its usable range appreciably. When we were unable to achieve satisfactory performance from our Ukiah site which was located on a mountain top some 4,000 feet above sea level and surrounded by the rough, rugged terrain of the coastal range, some of our Regional Radio Engineers reasoned that we might improve its performance by carrying this antenna lowering scheme to its ultimate - by having no tower at all, but placing the antenna array right on the ground. It was agreed that the natural height of a mountain would provide excellent distance coverage if we could

(Continued on page 7).

INTRODUCING ~ WARREN E. CAREY

DIRECTOR, CALIFORNIA AERONAUTICS COMM.

Biographical Sketch:

Born Urbana, Ohio, January 29, 1896. Schooling: Ohio Northern University College of Engineering; Flying Cadet, World War I, Col. Hq. Staff AAF, Office of Flying Safety, World War II. Oil Co. Engineer and Aviation Representative 18 years; CAB 3 years. Director of Aeronautics, State of California, 3 years. Commercial Pilot's License No. 969, Command Pilot AAF.

It is my sincere hope that this dissertation does not bring your new series entitled "Introducing - " to an abrupt end. Asking me to write on the subject of the California Aeronautics Commission is like asking a hypochondriac how he is feeling, or a proud young father if he has any children. The California Aeronautics Commission has occupied most of my waking hours for the past three years, and I have had some fine dreams on the subject too. However, I am still making a weak attempt not to bore my friends to distraction, and the administration and staff of the Sixth Region CAA are certainly my good friends personally and officially I am extremely grateful for the invaluable cooperation which has been extended at all times to our struggling infant agency. NOW - here we go - and this is serious business!

The California Aeronautics Commission was created by Chapter 1379, Statutes of 1947. The functions enumerated in the Act include the following:

(a) Further and promote the public interest in aeronautics.
(b) Encourage the development of private flying and the general use of air transportation.
(c) Foster and promote safety in aeronautics.
(d) Effect uniformity in laws and regulations pertaining to aeronautics.
(e) Enforce California laws relating to aeronautics.
(f) Develop a state-wide system of airports.
(g) Assist political subdivisions in developing aeronautical facilities.

With our present staff of fourteen, including the Director, (we don't mention that figure without the Director and we don't walk under any ladders or break any mirrors either --we need all the luck there is), it is no secret to anyone that we have a bear by the tail, but the Fates willing, we cannot and will not let go. (Continued on page 8)

der.

Regional Administrator's Column

The event of the month which probably caused the greatest surprise was the announcement that our Administrator, Mr. Rentzel, had been appointed Chairman of the Civil Aeronautics Board, and that our Deputy Administrator, Mr. Don Nyrop had been appointed Civil Aeronautics Administrator. The reaction we have had from the industry and from within the agencies affected has all been favorable. Insofar as the Civil Aeronautics Administration and the Civil Aeronautics Board are concerned, the new appointments should result in even closer working relationships than have prevailed in the past. Of course, we in CAA are sorry to lose Mr. Rentzel as our Administrator. On the other hand, he will continue to be associated with us in his activities as Chairman of the Civil Aeronautics Board. We therefore congratulate him upon his appointment, and say to our new Administrator, Don Nyrop, "We assure you of our continued support in all of the program areas of CAA."

At this time, perhaps a word is in order concerning military defense programs and civil defense plans. The Regional Office is negotiating with the Defense Sector Commanders of the Western Air Defense Force on the limitations to civil flying which would be necessary in the event of actual or imminent attack. As soon as the military requirements are known to this office, means for implementing them will be developed and instructions distributed to those concerned. Methods for distributing information to outlying airports will probably have to be worked out as a part of the program. Obviously, civil aircraft could be of tremendous value in the event of need for disaster relief. Some of these plans are being worked out in the States of this Region through the Civil Defense Councils. In the State of California, the California Aeronautics Commission has taken the lead in calling representatives of civil aviation organizations together for the purpose of initiating plans. These plans are still in the development stage, but when finalized will provide a means of controlling civil aircraft to the extent essential to the military requirements and utilizing their services to the maximum possible extent in connection with civil defense.

Something else you may or may not have heard is that our budget was finally passed by the Congress with some cuts to be applied to the Federal Airport Program and the EANF Program, but generally speaking the appropriations for our regular functions are sufficient to carry on at the present level.

ORIENTATION PROGRAM

Impressions of a Layman

When you are asked, as was your fellow employee, to attend the CAA employee orientation program on September 8 and 9, you are pretty excited. Especially since this has to do with airways operations, a subject of which you had only a vague notion. Of course, when you are also asked to write an article on it for the 6th Region News, your enthusiasm is dampened considerably, because your journalistic achievements are few and have never made the headlines.

However, you sharpen your pencils and proceed to the conference room with 23 other employees and listen to Mr. Marriott, who gives you the background for the program. He tells you of the idea conceived in this Region; that we would all be better representatives of CAA if we knew more about the work of the administration. The Washington Office, Mr. Marriott said, thought so well of this idea that it has been made a Washington project, eventually to be implemented by all Regions.

You listen to a brief discussion on traffic control by Mr. Brown of the Los Angeles ATC Center and learn about control towers regulating traffic on and off the airports, and about centers directing traffic between airports. Mr. Brown tells you about the "stacking" of aircraft in instrument weather which is extremely interesting. You never knew, for instance, that regulations provide that a plane coming into Los Angeles in this weather must "hold" above the Downey fan-marker and fly in a "race track pattern" at a minimum altitude of 3000 feet to wait for other air traffic to land. The next plane coming in flies at 4000 feet, the next one at 5000 feet and so on. This is "stacking". As soon as conditions warrant it, the Los Angeles Airport Control Tower takes over and instructs the plane at 3000 feet to make a direct approach for a landing. The other "stacked" aircraft in the meantime proceed, upon instructions, to the next lower altitudes. That explains why it often appeared to you as an airplane passenger to be such a long time between arriving over the Los Angeles area and landing at the airport.

Mr. DeAndrea, of the Communications Operations Branch, then tells you something about his shop, and you have an opportunity to listen to an actual weather forecast over a radio phone installation. You are amazed at the vast and efficient organization that maintains and operates this network of communications, and, as you go on, you begin to realize how very important it all is in safeguarding air travel.

A subsequent visit to the air traffic control center gives you a visual idea of the regulation of air traffic in flight between airports. You see how in inclement weather, when aircraft fly by instruments rather than by visual contact, each aircraft on a certain air lane is separated by altitudes or at the same altitude by time. You observe, for instance, that a DC-3 from Los Angeles to San Francisco is cleared at 10,000 feet altitude, leaving at 10:00 a.m. At 10:15 a.m. a DC-4 leaves on the same trip along the same airway. This aircraft is not cleared for the same altitude even though it leaves fifteen minutes later, because the DC-4, being a faster aircraft, will overtake the DC-3 en route. This aircraft is therefore cleared for an altitude at a minimum of 1,000 feet below or above that of the DC-3. All flight information on instrument traffic is recorded on a flight-progress board, which consists of metal strips located in slots designated by fixed points called "radio fixes", each strip representing an aircraft in flight, which shows the aircraft number, its destination, altitude, expected arrival at radio fixes en route. Durider.

the progress of the flight, the aircraft contacts each communication station at the radio fixes en route when it is over these stations, giving its altitude, location and estimated time over the next radio fix, which information is relayed to the center where the aircraft progress is charted. This procedure is repeated until the aircraft has finally arrived at its destination.

The next morning the group meets at the Los Angeles International Airport where it is divided into three smaller groups, and then you begin to find out what makes things tick in control tower operations, communications stations and the weather bureau. Your group climbs the control tower - some girls wishing for an elevator - and you observe the actual control of aircraft arriving and departing from the airport. You are impressed with the ease and calm efficiency in which the traffic controller goes about his duties, and you think that with the tremendous responsibilities that go with his job, you would go all to pieces were you in his shoes.

The second group has in the meantime, departed in the CAA DC-3 for a flight around the metropolitan area, and although the weather is clear, the approach of the aircraft is controlled by the tower operator through radar. This installation can locate an aircraft within a sixty-mile radius of the control tower. You see the DC-3 represented by a tiny white speck on the radar screen and you hear the radar operator give instructions to the pilot how to proceed to the touchdown point at the airport. You follow the aircraft on the radar screen, and you see it make the necessary corrections in its approach to the point of touchdown on the runway. The DC-3 has a loudspeaker installed so that the group, as passengers, can hear the instructions by the tower. At intervals, you hear the aircraft's distance from touchdown points, whether or not it is on the glide path, left or right of the runway, and so on, until you finally hear that you are over the runway, ready to land, and instructions to the pilot to take over. When you get out of the airplane, you can't get over the simplicity of this operation, but realize that years of hard work, research, study and pioneering must have preceded this wonderful aid to air travel, and you are proud of being a member of CAA which is doing so much to make this travel more safe.

The tour is concluded with a visit to the Weather Bureau Office and INSAC at the airport. You are informed that although weather forecasts are now used by farmers, growers, steamship lines, etc., it is aviation that first created the need for weather information, so that the weather bureau is in reality an outgrowth of aviation. The Communications Station at the airport is open twenty-four hours each day to serve the flying public. You learn that land line communications facilities in this station connect to eight teletypewriter circuits and five interphone circuits, in addition to four transmitting radio channels to aircraft and seven receiving channels from aircraft. The teletypewriters transmit at a speed of sixty words per minute. You find out how to file a flight plan and how important that is. How, in case of an accident, this flight plan, together with information from the enroute-communications stations, may speed the location of and aid to the aircraft.

So you come to the end of the tour and you heartily agree with Mr. Art Johnson, Chief, Airways Operations Division, that after having seen how CAA is constantly on the alert for the safety of the flying public, you need not feel squeamish in bad flying weather, for you know that the CAA boys on the ground are taking good care of you. Being employed in a clerical capacity yourself, you subscribe in full to the sentiments expressed by a member of the group, as follows: "This . . . . was indeed a privilege. The time and efforts of all personnel who carried out this program

are also appreciated. Many training programs have been and are in effect for the technical personnel. To my knowledge, this is the first program which has included the secretarial and clerical personnel. While we do not have the technical background of the men in our organization, yet I do believe that increasing our knowledge of the CAA through training programs will result in providing better-informed and therefore more valuable assistance to the staff and technical personnel."

Friends of Ralph E. Adams, Radio Engineer in the Engineering Branch of the Facilities Division were shocked to hear that he was stricken with a cerebral hemorage on Tuesday, September 19, and passed away at 2:00 p.m. Friday, September 22, 1950. Funeral services were held Tuesday, September 26 at the Ruppe Mortuary in Los Angeles.

Ralph started his government career in April, 1916, when he was employed as a Wireless Operator in the Lighthouse Service in Ketchikan, Alaska. In November, 1917, he entered the U. S. Navy and served until September, 1920. After leaving the Navy, he worked a short time for a private concern. In June, 1921, he was appointed as a Radio Operator in the Lighthouse Service and was stationed at San Francisco. He continued in this service as an operator until June of 1929 when he was assigned as Acting Radio Electrician. In March, 1931, Ralph was made a Senior Radio Electrician and since that time, held progressively responsible positions in Communications Engineering until his untimely death.

ACQUISITION OF STATUS UNDER EXECUTIVE ORDER 10157

On August 28, 1950 the President signed the Executive Order enabling certain employees of the Federal Government to acquire a competitive status.

Under the provisions of this Order, all non-status employees of the CAA (Except time sheet employees) are eligible for conversion to competitive status if the following conditions are met:

1. If they have served continuously in the competitive service during the two years preceding August 28, 1950. (Breaks in service of less than sixty days and/or time spent in the military service will not be regarded as a break in service.) Time spent in force account or time sheet positions cannot be counted as such positions are not in the competitive service.

2. If they have an efficiency rating of "Good" or better.

3. If they are recommended for competitive service by the agency.

4. If they qualify in a non-competitive examination which will be specified by the Civil Service Commission. Only <u>one</u> non-competitive examination will be given to each employee.

Employees on active military duty will be considered as being in an active duty status in their civilian positions.

The Civil Service Commission has not yet issued the regulations and procedures by which conversions will be made under Executive Order 10157, so information concerning the type of examinations which are to be used, the probable date by which conversions can be made, etc., is not available. It has been stated that approximately 50,000 Federal employees will be converted under the provisions of this Order. Therefore, in view of the large number concerned, it is believed that it will take at least twelve months to complete the conversion program.

MOUNTAIN TOP OMNIRANGES (Continued from Page 1):

just get the reflections out of the signal pattern. Obviously, with the antenna placed on the ground it would be necessary to grade off a flat smooth area for some distance around the antenna so that the signals would at least have a chance to get started straight in all directions.

This plan was suggested to the Washington Office and to the Technical Development and Evaluation Center at Indianapolis, both of whom agreed that it was worth trying. Calculations indicated that a flat area some 100 feet in radius around the ground mounted antenna should give us the results we wanted.

Accordingly, a contract was awarded for the dismantling of the existing transmitter and antenna tower and grading off the hill to provide the desired table top effect. When this was done, we moved in our portable VOR outfit which we use to check all new sites before going ahead with construction. The flight check of the rather radical set-up was made August 22 with a Sixth Region flight inspection plane and the results were all that we could ask for. Courses which before were bent and erratic were now straight and steady. Some minor reflections were still found at low altitudes over the rough surrounding terrain, but these disappeared at the instrument altitudes prescribed for the route.

The Washington and Indianapolis Offices were advised of the success of our unorthodox installation. Mr. Stuart and a party of his Engineers flew out in a Technical Development airplane to see for themselves the extent of the improvement since they had participated in the flight checks and analyses of the troubles in the original installation. Enroute, they also inspected the VOR at Malad City, Idaho where similar steps had been taken to make that facility operate on a mountain top site with equally satisfactory results.

We are now proceeding with a project to duplicate the portable set-up with the permanent equipment. The total cost of tearing down the original station, grading the site and re-establishing the new arrangement will probably amount to some $20,000. While this seems a great deal of money to put into one facility, it can readily be seen that the expenditure is justified when one considers the value of the information gained and the money which can be saved in future installations in the mountainous terrain of the Sixth Region as we continue to improve and extend our airways system.

INTRODUCING - Warren E. Carey (Cont. from Page 2)

On October 30, 1947, Governor Earl Warren appointed the first members of the Commission: Dr. Fred D. Fagg, President USC, Los Angeles, later elected Chairman; General John Felton Turner, Oakland Attorney, AAF veteran of WW II, present Chairman; Norman Larson, Pacific Aircraft Sales Corp, Burbank, prominent in NATA affairs; David G. Fleet, then Ass't. to President Consolidated Vultee, San Diego; Bruce Church, prominent grower-shipper of California vegetables, Salinas. Dr. Fagg and Mr. Fleet resigned at the conclusion of their first terms, and Earl D. Prudden, Vice-President, Ryan Aeronautical Corporation, San Diego has been appointed to succeed Mr. Fleet.

At this point, it might be well to state clearly what the purposes and aims of the Commission are NOT:

1. We will not usurp any of the prerogatives or duties of local planning agencies or duplicate their work.

2. We will not encroach upon the fields of Federal regulation.

3. We will not put the State of California into the State Airport business.

4. We will not enter into any phase of aircraft or air-carrier operation, except to secure facts needed to implement airport surveys.

To touch briefly on some of our more recent projects:

The Commission believes that its most important function under the law is in pl ning the orderly development of an adequate and permanent state-wide system of airports to meet the needs of the aviation industry which is daily becoming more important to the economic life of the State. To forward this program, the Commission released the "California Airport Study" last month. This is not a hard and fast plan, but rather it is a guide or target toward which we hope to work. It is our appraisal of the State's airport needs to 1955.

The first edition of the California Aeronautical Chart and Airport Directory was released the end of May. This one chart provides all information essential to air navigation over California. The Airport Directory section shows the type, location, elevation, runway data, services available and special attractions in the vicinity for a total of 548 airports and/or flight strips. (Adv.)

Another function of the Commission and one in which our Governor is particularly interested is the development of air cargo in California. The Commission is interested actively in a problem vital to air freight carriers serving this State, the development of an Eastbound air freight movement to balance a Westbound potential which is several times as great as present actuality. We believe that the perishable fruit and vegetable industry of our State will provide such an Eastbound cargo, since California can and does produce almost every type of agricultural product at seasons when these command premium prices on Eastern markets. We believe that California can produce a profitable backhaul load and bring into being the air cargo transport service so essential to National Defense, and we consider it a function of the Commission to assist in developing this business.

Early this month, we released the report, "Problems Affecting Air Cargo Development in California and their Relationship to the National Air Freight Industry". The report was prepared under Commission sponsorship by Mr. Harry E. Karst, Consultant, and reproduced by the Air Cargo Institute of California, a non-profit organization made up of representatives of all industries having an interest in air cargo advancement, the formation of which was sponsored by the Commission.

Other programs include liaison work with the agricultural aviation industry, since the use of aircraft in agriculture, both for rapid transportation and as an actual tool, is increasing each year and presents a vital opportunity for the development of aviation and agriculture; encouragement of a state organization of private flying interests represented by 50,000 pilots in the State; and presently, integration of non-scheduled aviation into the Civil Air Defense Program for California.

PERSONALITY OF THE MONTH

Maxine Crookston

Women in industry got a real shot in the arm right after Pearl Harbor. The CAA couldn't be outdone so we exploited the idea of staffing the centers, towers, and stations with women. Miss Maxine Crookston, Sr. Controller in the San Francisco Tower, is conclusive proof that the experiment was successful.

Miss Crookston's spendid record of achievement in the past eight years is a tribute to her intelligence, determination and probably, above all, a genuine love for aviation.

As a Sr. Controller, she is responsible for directing and supervising a staff of tower operators on a particular shift. Bystanders might wonder how a lady has managed to scale the heights in airport traffic control work - heretofore regarded as a man's assignment. Miss Crookston's comments at random might supply the answer:

"It was no surprise at all that I got into aviation. Since I was a small child, my sole ambition was to fly. My first dollar became a bit dark and discolored from being hidden away, but I finally brought it out and proudly purchased my first log book with it". (She soloed November 15, 1941, and every available hour since then has been devoted to flying. She now has over 500 solo hours to her credit).

Hers is a rather strange educational and vocational career. She excelled in scholastics at the University of Utah (Phi Beta Kapa with a major in, of all things, Latin). After a degree in 1936, she apparently hadn't received her fill of reading about Caesar's Gallic Wars, so she made use of a Newell Scholarship and went away to Standard U. She took an M.A. degree from the Palo Alto school in 1937. This training quite naturally led her to a teaching career in her native Salt Lake City. But Miss Crookston will hastily admit that this was just a temporary expedient.

Since employment with the CAA in July, 1942, her attitude toward the Administration and the role she plays in it is contained in her simple statement: "After spending so much spare time all my life watching planes land and take off, it is more than a pleasure to be able to do the same thing and get paid for it, not forgetting, meanwhile, the great responsibility attached to the work."

QUESTION BOX?

Q. With reference to Administrative Order 254, will travel expenses be paid on inter-region transfers providing the party has been at his or her present station for at least two years (24 months) and it is not a mutual transfer?

A. Ordinarily, between-region transfers are solicited primarily for the convenience of the employee concerned; therefore, any expenses involved in such travel would have to be paid by the employee. However, in certain instances, where the position concerned could not be filled by the application of the RPP or NPP, it might be to the best interests of the Government to effect an inter-region transfer. Each case of this type would have to be decided on an individual basis.

Q. If a position is advertised for bid, can it be assumed that there are no restoration rights privileges connected if not so stated on the advertisement?

A. Yes.

Q. In the event that I am promoted to a position vacated by an employee on military furlough, will I be restored to my former position at the time of restoration of the regular incumbent to the position?

A. Not necessarily. The current Regional policy enunciated in A.O. 133 provides that reduction-in-force procedures will be applied to effect personnel adjustments. This policy would have the effect of demoting the employee having the lowest retention standing in that particular grade level. The promoted employee would be reassigned to the position vacated by the individual selected for demotion.

Q. What disposition should be made of the original Government Bill of Lading upon receipt of the shipment?

A. The original Government Bill of Lading should be released to the handling carrier as soon as possible after receipt of the shipment. A signed Bill of Lading is an acknowledgement that the services called for have been performed by the carrier, and is required by the carrier in order to obtain payment for the transportation furnished. It is mandatory that payment covering transportation be made to the carrier within a period not exceeding ten days after delivery has been accomplished. Therefore, prompt handling of the original Government Bill of Lading is essential.

C. A. A. AUTOMOBILE ACCIDENTS ON DECLINE

Perhaps we should knock on wood, but, better than that, let's compliment CAA personnel driving vehicles during the present calendar year, since records reveal a sharp decline in the number of automobile accidents involving CAA vehicles.

A look at these records shows that during the first eight and one-half months of 1950, there have been fourteen accidents involving CAA vehicles, whereas in a comparable period in 1949, 31 accidents were reported and, in the same period in 1948, 29 accidents were reported. The total estimated cost of repairs for 1950 accidents is $1,496, which is considerably less than that for the past two years.

A breakdown of accidents reported in 1950 shows that six were caused by negligence on the part of the Government driver; seven were caused by negligence on the part of the private driver; and one was caused by contributary negligence.

While the majority of Government drivers are to be complimented, we are still concerned with the six accidents which were due to negligence on the part of the Government driver.

In making an analysis of these accidents, it is apparent that some drivers are not exercising the caution necessary to prevent accidents. In every instance of Government driver negligence, the accident could have and should have been avoided by the use of good judgment.

Some of the causes of these accidents are entering a curve at an excessive speed, improper passing of moving vehicles, stopping or rapid deceleration on a highway without moving over to the shoulder, failure to allow sufficient distance between moving vehicles and failure to ascertain obstructions when moving in reverse.

While our record for the calendar year 1950 is good with the exceptions mentioned above, it is believed that the accident rate can be further reduced.

Public opinion of our agency is formed to an appreciable extent by those of us who drive Government vehicles - we can best further and encourage aviation by careful and courtious driving. Let's make friends by our driving habits.

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As of May, 1949, official statistics reveal the following:

State	Pilots	Registered Aircraft
Arizona	5,300	1,150
California	58,000	10,500
Nevada	1,590	385
Utah	4,300	490
	69,190	12,525

HOW THE NEW FEDERAL REGULATIONS PERTAINING TO CONSUMER INSTALLMENT CREDIT (REGULATION W) ~~ AFFECT THE CAA REGION SIX FEDERAL CREDIT UNION

Regulation W became effective on September 18, 1950, and applies to all Credit Unions in the United States. The general provisions of the Regulation are as follows:

1. Loans to purchase automobiles (new or used), one-third down, a maximum of 21 months to pay.

2. Loans to purchase refrigerators, stoves, food freezers, washing machines, ironers, phonographs, vacuum cleaners, radio and television sets, sewing machines, 15% down, a maximum of 18 months to pay.

3. Loans to purchase home furniture and rugs - 10% down, a maximum of 30 months to pay.

4. Loans for home repairs, alterations and improvements - 10% down, a maximum of 30 months to pay.

5. On loans for regulated items costing less than $100, there is no down payment required.

6. Specific exemptions include: Loans for education, medical, dental, or funeral expenses, fire or casualty insurance premiums, purchase of real estate or securities.

7. The terms of the Regulation do not in any way alter the conditions of a loan made prior to the effective date of the Regulation.

8. If any loan is renewed, revised or consolidated following the effective date of the Regulation, the terms shall be such as to comply with the applicable requirements as if it were a new transaction.

9. Any loan fully secured by shareholdings of the borrower in the Credit Union is exempt, provided the share balance is maintained in an amount equal to the unpaid balance of the loan.

10. Loans to purchase Credit Union shares are exampt, providing the share balance is maintained at an amount equal to the unpaid balance of the loan.

It is not the intent of the Regulation W to destroy installment credit, but to regulate it so as to be in accord with emergency needs of our national economy. There will be no reluctance on the part of your Credit Union to continue to serve the needs of our members to the best of our ability and within the limits prescribed.

The above covers the general provisions of the Regulation but if any member has a specific question regarding a situation not covered here, please feel free to write or inquire at the Credit Union Office.

A CREED FOR PUBLIC ADMINISTRATORS

The following is an excerpt from the Report of the Commission on Connecticut State Government Organization:

Fundamentals that should find general acceptance:

1. We believe that our government is not an end in itself, but a means. Ours exists, not to perpetuate power, but to assist free men and women to live their lives peaceably, securely, and prosperously, in a free society.

2. We believe that our State government should be competent. It should do well the things it undertakes to do. The citizens have a right to expect that quality standards of performance should be economical.

3. We believe that our State government should be economical. Every State expenditure rests on collections from the people, now or in the future. The citizens have a right to expect that unnecessary outlays will be prudently managed, to yield full value for the dollars spent.

4. We believe that better organization - for responsibility, competence, and economy — is essential to a better government. Better organization does not automatically guarantee a wiser policy or a more capable administration or a thriftier operation. But it is clear from experience that none of these ends can be hoped for without it.

5. We believe, finally, that "public office is a public trust," not merely a way of making a living, or of serving the interests of special groups. We shall make recommendations by that standard.

INCREASED TAX DEDUCTIONS

The tax law recently passed increased the tax rate and provided that the withholding from the bi-weekly earnings would be increased effective October 1, 1950. The increase in deductions will be initially reflected in Pay Period No. 8 for the period October 1 through October 14 for which checks will be received on October 27. The deduction for tax will be increased by approximately 3% over the present deduction.

The new rate is applicable to all earnings received between January 1, 1950 and December 31, 1950, although the payroll deductions are not increased until October 1, 1950.

BLUE CROSS

Blue Cross membership in Southern California neared the 800,000 mark during the second quarter of 1950, with 52,307 new members representing a 7% increase during the quarter. The 89 Blue Cross plans across the United States and Canada boosted their total enrollment to more than 38,500,000. This means that 24% of the population of the United States are now members of Blue Cross.

SAN DIEGO:

INSAC: This is one of the few stations fortunate enough to be located at an airport which is well within city limits, making it easily accessible by personal automobile, scheduled public transportation or taxi; it is even walkable, in a pinch. The latter can be appreciated when the family car breaks down or during bus strikes, and lacking cab fare.

Even though we have become sort of attached to our operating room in the Administration Building, we are looking forward to new quarters in a modified building which the Harbor Department promises in the near future. In fact, we have been looking forward to this since -- 1944; the City having gone already through three blue print stages. Because of this, our console and allied equipment has been stored so long that it may soon have reached the end of its "shelf life".

In order that personnel can learn how to get both feet off the ground, a flying club was formed in May of this year. It's name, "WOXOF, Inc.", can be appreciated by anyone familiar with teletype weather symbols, and, in communicator jargon, it is still a pronounceable phrase. The local Chamber of Commerce notwithstanding, this best describes the night and morning low stratus which persists along the littoral and keeps members (of the VFR variety) grounded. The aircraft owned by the club is a Cessna 140, silver colored, transmitter on 3105KC; and, to personnel at air/ground positions along the route of flight on cross-country jaunts, the identification is NC77271. Even though the club is headquartered at the station, the eleven members are personnel from INSAC, APT, Weather Bureau, MTIC, AMT.

Tower: Within the files of the State of California are new non-profit corporation papers bearing (to the uninitiated) the mystifying title "WOXOF INC." 'Tis the name of a recently organized local flying club whose members represent the Tower, INSAC, ASDO, Weather Bureau and one outside the clan - the Airport Manager. The latter was admitted with due regard to the Hatch Act. That he had the necessary wherewithal also was a factor. Tower members are: Baber, Dunn, Krengel, Parker. Besides herding our Cessna 140 around the country, we are learning what makes it fly by "helping"? the A&E with the 100 hour checks. We are all breathlessly awaiting salary increases and tax reductions so that we may be able to purchase a four-place job. The last thought may be sung to the strains of "Beautiful Dreamer".

We are now securely housed (except for the pending installation of an air conditioner) in our new tower cab. After being cooped up in the tiny mobile unit for about 4½ months we have overcome our claustrophobia and are now developing whatever the opposite phobia is called. We are just knee deep in room. As Bud Spears puts it, "there's enough room now to have a ball". The drooling sounds are by discourtesy of the Los Angeles Tower.

MTIC: There has been considerable additional activity for the Maintenance Personnel at San Diego for the last several months. On April 10 the Lindbergh Tower personnel moved their base of operations from the Cab to a mobile tender below the Tower, all Transmitter frequencies were covered by VHF and LF equipment in a second tender. On May 18 Mount Laguna was decommissioned, Jamul received the MH Transmitter, and was placed in operation on June 30. The La Mesa Fan Marker was moved to Lemon Grove; on the 31st of July it was commissioned. Then on August 1 the east leg only of the San Diego Range was realigned from 255 to 263 degrees. During this period the Red Rock Fan Marker was decommissioned, transported to Barrett Lake and commissioned there on Sept. 7, completing the change of equipment and sites due to the realignment of the East Leg of the San Diego Range.

Everyone was happy that the exodus from MUG occurred before the disasterous fire in the Laguna Mountains which went through Pine Valley and to the edge of the Shrine Camp in Laguna Recreational Area. Happily, the main part of the Hilltop resort was spared any damage. The fire progressed to the fence of the new Jamul facility, but caused no damage.

The VOR control and power lines were placed underground for 750 feet to overcome irregularities reported by the Patrol Pilot when flying over the city of San Diego. On August 17 the Lindbergh Tower personnel emigrated from the Trucks to the new Tower, which was neatly equipped with all receiving and transmitting equipment remoted to the base of the Tower; the Tower personnel were overjoyed with the new cab after their long tour in the small crowded tender.

ASDO: A unique experiment in short haul aerial transportation is contemplated in San Diego County. Passenger pick-up and return service will soon be offered on an intra-county basis to persons desiring quick transportation from point to point within the County. Specifically, the operator plans to offer aerial taxi service upon call from any point in the county to any other point insofar as airports, private strips, or natural terrain will permit. Additional landing areas suitable for use by light planes are planned to afford adequate coverage.

Under this plan, a farmer in the Fallbrook area might phone for pick-up and transportation to San Diego, for quick purchase of a needed tractor part. A Piper Pacer would land within a few miles of his farm, and have him at Lindbergh Field twenty minutes later. He could then return immediately with the part with little time lost from his farm work.

Under other circumstances, he might elect to stay in town for additional shopping and return late in the day, in which case the airplane would be available during the interim for other calls. A charge of $5.00 to $10.00 per one way trip is contemplated. A central call agency in San Diego is planned. If successful, the operation will expand to include other counties within California.

A majority of tuna fishing boats which base at San Diego and go off on extended fishing cruises to Central American waters are now equipped with light seaplanes for spotting schools of bait and of tuna. The increased catch and the decreased time required to obtain a load of fish far out-weighs the cost of operation of the seaplane, resulting in a large increase in profit. Fishing crews are enthusiastic since each member of the crew receives a share of the total take.

Manufacturing Inspection: Consolidated-Vultee Aircraft Corporation is developing the Convair Turboliner from its standard commercial Convair-Liner for the Allison Division of General Motors. The ship will have two 501-A2 Allison turboprop engines rated at 2750 horsepower and weighing 1250 pounds each. Basically the power plants are jet engines with power directed toward turning a propeller. The fuselage floor is being reinforced to carry heavy loads, and a large cargo door, six by eight feet, is being designed in the aft part of the fuselage on the port side. The hydraulic system is being modified to incorporate means for operating this large cargo door. It will also be equipped with additional outer wing fuel tanks, and will have a distinctive paint job of white on top, red stripes on the sides, and aluminum color underneath. The first flight of the new Turboliner, which will be the first commercial turboprop in the United States, is scheduled for early fall.

Various members of the local and regional CAA offices have been following the progress being made on this Turboliner. It is planned that some of the Aircraft Factory Inspectors will attend a jet school at the Allison Division of General Motors in Indianapolis. R. J. Bowers, located at the Consolidated factory in San Diego, is scheduled to attend this school in October or November.

Consolidated-Vultee has also announced that it intends to develop an entire new airliner specifically designed to take fullest advantage of turboprop engines. This will not affect Consolidated's plans to provide kits for converting Convair-Liners now in service to Turboliners.

The Convair-Liner commercial transports have been approved to take off at a gross weight of 41,790 pounds. The first planes to be licensed under the new weight include eight now being prepared for delivery to Gardua Indonesian Airways and two ordered by Ethiopian Air Lines. The Turboliner will also be licensed at the higher weight. More than 160 of the 40-passenger, 300-mph transports now in service throughout the world can be licensed at 41,790 pounds after modifications. These include slight changes in the landing gear, minor structural additions, and installation of outer wing panels with integral tanks. The new wing tanks increase fuel capacity from 1,000 to 1,550 gallons.

Ryan Aeronautical Company is manufacturing three types of Navion now, including the Utility and Deluxe Model Navion-A's with Continental engine, and the Model Navion-B or "super 260 Navion" with Lycoming engine. The Utility model is the regular Navion-A without any "Extras" and the Deluxe model includes all "Extras." However, since the Model Navion-B was certificated last March, it has gained in popularity until now Ryan Aeronautical is concentrating on production of this model almost entirely and is putting out on the average of two a day.

SACRAMENTO:

Tower: The Sacramento Airport is literally being torn apart at the seams! Ditch-diggers, graders, drag-lines, trucks and engineers are falling all over themselves digging huge "Elephant Traps" on what was once our taxi strips and parking

area. The poor tower and city employees are tearing their hair, trying to direct and lead aircraft around such items as concrete pipe, ditches, drag-lines, trucks, etc. The eventual goal is a heavy duty ramp which will extend some 300 feet east of the present ramp.

Bids have been asked for installation of High Intensity lights for the instrument runway.

The I L S has been flight checked on channels "Y" and "U" and is now being readied for flight check on channel "Z".

MTIC: The increase in activity has kept the communicators and the Chief rather confined, but on occasion, the following events were noted. The State Fair gave us an additional burst of activity. Civilians and military flew in including a VIP, Admiral Clark, who flew in four times during the ten day festivities. The Centennial Committee and State Fair Officials beseiged the ACS with telephone calls on September 9, California's 100th birthday. The 600 lb. Centennial birthday cake was to be cut by Governor Warren at 2:30 pm. The California State Highway Patrol arrived here at 1:00 pm to meet his plane from San Francisco to find no plane and no information. The plane landed at 12:19, the Governor was whisked away to the Fair grounds and the cake was cut.

Speaking of gubernatorial matters, one of the communicators had to deliver a message to the pilot of Governor Warren's plane; rather than have the trip down the stairs wasted, it was suggested that the Governor's plane should be on a flight plan if only to answer the numerous requests regarding the Governor's ETA. The answer was "It caused a delay on rush trips!" That very day, the plane was forced down enroute to Los Angeles; the following day and every flight since, the Governor has travelled according to (flight) plan. We call this public relations!

The Naval Reserves have flight training in the area on week-ends and keep us hopping with their air activities. Glad to see them aloft. Does something for your morale.

Due to space restrictions at SAC, work had been started to convert the tower transmitting room into an office space for the MTIC and the lads. The latest news, however, is that the city is to start ground breaking activities with an eye toward building a new Ad building.

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING

September 11, 1950

Mr. Beerman reported on the Indoctrination Program conducted on September 8 and 9. He has received very favorable comments on these courses. Some of the participants feel that the program would benefit Branch and Division Chiefs.

I. Selection and Assignment of CAA Management Improvement Projects for Fiscal Year 1951

The 13 Formal Projects which have been selected by the Washington Staff, were reviewed individually. Primary responsibility for the majority of the items has been assigned to the Office of Aviation Safety and the Office of Federal Airways. It was suggested that if any of the Divisions have comments or recommendations on any of these projects, they be submitted to the Regional Administrator's Office for transmission to Washington.

Of the Informal Management Improvement Projects two have been assigned to Region VI. These are: "Item 19. Continue with Increased Emphasis the Region VI In-Service Training Programs in all Divisions, and Region Office CAA Indoctrination Program" and "Item 20. Determine Testing Technique to be used in the Regional Promotion Plan."

Each Division Chief was requested to follow through on the in-service training programs and to prepare quarterly progress reports. The first one of these reports should be made the first of January, 1951. The Indoctrination Program will be continued on the present monthly basis until all Regional personnel desiring to participate have done so. Three groups have been processed thus far.

The Executive Assistant and the Business Administration Division were assigned primary responsibility for working on the Regional Promotion Plan testing technique project. Mr. Bain was also requested to include the proposal to adopt a promotional appraisal system in the Regional Promotion Plan as a part of the above project.

II. In-Grade Transfers - Regional Policy

The proposed regional policy relative to payment of moving expenses for in-grade transfers was reviewed. The new policy is more lenient than the one previously in effect in that it permits in-grade bidders to transfer at Government expense provided they have been at their present station for a period of 24 months or more.

III. Filling Vacancies Resulting from Employees Entering Military Service

The regulations and problems likely to be encountered in connection with this subject were discussed. It was agreed that employees in the military service should be considered for each promotional vacancy for which they would be eligible, and if selected a paper promotion effected in order that there would be no question regarding the veteran's right upon his return to CAA. It was further agreed that an Administrative Order explaining clearly the regulations applicable to this entire situation be published.

IV. CAA Policy on Deferment

The Regional Administrator announced that the Regional Deferment Release Review Board had been appointed and that this Board was in the process of preparing a recommended list of key positions under Category 1A2. Each Division Chief will be consulted regarding the positions in his Division.

V. Airway Beacon Discontinuance Program:

A list of 35 beacons proposed for discontinuance in the Sixth Region has been prepared by the Facilities Division. It is now in the process of being coordinated with all aviation industry and pilot groups of which we have knowledge. Requests for comments have gone out through the Airspace Subcommittee, the Aviation Safety District Offices, and the Office of Aviation Development. The list is on the Agenda for the Airspace Subcommittee Meeting of September 22.

VI. Visual Aid Cabinet:

Mr. Beeman demonstrated the Visual Aid Cabinet which was prepared by the Aeronautical Center to show the operation of VHF radio and navigation aids in conjunction therewith. This aid is available to personnel for demonstration to aviation groups and in connection with indoctrination programs.

DIVISION HI-LITES

SAFETY OPERATIONS DIVISION:

Mr. John Templeton, Fifth Region, Agent in Charge, TWA, was at Regional and Los Angeles District Offices September 12, 13 and 14, 1950. While in this area, he accompanied TWA check pilots on several six months' checks with the purpose of comparing standards in this area with those in other regional TWA headquarters. On September 15, 1950, he departed for San Francisco for similar observations.

With the temporary closing of runway 25L at the Los Angeles International Airport, September 19, ILS landing minimums have been set at 300-3/4 for runway 25R due to absence of adequate approach and high intensity runway lights on runway 25R.

Commercial Operating Certificates were issued to Standard Airlines, Long Beach, and C & M Enterprises at Oakland, California. Both operators plan to engage in intrastate common carriage operations utilizing DC-3 aircraft.

The Operations Specifications of California Central Airlines have been amended to authorize the use of DC-4 aircraft on their scheduled intrastate operations under Part 45 between San Francisco, Burbank and San Diego.

Central Air Transport has transferred its irregular air carrier base of operations from Region One to Burbank. Personnel of the old Viking Company are now associated with Central Air Transport.

California Eastern, Oakland, California, has resumed operations under its Irregular Air Carrier Certificate and is currently operating two DC-4 aircraft in the Tokyo air lift.

Personnel of the Flight Operations Branch, collaborating with the Facilities Flight Inspection Branch, flight checked, ground checked and approved a new navigational facility at Nogales, Arizona. The facility is a privately-owned type "H", and, at the present time, will not be published. The use and control are primarily for Frontier Airlines.

There still is a large interest and several demands for Flight Radio Operator Certificates. One practical examination was performed in a Linee Aeree Italiane DC-6 type aircraft. The electronic equipment was of American manufacture, but th installation was comprised of several additional pieces which surpassed the minimum requirements for U. S. Flag aircraft.

A survey was made of all Aviation Safety District Offices in this Region to determine the reaction of Agents to the proposed changes in requirements for Airline Transport rating. The consensus was favorable for additional grades of ATR, but unfavorable towards lowering the requirements.

A new Flight Refresher Program for Aviation Safety Agents has been drawn up, as a result of comments made by Agents in favor of the training program completed June 30, 1950. In this program, each Agent was given refresher flight training of six hours each in C18S aircraft, consisting of range, ADF, ILS, GCA and OMNI. The new program, also consisting of six hours, will be less comprehensive than the first, but will emphasize the practical aspects of instrument flight, terminating with a three and one-half hour triangular ("round-robin") cross-country under the hood. The program will terminate June 30, 1951.

Arrangements have been made for all District Offices to reindoctrinate Agents, examiners and flight instructors in the new stall recovery program as soon as the aircraft is made available. Supervising Agents have been instructed to advise personnel in their districts and to arrange itineraries according to the dates on which the aircraft will be in their districts. In this way, a maximum use will be made of the aircraft.

Based on an abnormal rate of engine failures of operators receiving overhaul engines from the Oakland Aircraft Engine Service Company, an impartial survey of this facility was conducted by Agents from the Burbank District Office. This survey revealed many discrepancies in the practices used by the agency which, in all probability, were responsible for the failures. Sufficient corrective measures have been instituted which will enable the repair agency to provide suitable engines.

AIRCRAFT DIVISION:

The flight test program on the Northrop YC-125 is nearing completion. A meeting is scheduled to be held with A.M.C. and Northrop representatives to discuss the final phases of the CAA participation in this project.

Regarding the incident which occurred on August 21, 1950, on an American Airlines DC-6, the missing engine and propeller segments have been recovered. Preliminary indications are that the propeller failure occurred as the result of slight internal indentations, which resulted in stress concentrations and ultimate fatigue failure in flight.

Technical data regarding the Convair Turbo Liner are being evaluated. Consolidated-Vultee personnel advise that one engine is en route to the San Diego plant. A considerable delay may occur before the second engine is available.

Evaluation of the technical data pertaining to the Douglas Model DC-6A is nearing completion. It is expected that a TIA may be issued on this model in the near future. Technical data pertaining to the Douglas Model DC-6B is in the pro of being evaluated. A considerable amount of data on this project remains to be submitted.

Evaluation of the McCulloch Motors Corporation Model MC-4 helicopter is progressing rapidly. A Type Certification Board inspection of this Model is scheduled for October 10th.

Preliminary test stand investigations on the extension propeller shaft for the Baumann Model B-290 airplane have been completed, and preparations are being made for the start of the 150-hour endurance test early in October.

Development work on the Hermann Engineering Company's Model X-375 engine has progressed to the point where this project is expected to be ready for CAA endurance testing in the near future. At the present time, vibration and calibration tests are about to begin.

Very few data have been submitted to date on the Lockheed Model 1049 aircraft; however, the manufacturer is progressing rapidly on this project and it is expected that large amounts of data will be submitted early in October.

Engineering work on the Lockheed Model 1149 aircraft is under way at Lockheed; however, no data have been presented for CAA evaluation to date. It is expected that this project will become very active about the first of the year.

AIRPORTS DIVISION:

The Chief, Airports Division, inspected the principal airports in San Diego County, including those operated by the County, the City, the Harbor Department, and private operators. Consultations were held with local authorities as to the ultimate developments for the San Diego area.

The Chief was the guest speaker at a meeting of the San Diego Chamber of Commerce Aviation Committee attended by representatives of the City, County, State, the Military, the railroads, and aviation industry. The text of the speech set forth the CAA conclusions that Lindbergh Field would be required throughout the years of the forseeable future for miscellaneous and private operations, but that it could not be expected to continue to fulfill requirements as the primary air carrier terminal of San Diego; that a new air carrier terminal should be developed and that the area of greatest promise appears to be Montgomery Field (formerly Gibbs Field); that CAA studies indicate that a 7000' runway with reasonably good approach and turning zones can be developed parallel to the existing runway at that location.

In accordance with Washington's request, we have reviewed all projects not under contract in our current 1947-50 Program and re-analyzed the Tentative 1951 Airport Program to determine whether any projects can be eliminated, in the interest of saving critical materials and man power, which might be in competition with those required for national defense purposes. The Regional recommendation in this regard has been forwarded to Washington.

Three project applications were received which are being held pending Washington's approval of the 1951 Program: Red Bluff, Prescott, and Tonopah. Project Application for the $14,166 second project at the Columbia Airport at Sonora, California, has been processed, and the Grant Offer issued and forwarded to the District Airport Engineer. Other Grant Offers issued were for the first project at Tulelake in the amount of $7,917; the third project at Elko in the amount of $22,790; and the fifth project at San Diego in the amount of $3,861.

Grant Offers were accepted for the second project at Cedarville in the amount of $8,514 and for the fourth project at Sacramento in the amount of $56,503.

Amendment to Grant Offers were issued on projects 903 at Las Vegas and 901 at Bagdad.

Construction got underway for project 003 at Monterey; 802 at Oakland, and 002 at Yuba City.

On September 6 and 7, 1950, the Chief of the Engineering Branch, in company with the Chief, Facilities Engineering Branch, visited the Phoenix, Arizona, Municipal Airport for the purpose of inspecting the new airport control tower construction. At that time all of the steel work for the tower and Chief Controller's office was erected. The tower should be ready for occupancy between October 15 and November 1, 1950. Following the tornado-like storm of September 19, during which wind gusts of 90 M.P.H. were reported, a close inspection was made of the new tower and no evidence of distress was found.

Plans and specifications were approved covering the rehabilitation of facilities damaged during Military operations of the last war at the Los Angeles International Airport. Award of contract has been made by the City for a portion of such rehabilitation work.

The installation of high intensity lighting for the instrument runway at the San Francisco International Airport has suffered repeated delays due to nondelivery of equipment, particularly cable. It is now estimated, under a temporary hook-up, that the lighting on this runway will not be available until November 1, 1950.

Bids on the Los Angeles International FIDO addition project were opened on August 28 and a contract in the amount of $205,277.02 was awarded to Cannell & Losch, the low bidder. Notice to proceed was issued to the contractor effective September 12.

Bids on the Los Angeles International Airport Subway Project were opened by the Board of Public Works on September 13. Sixteen bids ranging from $1,583,478.10 to $2,358,676.67 were received. The low bid by Oberg Brothers Construction Company was 29.3 per cent below the engineer's estimate and appeared to be well-balanced. Accordingly, the District Airport Engineer's office concurred in the City's recommendation that a contract be awarded to this company. Authority was also given to issue a Notice to Proceed as soon as the contract has been executed.

On September 21, the District Airport Engineer, SOCAL, attended a meeting regarding the proposed location and Federal-aid construction of Furnace Creek Airport within Death Valley National Monument to serve this important recreational area and provide an airport suitable for use by Bonanza Airlines. This meeting was also attended by representatives of the California Aeronautics Commission, and Pacific Coast Borax Company, owner of the land comprising the proposed site. Representatives of the National Park Service and the County of Inyo were unable to attend, but furnished their viewpoint by letter. It appears that negotiations will result in a project sponsored jointly by National Park Service and Inyo County and/or the State.

The District Airport Engineer, NOCAL, attended the annual meeting of the Redwood Empire Association held at Hoberg's, Lake County, to participate in committee discussions on Redwood Empire airport planning and kindred matters.

On September 18, the District Airport Engineer, UTAH, met with City officials of Salt Lake City, at their request, in connection with partial failures of runway pavements at Salt Lake City Municipal Airport No. 1. As a result of the many related matters discussed, it was the consensus that operators and all other interested parties should be contacted in connection with the City Engineering Department's planning for remedial action. As a result, another meeting, which will be attended by representatives of all interested agencies, will be held at 2:00 p.m. on September 25. In general, it has been noted that project completion is progressively becoming a greater problem due to the delay in contractors' obtaining delivery on supplies, materials, and equipment - which are now in short supply.

The District Airport Engineer and Assistant District Airport Engineer, ARIZ, met with the Commanding Officer, Navajo Ordnance Depot, and city officials at Flagstaff, to discuss future program for the airport and possible assistance from the Army.

AIRWAYS OPERATIONS DIVISION:

Numerous conferences have been held between the Air Traffic Control Branch and Air Force representatives in connection with Air Defense matters. From these conferences it appears that work-load in centers, towers and INSACS may be materially increased in the very near future.

Mechanical Interlock Equipment has been installed in the Los Angeles Airport Traffic Control Tower and Los Angeles Air Route Traffic Control Center. This equipment is a device which automatically informs the tower or the center which altitudes are in use or vacant at the holding fixes.

Effective September 24, 1950, the Fresno Airport Traffic Control Tower will operate from 0800P to 0000P daily.

The Icelandic Trainees, Julius Johannesson and Stefan Linnet, who were assigned to this Region to complete their tower and radar training, have successfully completed all phases of such training. They received their instruction from the Burbank and Los Angeles Towers and are returning to New York approximately September 24.

W-380 has announced that the Bureau of the Budget has approved the reprogramming of funds in the amount of approximately $33,000 for the procurement and installation of three sets of VHF/ADF equipment for evaluation purposes. One of these units will be installed at a communications station to be selected in the Sixth Region.

A teletype circuit was installed between Los Angeles INSAC and Los Angeles Center to facilitate delivery of DVFR flight plans.

Lovelock INSAC was relocated to the tower cab on September 12, 1950. The console installation was completed September 15.

FACILITIES DIVISION:

VOR's - Invitations to Bid have been issued for the construction of a new range at Cochise, Arizona and contracts awarded for the lowering of power lines and other improvements at Oakland, Fresno and Bakersfield. Preliminary surveys have been made for the rebuilding of Needles VOR. Construction of the new range at Coalinga, California commenced September 13th.

The Division participated in further evaluation by Technical Development personnel of the graded mountain top site at Ukiah. It was the opinion of the group that the operation of the portable equipment justified the construction of a permanent range on the site. We are having the County remove the trees from the vicinity of the Crescent City facility since it is the consensus of opinion of our Engineering personnel that this nearby grove is mainly responsible for the malfunctioning of the range.

ILS - A second temporary localizer has been activated to serve Runway 25R at Los Angeles following the closing of Runway 25L on September 18th for repaving. Bids for the construction of an ILS at Santa Barbara will be opened September 25th. CAA markers and locators were commissioned at Arcata, replacing the improvised LAES equipment. Both markers and outer locator are now being installed at Ontario in advance of the localizer and glide path equipment to provide an interim approach facility. Sacramento frequency change to Channel Z is to be completed during the week of September 25th. Work is under way on the replacement of the Oakland neon approach lights with high intensity light units.

RADAR - New video maps have been received for Los Angeles PAR to permit service on Runway 25R. Installation and calibration tests will be conducted during week of September 25th. Structural construction for ASR is virtually completed at San Francisco, Oakland and Salt Lake City preparatory to electronic installation by General Electric Company.

INSACS - Console installations and improvements have been completed at Burbank and Lovelock. At the latter point the INSAC was moved from the ground floor up into the former Navy Tower. Construction work is completed on the Battle Mountain INSAC enlargement and we are proceeding with the console installation there and at Bakersfield.

GENERAL - Work has started on the installation of mechanical interlock between the Tower and Center at Salt Lake City. Plans are complete for the installation of ARTC air/ground communications on 120.3 mcs at the Oakland Center. This installation will be followed by similar facilities for the Salt Lake City and Los Angeles Centers. The experimental voice identification on the unattended Camarillo low frequency range is now in operation. Comments on this device would be appreciated. Repainting and structure and ground repairs have been completed at Bryce Canyon and Hanksville.

BUSINESS ADMINISTRATION DIVISION:

The Washington Standard Practice on Travel now indicates that Block 5 on the Form CD 29, Travel Order, should indicate a more appropriate description of the duties to be performed by the traveler and that the region should no longer use the stock phrase of "Performance of official duties, etc.". We are developing with the operating services some more or less standard descriptions of the purpose of travel to be used on our travel orders. These purpose descriptions would cover the normal functions performed by each class of traveler.

In a report to W-90 we certified that the Civil Service Registers presently established should adequately supply our recruitment needs for aircraft communicators, communication maintenance technicians, and air traffic controllers. The majority of our eligibles are in the age group which likely could be affected, but most of them have former military service and currently are susceptible to the Draft.

A Regional Personnel Officers' meeting has been scheduled for October 16 - 20 in Washington, D. C. A letter outlining the Region's suggested topics to be included on the agenda was sent to W-90 on Friday.

Four bids were received in response to Proposal 6-51-120 for power cable installation and replacement of wood antenna house at the Oakland, California VOR facility. Low bid in amount of $850.90, submitted by W. K. Company of San Leandro, California was accepted. However, notice to proceed will not be issued for thirty days. (EANF)

The two bids received for remodeling of the Bakersfield, California INSAC Quarters at the Kern County Airport under Proposal 6-51-125 were considered excessive; therefore, bids were rejected. (EANF)

Proposal 6-51-135 covering the readvertising of construction of a seven-car garage and incidental work at Hanksville, Utah was mailed to prospective bidders on September 20, 1950. Bids are scheduled for opening on Oct. 4, 1950.

Notice to proceed effective September 25, 1950 with the installation of the single row Hi-Intensity Approach Light System at the Oakland, California Municipal Airport was issued to Ets-Hokin & Galvan of Oakland, California.

The following audit reports were completed and submitted to the Regional Grant Review Committee for its determination:

Auburn Municipal Airport - Project 9-04-031-001
Redding Municipal Airport - Project 9-04-062-901 (Revised)

The transfer agreement conveying title to a beacon tower and other equipment located at the CAA Intermediate Landing Field at Secret Valley, California, was forwarded to the Mayor of Susanville, California, with instructions for removal of the property.

Efficiency Ratings:

Overhauling of the efficiency rating system will become effective in ninety days. There will be three ratings under the new system: Outstanding, Satisfactory and Unsatisfactory. Notice must be given to any employee to be rated Unsatisfactory, together with how to improve himself. An employee rated Unsatisfactory may appeal both to his Agency and to a Civil Service Board. The employee rated Satisfactory may have only one appeal, either to his Agency or Civil Service Board, but not both. An Outstanding rating must be justified in writing by the supervisor.

Personnel:

More appointments, transfers, etc., are now being made in Government than any time in months. This trend is expected to continue for some time. It is believed that an additional 500,000 employees will be hired as a result of the defense program.