



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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AERIAL LAW ENFORCEMENT IN  
LOS ANGELES COUNTY

A buzz-happy pilot was having a field day not so long ago, putting his aircraft through numerous maneuvers over a congested Los Angeles area. Soon a report was telephoned by an irate citizen to the Los Angeles Communications Station where it was relayed to the Sheriff's Office. Captain Sewell Griggers, Chief of the Aero Detail, was flying in the vicinity of the errant aircraft, and in a matter of seconds he had received the message by radio. Griggers soon spotted the playful pilot and gave him a signal to land. Following the violater down, Griggers taxied up, alighted, and completed what is now known in Los Angeles County as an aerial pinch.

Is this an ordinary incident? Is this the usual procedure followed by these sky policemen? The answer to both questions is "Yes". The Sheriff's Aero Detail is engaged in enforcing the provisions of the California Aeronautics Commission Act, particularly with respect to dangerous flying practices over far-flung Los Angeles County and heavily populated metropolitan Los Angeles. Mention of the word "County" may not convey the extent and scope of the law enforcement responsibilities falling to the Aero Detail. The picture may be presented statistically, however, when it is explained that over one-third of all aircraft registered in California are based in Los Angeles County. With 3,399 aircraft, Los Angeles County has more registrations than any of the 48 states, except Illinois, Michigan, New York, Ohio, Pennsylvania and Texas. In regard to aerial law enforcement then, it can be seen that Sheriff Eugene Biscailuz has a bigger job than many state governments.

Handling this job for the Los Angeles County Sheriff is Captain Sewell F. Griggers, genial Texan and noted pilot, assisted by Sergeants John Uzelac and J. P. Hackley. The Aero Detail operates two county airplanes, a Fairchild and an L-5. Robert Taylor, movie idol and private pilot, donated the Fairchild, while Clarence Brown, MGM Director, gave the L-5 to the Sheriff's Department. The two aircraft are equipped with two-way radio to all Sheriff radio cars, and U. S. Forest Service dispatchers. Communication is also maintained with a PT boat in Long Beach harbor, and a county lifeguard station at Hermosa Beach.

First in the nation, the Los Angeles County Aero Detail was formed in 1929. It came into being when Sheriff Biscailuz foresaw the tremendous impact the aviation industry would have on Los Angeles County. He knew the problems posed by a  
(Continued on page 5)

# INTRODUCING ~ SEWELL F. GRIGGERS

CAPTAIN, AERO DETAIL  
COMMANDER, SHERIFFS AERO SQUADRON

## Biographical Sketch



Texas-born Sewell Griggers realized an early ambition when, at 22, he learned to fly. He received his instruction in a Jenny of WWI vintage which was based on a Compton grain field. Instructor requirements in 1926 being almost non-existent, Sewell began teaching students after only ten hours solo time. He flew Jennies and Standards and smilingly recalls that he also gave instructions in the Tommy, a one-place ship, with the student sitting on his lap.

Sewell entered the law enforcement field as a Deputy Sheriff in the Los Angeles County Sheriff's Office in 1932. His prowess with the pistol later resulted in his selection to head up all firearm and tear gas training in the Sheriff's Department with the rank of Sergeant. In that capacity, he organized the Sheriff's exhibition pistol team which, over the years, has put on over 1800 exhibitions throughout the country. He can shoot a cigarette from your ear (with your consent) with his back to the target --yes he uses mirrors. Sewell was advanced to the rank of Lieutenant and placed in charge of the Sheriff's Aero Detail in 1941. Now a Captain, he is still in charge of the Aero Detail and also directs the arms proficiency training of over 1400 officers in the Sheriff's Department.

The Sheriff's Aero Detail, in cooperation with the Civil Aeronautics Administration, Civil Aeronautics Board, airport managers and operators, and private pilots, has been successful in reducing the number of aircraft accidents and air traffic violations in Los Angeles County.

We believe that most accidents are caused by poor judgment on the part of pilots who fail to realize the seriousness of acrobatics over populated areas, show-off buzzing and flight during marginal weather conditions. We of the Aero Detail devote most of our efforts, in cooperation with other interested agencies, to the removal of the causes of accidents and violations, rather than prosecuting after the fact.

The airplane is an effective means of transportation which is not only here to stay, but which will ultimately play an even more important part in the transportation picture. It is essential, therefore, that all of us give continued and earnest attention to those programs which will foster air safety.

The records of our office indicate that the first 700 hours of flight time are the hardest. They also show that 90% of all accidents investigated by our office have occurred to pilots having less than 700 hours flying time.



## REGIONAL ADMINISTRATOR'S COLUMN

There were two aviation conferences of special interest to the Sixth Region held during the month of October. The first one was in an adjoining Region. It was the Airport Management Conference held annually in the Fourth Region. This year it was conducted at Norman, Oklahoma on the North Campus of the University of Oklahoma. Mr. Rentzel was one of the speakers. He gave the conferees a general report of the accomplish-

ments of the Civil Aeronautics Administration during his regime as Administrator. This included the improved CAA-industry relationships which have come into effect during the last two years.

Other speakers at the conference were George Haddaway, Editor of Southern Flight; Bob Schmidt, Member of the CAA Airports Advisory Committee and Manager of the Tucson Municipal Airport; John Burke, Member of the CAA Airports Advisory Committee and Manager of the Oklahoma City Airport; Melvin H. Nuss, President, American Association of Airport Executives; Walter Betsworth, Member of the Airports Advisory Committee and Manager of the Waterloo, Iowa, Airport; E.G. "Slim" Kidwell, Manager of Central Airport, Los Angeles, California. All of these speakers and other participants on discussion panels contributed to a very successful conference.

The second conference was the Fifth Annual Arizona State Aviation Conference which took place in Tucson on the 26th and 27th of October. This conference was outstanding from the standpoint of the able speakers who were on the program. The program was divided into four general sections: Government in Aviation, Aircraft Manufacturing, Air Carriers, and Personal Flying. Two particularly outstanding speeches were given by Dr. Lee A. Ohlinger of Northrop Aircraft who spoke on "The Future of Atomic Powered Aircraft" and Mr. Harvey Stowers, representative of Aircraft Industries Association who spoke on "The Place of the Aircraft in our Military and Civil Economy."

Other excellent papers or talks were presented by Fred Lee, Deputy Administrator of Civil Aeronautics; George Haddaway, Editor of Southern Flight; Cliff Garrett, President of the Garrett Corporation of which Air Research is a Division; Earl Prudden, Vice-President of Ryan Aeronautical Company; Robert Ramspeck, Vice-President and General Manager, Air Transportation Association. The talent as well as the number of top ranking aviation officials in attendance who actively participated in the panel discussions, made this conference extremely worthwhile.

Another conference which is in prospect is the forthcoming Regional Administrators' Conference, slated for November 13, 14 and 15. Fifteen suggested agenda items have been submitted. Upon receipt of the final agenda, the items will be discussed with Division Chiefs to crystallize Regional recommendations.

## ADMINISTRATOR — DONALD W. NYROP

From CAB attorney newly-appointed in 1939 to Administrator of Civil Aeronautics in 1950 -- that is the success story of Donald W. Nyrop who became our brand new Administrator on September 19, 1950.

The eleven-year span is a significant one, spent in positions which gave this youngest of our Administrators (he is only 38) a well-rounded integrated background and training for his important position as head of the Government's civil aviation arm.



For three years he continued as attorney for the Civil Aeronautics Board until his appointment in January 1942 as Executive Officer to its Chairman. This position he left in September when he entered on active duty with the Air Transport Command, serving as Executive Officer for the Assistant Chief of Staff (Operations), Headquarters ATC until January 1946. For his outstanding service he was awarded the Legion of Merit, and released with the rank of Lieutenant Colonel.

Then followed in swift succession duty with the Air Transport Association, where he specialized in international policy matters; service as a member of the U. S. delegations to the 1946 and 1947 assemblies of the International Civil Aviation Organization; appointment as Deputy Administrator of Civil Aeronautics in August 1948; and now this latest recognition of his ability.

A meteoric career, indeed, for which our Nebraska-born (Elgin) Administrator had prepared scholastically, receiving in 1934 his B.A. degree from Doane College, Crete, Nebraska, and in 1939 his LL.B. from George Washington University, in the nation's capital. Sharing this career are his wife, the former Grace Cary, and 18-month old daughter Nancy.

Our new Administrator will receive our continued support and cooperation.

AERIAL LAW ENFORCEMENT IN LOS ANGELES COUNTY (Continued from page 1):

county claiming 80 miles of coastline, a fair sized range of mountains, a sizeable desert area, plus the largest potential population mass in the country. The increasing number of aircraft registrations signaled the day when regulation of their operation would be necessary. It was obvious to the Sheriff that aerial violations would have to be handled, in part, by aerial peace officers.

Captain Claude "Rosie" Morgan headed the Aero Detail from its inception to 1941 when he went on active duty in the Air Force, Griggers assuming command at that time.

While law enforcement is a primary objective of the Aero Detail, other important functions carried out by this intrepid group are search and rescue operations, assistance in locating fires and delivering fire fighters, directing operations from the air in case of floods, earthquakes, and other catastrophes. Missing small boats off the coast, missing aircraft, and a person lost in the desert are all sufficient to alert Captain Griggers and his energetic staff in conducting a thorough and complete search. Captain Griggers has become particularly adept in locating lost aircraft. When a report reaches his office, Griggers checks into the background, ability and flying practices of the pilot. He then determines the weather at the time of the accident and the last reported position of the aircraft, and after he has considered all these elements, he is able to pin-point the crash within a short distance from where it actually occurred.

An important adjunct to the Sheriff's Aero Detail is the Los Angeles County Sheriff's Aero Squadron, which was established in 1933. This group, commanded by Captain Griggers, is made up of a number of public spirited, highly trained and ideally qualified pilots and their aircraft who are called upon to assist in major disasters and situations beyond the scope of that handled by the Aero Detail. It has operated successfully in searching mountainous regions in the county for missing aircraft and lost persons. It has policed all major air events in the county, national and local air meets and races. Members of the Squadron serve on a strictly voluntary, non-compensated basis, furnishing their own aircraft and equipment. They are sworn in as Deputy Sheriffs and wear distinctive uniforms and insignia. They must hold current pilot licenses and must keep their equipment in readiness for immediate use.

Some notable members of the Aero Squadron are: Edgar Bergen, motion picture and radio actor; Clarence Brown, motion picture director; Warren E. Carey, Director, California Aeronautics Commission; Charles J. Correll, motion picture and radio actor; Don Dwiggin, Aviation Editor, Los Angeles Times; Paul Mantz, stunt flyer for motion pictures; Wayne Morris, motion picture actor; and Glenn E. Odekirk, Hughes Aircraft Executive. The CAA is represented on the Squadron by J. S. Marriott, Harold Bromley, Robert E. Dake, H. A. Hook, Frank Allen and James E. Read.

The Sheriff's Aero Detail is due much credit for carrying out one of the most extensive and successful aerial law enforcement programs in the country.

## HAPPY ENDINGS FOR PILOTS IN TROUBLE

It started out as a routine flight. The proud giant flying boat Caroline Mars, world's record holder for total passengers carried in a single flight, roared along on its four engines on a scheduled trip from Honolulu, T. H., to Alameda, California. The pilot complacently surveyed his instruments, leaned out the mixture and reached for more altitude. Suddenly the giant faltered in its forward speed, the number 2 engine feathered due to an oil leak. The pilot peered anxiously out at his remaining three engines, then spoke into his transmitter "Maintaining altitude. No assistance needed." Suddenly number 1 engine feathered; assigned altitude could not be maintained on the remaining engines and the Caroline Mars' position was still 658 miles west of its destination. Even further back to Honolulu. Nothing to do but limp in.

Tensely the pilot reported his position and requested escort aid. Immediately upon being alerted by the OFACS Communications Supervisor, a CAA team of experts was galvanized into action. Emergency conditions existed! The Army Air Force at Hamilton Field, the Coast Guard, and Navy Alameda Operations Office were alerted and advised of the situation. The Federal Communications Commission at Livermore was requested to guard the aircraft's radio frequency for possible bearings and advise OFACS of the aircraft's position in order that this information could be relayed to Rescue Aircraft and Surface Vessels. The position was fixed on the OFACS chart.

Exactly 12 minutes after receiving the emergency call, a Coast Guard B-17 and an Air Force B-29 were airborne and proceeding for the interception. Meanwhile, radiotelegraph was cleared of all aircraft except the ones connected with the emergency. In order that constant weather data would be available to the Mars, as well as the rescue ships, the OFACS Supervisor alerted all coastal radio stations for weather information and surf conditions and immediately relayed this information

Then came the alarming report from the distressed pilot, "number 4 engine malfunctioning--rough and popping. Preparing to ditch aircraft."

The Coast Guard Cutter Taney and two Naval destroyers were reported enroute to the scene of possible interception. The Cutter reported its position as being 70 miles east of the Mars. The pilot of the Mars and rescue aircraft were advised that the condition of the surf in the vicinity of Point Reyes was smooth and the wind calm. All aircraft proceeded to the vicinity of Point Reyes for possible ditch.

At last came the encouraging news that an altitude of 12,000 feet could be maintained and the Mars would proceed as far as possible before ditching. Finally it showed over the horizon landing in San Francisco Bay--with number 4 engine still running rough.

This little drama had a happy ending. Most stories like this do end happily with the pilot and his plane eventually reaching safety. We believe a lot of these happy endings are due to CAA teamwork, the aircraft communicators, and the traffic controllers.

Trouble does persist in happening. It may result from pilots trying to push through weather, structural failure, etc. During the period July through September, for example, aircraft communicators of the Region rendered emergency assistance to 17 aircraft involving approximately \$746,200.00 worth of property.

Space will not permit publication of their stories. However, the following participated during this period: J. C. Crance and Paul Eungard, Phoenix; M. L. Pollock and J. E. Milward, Winslow; D. R. Chase, C. H. Weidner, E. W. Hall, and L. E. McElroy, Douglas; A. S. Potter, Prescott; M. O. Dibble, Tucson; A. L. Byrd, Las Vegas; R. J. Vroman, Gila Bend; S. I. Rupprecht, Thermal; Leroy P. Pepper and J. C. Kuter, Long Beach; C. W. Tone, N. T. Brock, C. V. Critzer and L. A. Wallace, Fresno; Leroy Rundhaug and Jean Larson, Los Angeles; and M. W. Landes, Santa Barbara.

Weather, the bane of all aircraft operators, has always furnished the greatest single threat to scheduled on-time operations. However, the use of radar has lent a touch of magic to flight control, and is dispelling much of the inconvenience of inclement weather. To watch a radar operator bring an airplane in on a blind landing is an unforgettable experience. It only becomes real when, after tracking a plane down as a "pip" on the radar scope to a final landing, you look out on the runway and out of the fog looms a large four engine airplane taxiing up the runway.

But radar is not relegated to the corner for use only in foul weather. Let's follow the plight of a Stinson 41M which departed Los Angeles for San Diego on a VFR flight at approximately 1:40 a.m. PST.

At 1:52 a.m. 41M called LAX Tower advising that he had oil on his windshield and was unable to find the airport and that he was circling in the vicinity of a radio tower with "red lights on it".

The radar controller believing it to be the KNX tower checked his surveillance scope and located a target turning away from the airport about 6 miles south. 41M was instructed to "turn right heading 360 degrees." The target complied. 41M was then advised that GCA would vector him to the airport. 41M said he still couldn't see the airport. He was only 2 miles southeast at this time. GCA advised 41M of his position and that he would be instructed when to turn final. He then advised he had the airport in sight and that his engine was rough.

Emergency equipment was immediately alerted at this point. When 41M turned final approach 1 mile east, GCA advised him he was 400' to the left of the runway and he corrected accordingly. He again advised his engine was very rough and just as he crossed the fence he indicated he was "dead stick." Landing was made without mishap.

Comforting, isn't it, to realize that a ship or a pilot in trouble has a lot of people on his team.



## QUESTION BOX?



Q. Does Paragraph 2449 of the Standard Practice apply to transportation of household goods and personal effects between points within the continental United States as well as outside the continental United States?

A. Paragraph 2449 of the Standard Practice does not apply to household goods or personal effects shipped between points within the continental United States. The itemization called for is required only when the Government is making direct payment to the carrier or vendor in connection with a shipment of effects being shipped either to a point outside the continental United States or from a point outside the continental United States or between points outside the continental United States.

Paragraph 2422 of the Standard Practice indicates the information required in support of a claim for reimbursement for goods shipped between points within the continental United States.

Q. I am an Aircraft Communicator and obtained an eligible numerical rating for a GS-6 position. Am I considered for GS-6 vacancies in Airport and Air Route Traffic Control?

A. You will not be considered for vacancies under the Regional Promotion Plan by virtue of such eligibility. Consideration will only be given under the RPP if you apply for the specific advertised position.

The eligible rating on the Traffic Controller Register will only be considered when we are recruiting for outside eligibles after combing interested candidates within the Region.

Q. Under the revised A.O. 251, dated July 18, 1950, who is required to submit a Form ACA 1261, Notification of Travel?

A. All holders of annual travel orders whose travel order designates them as "intermittent" travelers are to submit Form ACA 1261. If the intermittent traveler can reasonably estimate the cost of his travel for his voucher month, he may submit the Form 1261 for the full voucher month. If such monthly Form 1261 is submitted and there is a substantial increase or decrease in the cost of travel, an amended Form 1261, covering the full cost of his travel for the voucher month, should be submitted.

Persons traveling infrequently, should submit Form ACA 1261 covering each specific trip only. The amount to be indicated on the Form ACA 1261 should be inclusive only of per diem, incidental expenses, commercial travel costs, and cost of travel by privately-owned automobile. The estimated cost of operating a Government-owned vehicle or airplane should not be included.

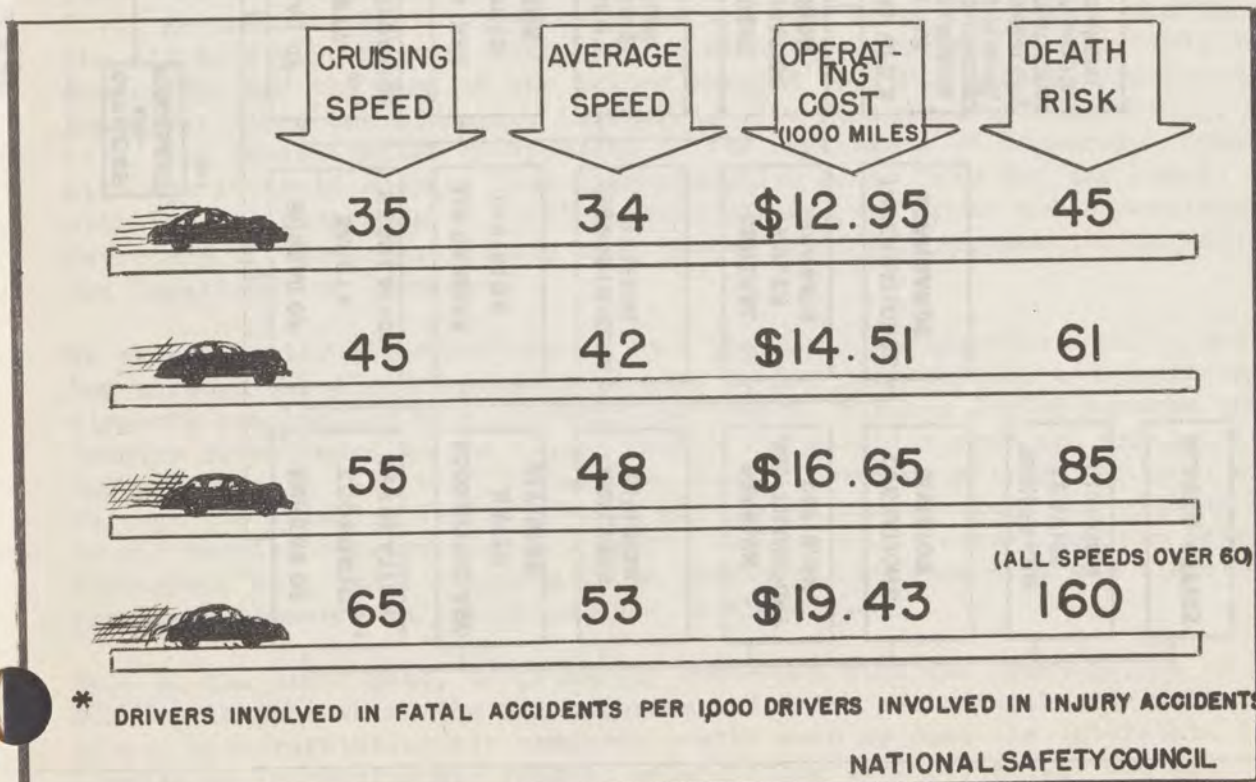
I have been asked to offer suggestions as to the means by which we can reduce aircraft accidents. My suggestions can be briefly summarized as follows:

1. Continued emphasis on the flight training given to student pilots.
2. The effective screening of applicants for the private pilot's license to eliminate those who do not demonstrate acceptable proficiency.
3. The inclusion in the student pilot curriculum of one hours' instrument flying in order to convince him of his inability to fly safely under instrument conditions.
4. The continued emphasis by operators, flight instructors, flight examiners, and CAA Agents on the hazards involved in unsafe flight practices, such as buzzing.
5. Education to increase the private pilot's awareness of the facilities available to serve him which will provide him with adequate weather information, assistance in flight plans, and advice on the condition of airports, etc.

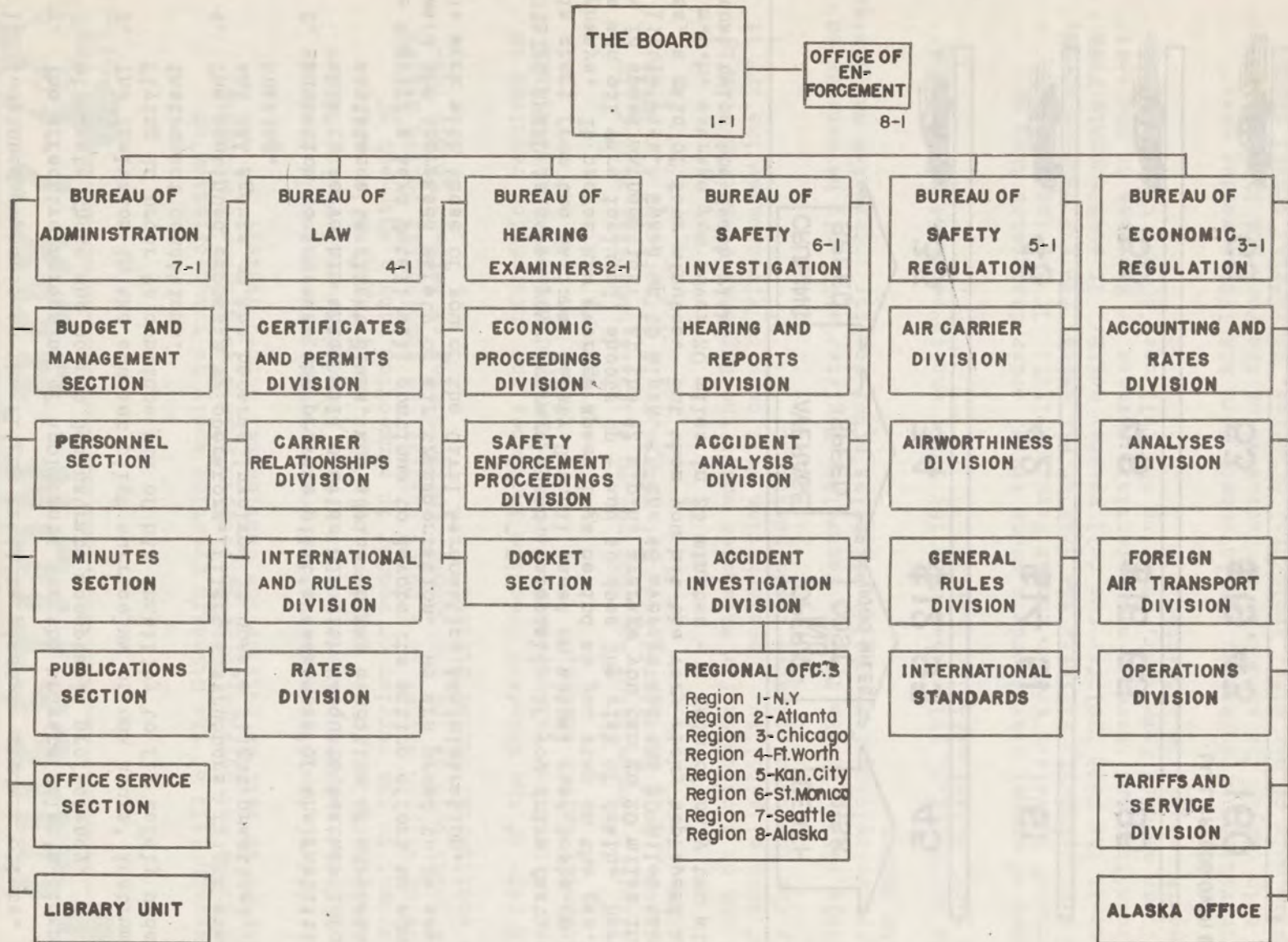
The Sheriff's Aero Detail will continue to devote its entire effort to contributing toward the increased safety of air transportation. We are proud to be associated in this work with those of you of the Civil Aeronautics Administration.

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CRUISING SPEED is never your average speed, especially if you drive fast, as shown by this chart from the National Safety Council based on actual road tests on rural Iowa highways. It proves how average speed lags behind as you step on the gas. Cost (only gas and oil were included) shoots up —and so does the risk of death. Here is a lesson in speed mathematics: At the 42 m.p.h. average you can go 20 miles in 29 minutes — little risk. Speed up 10 m.p.h. to the 48 average and the 20 miles takes 25 minutes, a gain of four minutes. But when you hit the very risky top speed of 65 for a 53 m.p.h. average you cover 20 miles in 23 minutes — a gain of only two minutes at almost twice the death risk!



CIVIL AVIATION BOARD



## THE C.A.B. STORY

Just as we congratulated Mr. Nyrop on his appointment as our new Administrator of Civil Aeronautics, so must we also congratulate former Administrator Rentzel upon his appointment by the President as Chairman of the Civil Aeronautics Board. And because of the significance of this appointment--which means that for the first time in the history of the two organizations a Board chairmanship has gone to a Civil Aeronautics Administrator--let us review a few of the more important aspects of the Civil Aeronautics Board--its origin, its relationship to CAA, its role in the aviation picture.

It was not until 1926 that a Federal Agency, the Bureau of Air Commerce, was first established to concern itself solely with the budding newcomer to transportation--the airplane. For twelve years this Bureau pioneered with the new industry. Then in 1938 the Civil Aeronautics Act was passed, and the Bureau was replaced by the Civil Aeronautics Authority. The new Agency was comprised of a five-member Authority whose function largely was regulatory and covered substantially the whole field of civil aeronautics, an Administrator of Civil Aeronautics responsible for establishing, maintaining, and operating the civil airways and all air navigation facilities located thereon, and an Air Safety Board charged with investigation of aircraft accidents, reporting to the Authority on their causes, and recommending adoption of measures designed to prevent recurrence.

Aviation continued to expand and grow to such an extent that it became obvious that the needs of the industry best could be served by segregating and separating the multiple functions of this Authority into two separate bodies, each specializing in certain fields. Hence, two years later, in June 1940, Reorganization Plans III and IV performed this cleavage and the Civil Aeronautics Board and the Civil Aeronautics Administration as we now know them were born. The functions of the Air Safety Board were consolidated with the functions of the Civil Aeronautics Authority, and the name of the latter changed to Civil Aeronautics Board. To this Board was given the authority to exercise its functions of rule making, adjudication, and investigation independent of the Department of Commerce. However, although it could operate thus independently, under this Act the Board, together with the Administrator of Civil Aeronautics who was under the supervision of the Secretary of Commerce, jointly constituted the Civil Aeronautics Authority within the Department of Commerce.

We have a pretty clear picture of what the Civil Aeronautics Administration does; how through the Airport program it aids in the construction and improvement of airports and landing area; through the Federal Airways System assures that maximum service is extended to the flying public via establishment and maintenance of air navigation aids (air traffic centers, towers, communications stations, etc.); and through the Aviation Safety program encourages and develops the highest standards in air carrier construction and flight techniques to assure maximum safety. Throughout all, CAA's emphasis is on safety and service--its aid thereto and enforcement thereof--on the ground and in the air.

CAB, on the other hand, is primarily concerned with the promulgation of the Civil Air Regulations which the CAA enforces and which are often based on CAA recommendations; with regulating air commerce pretty much as does the Interstate Commerce Commission (approving air routes, establishing tariffs, etc.); and with the holding

of hearings on safety enforcement proceedings. It thus acts in turn as a legislative, administrative and a judicial body.

Whereas the CAA has three principal operating service groupings, the CAB has five. Briefly described are the following which function primarily in the Washington office: The Bureau of Law, concerned with advising and representing the Board on all legal phases of economic and safety regulatory activities, and performing the Board's work in connection with the International Civil Aviation Organization; the Bureau of Safety Regulation, concerned with analysis and recommendation to the Board of the adoption of safety rules (Civil Air Regulations); the Bureau of Economic Regulation, concerned with mail rate determination, prescribing rates and practices and advising the Board on other matters related to the economic status of air carriers.

The other two Bureaus, Safety Investigation and Hearing Examiners, however, have Regional Offices pretty much like those of the CAA; and inasmuch as we are perhaps more personally associated with these, we shall dwell upon them at greater length and illustrate this relationship.

It is with the Accident Investigation Division of the Safety Investigation Bureau that the CAA works so closely when an accident occurs. To illustrate: in the event of an accident, the CAA must determine whether the aircraft and pilot were properly certificated, whether the navigational facility in the area was working properly, and whether a Civil Air Regulation was violated. From that point on, the CAB takes over and assumes responsibility for the investigation. Hearing Examiners are sent from Washington to conduct hearings, to establish all facts regarding the accident, and to determine its probable cause. Observe again that the CAA supplies the technical advice, determines whether violation is involved, while CAB determines the general cause.

It is interesting to note that the investigation of the Bryce Canyon disaster in 1947 required the official services of approximately 55 people, including CAA operations, maintenance, factory and engineering personnel; FBI agents; Douglas Aircraft Company engineers; personnel of the Bureau of Standards; the University of California and special test laboratory personnel; and pertinent data from communicators and controllers.

The Safety Enforcement Proceedings Division of the Bureau of Hearing Examiners as previously mentioned also maintains a Regional Office with which CAA works closely. It is this office which is responsible for the conduct and disposition of all formal proceedings regarding issuance, amendment, suspension, and revocation of airman certificates or of any other certificates issued by the CAA.

To illustrate this activity also: The Hearing Examiner acts only upon complaints submitted to him. Practically all of these, locally, are initiated by the CAA, although anyone is permitted to file complaints, and deal for the most part with violation of Civil Air Regulations by pilots. Upon receiving a complaint, the Hearing Examiner submits the charges to the person concerned and requests that he answer them, stating whether he desires a hearing. If the violator does not request a hearing, the evidence submitted by the complainant and that submitted by the violator are adjudicated by the Hearing Examiners and a decision made as to the penalty to be imposed, if any.

When the violator requests a hearing, the Hearing Examiner sets the date and the place of the hearing. The complainant and alleged violator then present their evidence. When the CAA is the complainant, the Regional Attorney represents the Administration.

After hearing all the evidence, the Hearing Examiners make a ruling in the case, either verbal or written, depending upon the complexity of the violation. Approximately 75% of the complaints received are settled without a hearing, although one may be held if requested by the alleged violator.

Also, in certain cases when the CAA refuses to issue a certificate to an individual or concern, an appeal may be presented by such persons for adjudication by the Hearing Examiners.

We return to Washington to round out the picture of CAB and there find the other important section of the Bureau of Hearings Examiners, the Economic Proceedings Division. This is the Division which assigns Hearing Examiners for hearings on all formal economic proceedings, prepares decisions for Board approval in all economic hearings other than those for fixing of mail rates, and participates in proceedings for the fixing of passenger and cargo rates.

And finally to the Board itself--five members--all appointed by the President with the advice and sanction of the Senate, with the Chairman and the Vice-Chairman designated by the President. It is this five-man Board which incorporating within itself the three-fold functions on which our Governmental system is based, acts in turn as an executive, a legislative, a judicial body, in determining action on findings and recommendations of its Divisions, reaching these decisions by majority vote.

It is to head this important body that the President saw fit to appoint our former Administrator. With Mr. Rentzel as its Chairman, we know that the Civil Aeronautics Board, like and with the Civil Aeronautics Administration, will endeavor to make even more effective its service to the aviation industry.

#### PERSONALITY OF THE MONTH

##### Thomas Flaherty

If you're interested in watching Tom Flaherty's eyes sparkle, call him aside and prompt him into a discussion about his experiences as a crop dusting and barnstorming pilot way back when. The tall, angular Chief of the Airports Planning Branch gives the impression of being rather quiet and retiring but when the conversation focuses on some of the adventures with early day flying machines like the Jenny, the conversation begins to blossom.

Like many of the first generation of pilots, Flaherty got the flying bug in World War I while in the Aviation Signal Corps. After his discharge in June 1921, he followed aeronautics as a profession. From 1922 to 1927 he barnstormed throughout the South and Southwest earning his bread 'n butter with his trusty Jenny. He admits that it wasn't too trusty on occasion, however.

"Crackups? Sure, I had a lot of those, but we shouldn't mention those in here, should we?"

Crop dusting? Flaherty had a lot of experience at that during the early 1930's. Down in the deep South, where Cotton is king, cotton dusting by use of airplanes was quite a common thing. Flaherty admits that their techniques and attachments weren't quite as fancy as they are today, but they managed to get rid of those destructive boll weevils. The J-5 Pitcairn was the most popular plane used for the dusting operation in that era.

Flaherty entered Federal service in 1934 as a Check Pilot on aeronautical charts. With the aid of a cartographic engineer and an engineering draftsman, he personally checked 16 (of the 52) sectional aeronautical charts prior to their going to print. He can spot almost every river, map, sand dune or what have you throughout the South and Southeast, the Pacific Coast and along the Canadian Border. This was a part of the first complete aeronautical map made of the continental United States.

His job quite naturally led into various positions throughout the midwest as an Airport Advisor and District Airport Engineer. In 1939, he was named as Superintendent of Airports in the CAA Fifth Regional Headquarters at Kansas City.

Before coming to the Sixth Region in October 1949, he held assignments as Chief of Aeronautics at Lambert Field, St. Louis, and Superintendent of Airports in the Ninth Region, Honolulu.

He is married to the former Sybil Murphy, a native of Wales. They have two children, Jeanne 27 and Robert 23. Also, there is a granddaughter, Patrice, age 2.

Flaherty is a member of the Quiet Birdmen, Wings Club, Inc., American Legion and the Flying Alligator Club. Water color painting and golf take up the majority of his time while not engaged in some phase of aeronautics.

#### THIS CAN HAPPEN TO YOU

The following three case resumes of CAA accidents are illustrative to observe three very simple but essential elements of sound driving technique: Alertness; Wise Choice of Speed; and Consideration for Others.

#### CASE I

A private automobile entered the intersection, signaled, and stopped for left turn. Stop was made due to incoming traffic. Federal vehicle approached at approximately twenty-five miles per hour, struck the private automobile in the rear.

Federal driver stated that he had dropped some papers and a pencil from his lap onto the seat beside him. He took his eyes off the road to pick them up. When he looked

up, the private vehicle was only a few feet in front of him preparing to make a left turn. There was not sufficient time left to apply brakes or turn vehicle in effort to avoid collision.

Cause: Inattention

Total Damages:        Government Vehicle:    \$315.00  
                         Private Vehicle        :        36.00

#### CASE II

Federal vehicle returning from Facility late at night. Approached sharp turn in road at speed of approximately forty-five miles per hour. Vehicle skidded on gravel; driver surrendered control and vehicle overturned.

Cause: Excessive speed on gravel road--poor judgment. Speed should go down with the sun.

Total Damages:        Government Vehicle:    \$500.00

#### CASE III

Federal car proceeding down City street followed immediately by privately-owned truck. The Federal car abruptly slowed speed preparatory to making left turn; no signal was given. Private truck collided with Federal car inflicting severe damages to both vehicles.

Cause: Failure to signal intention.

Total Damages:        Government Vehicle:    \$ 60.00  
                         Private Vehicle        :        100.00

#### IN FAIRNESS TO THE CAA

Friends of aviation should waste no time in making it plain to Congress that any enabling legislation providing for mobilization should hold the Civil Aeronautics Administration intact as an organization.

While we hear some objection to the proposed militarization of the CAA, particularly from some sectors of civil aviation and from the airlines, it should be obvious on more careful consideration that actually such a step can operate to preserve the CAA and prevent its destruction.

Unless some such plan is followed, the military in time of emergency would quickly take all CAA technical personnel, either by calling such men to active duty or by offering commissions to those not in the military reserves. The remainder

would be called in the draft, with only the possible exception of those men over the age limit. This could only result in disintegration of the CAA as an organization.

In such a situation, the military would of necessity have to take over the operation of vital CAA facilities. CAA people would be scattered throughout various military commands, and in many cases probably would be assigned to duties in the military which were not in keeping with their experience and qualifications. Thus, in the over-all picture, there would be a tremendous loss in efficiency and manpower.

Some reserve officers say frankly that their efforts in the last war were almost wasted, compared to the good they could have done by staying on their CAA jobs.

In the last war, top military leaders recognized the importance of the CAA objectives to successful military operation. With new developments and new strides in aviation, improvements in CAA facilities in airways operation and the increased volume of traffic, it is obvious to military leaders and to civilian branches of the government that the CAA's functions are now more vitally important than was the case in World War II.

To permit the CAA's present operations to collapse, compelling the military to take them over and reestablish them in time of emergency, plainly would work to slow down any war effort and increase costs and loss of manpower.

It should be preferable to everyone involved to continue the operation of the CAA in wartime, with the same people merely changing their clothes from civilian to military garb.

Some may say, "Why single out the CAA for militarization, when many other government agencies are equally important." The answer to this is that the CAA in time of war is almost entirely a service organization for the Air Force. Civil aircraft manufacture ceases. Civil airports have to be designated and controls established for civil aircraft movement and identification. In the last war, military air traffic was approximately 90 per cent and private flying, only 10 per cent. All air navigation facilities and traffic control thus were 90 per cent for the military.

In World War II, the CAA built airports for the military. It conducted civil pilot training for the military. Air navigation facilities were constructed at home and in foreign countries for the military. Bombing ranges, danger areas, training areas and air traffic all were coordinated to prevent the least interference with the military. No other civil government organization became so closely associated with the military - and in fact, the CAA became then, in fact if not in law, almost purely a service organization for the Air Force.

It would be a logical step now to go ahead and set up procedure to make such an operation a fact in law and the regulations, as proposed in the legislation now in the hands of the Bureau of the Budget, purportedly with the blessing of both the Air Force and the CAA.

Whatever action is taken to integrate the CAA into the National Military Establishment in time of war, it should be the declared policy of Congress that the CAA must be maintained as an integral unit, to insure its immediate effectiveness for military purposes and at the same time permit the orderly resumption of its normal peacetime functions when the national emergency is ended.

Cross Country News  
Fort Worth, Texas  
October 9, 1950

## CREDIT UNION NEWS

On September 30, 1950, the CAA Region 6 Federal Credit Union completed its first year of operation. We know that the results attained far overshadow our expectations when we organized a year ago.

The following is a brief report on operations as of September 30, 1950. A complete financial statement is posted each month on the Credit Union Bulletin Board in the Regional Office and we urge all employees to read it and note the month by month progress of your Credit Union.

New Accounts	525
Number of Loans Made	430
Total Amount of Loans Made	\$211,559.78
Loans Outstanding to Members	\$146,250.68
Share Balance (Savings)	\$114,927.51

The difference between the loans outstanding and the savings balance is approximately the amount we have borrowed from other Credit Unions to meet our loan demand.

At the present time one-third of the employees of the Sixth Region have joined the Credit Union. We feel that is a good record for the first year, but there are so many advantages in being a member of the Credit Union that there is no reason why we should not have 100% membership. The Credit Union will help you cultivate a habit of making regular savings. It offers you a safe place for your savings, plus a liberal dividend, plus an equal amount of free Life Insurance protection. It helps your fellow employees and yourself in meeting emergencies and in improving your financial condition. It will provide you with an insured loan, against death or total and permanent disability for all necessary needs.

You can help the Credit Union provide these services by being a member and becoming one of those who save part of everything they earn.

If you are enjoying the many services your Credit Union has to offer, you are in a position to measure its true worth to yourself, family and community.

If our Credit Union is to be truly successful, CAA employees must accept it enthusiastically and pass on the good word to non-members. We cordially invite any CAA 6th Region employee to join the Credit Union. We invite any one having any question regarding the Credit Union operation to stop by the Credit Union office where the information will be given promptly and courteously. For the Field personnel, do not hesitate to write.

The Annual Meeting for Credit Union members will be held sometime in January, at which time officers will be elected and the Annual Dividend declared.

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING

October 9, 1950 & October 23, 1950

1. Second Quarter Fiscal Program:

The Regional Administrator called attention to the fact that we are entering the second quarter of the fiscal year; that approval of all S&E fiscal programs had been received and the Divisions should proceed with their work programs in accordance with the funds allotted.

The Regional Administrator called attention to the fact that some Divisions had submitted requests for expenditures which were not included in the approved fiscal program. It was suggested that when submitting such requests the Divisions indicate what portion of the approved program is to be curtailed in order to accommodate the unanticipated item.

2. Reporting Procedure in Connection with Disciplinary Action Against CAA Employees Involved in Motor Vehicle Accidents:

A policy letter from Washington relative to automobile accident investigations and the procedure for handling disciplinary actions in connection therewith was read. The Region's reply, expressing non-concurrence with the policy was also read and discussed. In addition to containing detailed instructions which we believe should be left to the jurisdiction and discretion of the Region, the policy letter set up a procedure which we do not consider proper from an organizational standpoint.

In connection with the foregoing, Planning and Evaluation Division has been assigned a project of analyzing our history of automobile accidents to determine any trends and preventive action which might be taken in connection with our future operation.

3. Staff Meetings

A short discussion was conducted on the value of staff meetings, the frequency with which they should be held, and the manner in which they should be conducted. All were agreed that the Regional Administrator's staff meetings should be continued, and that planned agendas would increase their value to the participation.

4. Agenda Items for Regional Administrators' Conference:

The Regional Administrator announced that the next Regional Administrators' Conference would be held in Washington (or vicinity) on November 13, 14, and 15. Suggested Agenda items are to be submitted so as to reach the Administrator's Office by Friday, October 27. However, since the Regional Administrator is leaving for Tucson, Arizona at noon on Wednesday he requested that items be submitted to his office not later than noon on Tuesday.

5. Employee Incentive Program:

The Executive Assistant reviewed the recent directive on this subject. This directive implements the agreement made at the last Regional Administrators'

Conference, and decentralizes to the Regions authority to make suggestion awards up to \$50. It provides for establishment of a Regional Field Awards Committee to be composed of representatives from Aviation Safety, Federal Airways, Office of Airports, and Office of the Executive Assistant. Awards in excess of \$50. have to be approved by the Washington Committee. There will still be a local Field Secretary through whom all suggestions will be submitted. Since Mr. Middleton's transfer to Washington it will be necessary to appoint a new Field Secretary. The directive also outlines the procedure for recommending special and meritorious service awards (gold and silver medals) and the superior accomplishment salary increases which are processed to the Washington Award Committee for action. Our present Administrative Order is being revised, and a Regional Committee will be appointed.

6. Public Law 778:

Attention was called to Public Law 778 which is an amendment to the Civil Aeronautics Act of 1938 and provides additional authority in times of national emergency. Under the terms of this Act the CAA will have authority to restrict civil aircraft operations when such action is deemed necessary in connection with a military emergency. Mention was also made of the work being done by Mr. Cole of our Planning and Evaluation Division and Max Black of the California Aeronautics Commission regarding the civil defense program.

7. Community Chest:

The Regional Administrator opened this discussion by reading an excerpt from the minutes of the Administrator's Staff Meeting of October 9, expressing the views of the Secretary of Commerce and the Administrator regarding the forthcoming Community Chest Campaign. Mr. Beeman who has charge of the Regional Office Campaign reported on the meeting of Federal Agency representatives which he attended downtown. A meeting of Division and Branch Chiefs was called for 3 o'clock in the afternoon, to be followed by a general meeting of all employees at which time a film, "Doubting Thomas" is to be shown. Mr. Anderson of the Community Chest will be present at both meetings to answer questions. Working material was distributed to the Division Chiefs, including a breakdown showing the amount of one day's pay for each employee.

8. Personnel Officers' Conference:

Mr. Riley gave a resume of the discussions of the Personnel Officers' Conference which he attended in Washington during the past week. Among the major items discussed were: (1) The change in the Efficiency Rating System to become effective January 1, 1951. The Regions have been asked to comment on the proposed new system and the rating form which they contemplate using. The number of elements to be rated has been reduced from 31 to 8, as follows: competence or skillfulness; productivity, industry, dependability, cooperativeness, resourcefulness, planning, and leadership. The final ratings have been reduced from 5 to 3: unsatisfactory, satisfactory, and outstanding. Each of the elements can be rated three ways. There will still be a rating and reviewing officer as in the past. The Efficiency Rating Committee is to be an appellate body and will review all of the ratings. The Personnel Office will administer the Efficiency Rating System. Outstanding ratings will have to be justified and the Efficiency Rating Committee will review the justification.

(2) Final authority on removals is being delegated to the Regional Administrators. The new Manual of Orders covering removals and suspensions is being mailed to the Regions.

(3) The National Promotion Plan and the Regional Promotion Plan. The major criticism is that it still takes too long to fill a position. Decentralization of the National Promotion Plan to the Regions through Grade 12 was recommended. This will probably be discussed at the forthcoming Regional Administrators' Conference.

### CAPITAL GLEANINGS

Agencies have been ordered to give priority to local people in filling temporary jobs. . . . Employees whose jobs are reallocated to higher grades must be given temporary promotions even though the duties remain unchanged.

Under the Annual Leave rider, employees leaving the Federal service are still being paid in full for accumulated Annual Leave in a lump sum. They are not required to take leave as they earn it this year on a monthly basis. It's possible to accumulate all Annual Leave earned this year and through next June 30 and be paid for it on that date in a lump sum if they leave at that time.

The plan to transfer CAA to Defense for the duration has been referred to the Commerce Department for further study. The President said that the Defense program must be operated by people who devote full time to the Government.

A report on hazard pay in Government is being drafted by the Civil Service Commission. It will propose a system of earlier retirements and pay differentials for employees in these jobs.



PALMDALE:

MTIC: Very little of an unusual nature has occurred on this sector for some time. About the most news-worthy item which has occurred in the past year was the installation of the new TUQ vhf transmitter on 121.5 MC in the INSAC quarters, and the two Memco circularly polarized antennae on a double crossarm on a 50 foot guyed pole. Being a one-man sector, the latter job could not have been accomplished without the assistance of communicator personnel, who volunteered whenever needed. Installation of the above equipment and the RUQ on 121.5, plus necessary rearrangement of other VHF receiving equipment, took a good deal more time than was originally anticipated, throwing routine maintenance into a flat spin for the time being.

The addition of the TUQ in the control quarters has complicated space requirements in this already over-crowded station, and all hands are looking forward eagerly to the completion of the new Administration Building some time next spring, not only because of the spacious quarters available, but also because of the anticipated console installation which will relegate the unsightly racks to a less conspicuous location.

The scheduled realignment of sectors which gives us Mt. Liebre VOR and Sandberg WB teletype for maintenance is being looked forward to with mixed apprehension and pleasure. The apprehension, of course, comes with approaching winter and the thought of traversing the road (?) to Mt. Liebre in a Jeep or trudging precariously the last few miles upon those contraptions of wood and thong which remind one of enlarged tennis rackets. The additional maintenance technician authorized will certainly be welcome, not only to help shoulder the additional maintenance duties which must be assumed, but also because two heads are sure to be better than one when it comes to Math and the Directed Study Course. It's no fun trying to absorb that stuff "en solitaire".

INSAC: Greetings from the Palmdale crew, since other stations have been bragging or publicizing their respective locations, we, at this little jewel of the desert have decided to climb on the band wagon and do the same.

First of all, we are all in good shape and health with the return of Acom McNeel to duty from the San Diego Naval Hospital. When he found out he was going to have a male nurse only, he got well in a hurry.

Off and on, Douglas Co. has been testing their new liftmaster at Palmdale airport. On one occasion, while one was shooting landings, the Communicator was lifted out of his seat by a minor explosion. When he called the pilot on the radio to confirm his continued presence in one piece, the pilot calmly replied that he had hit the brakes after touch down to produce a blow-out for test purposes. Takes more nerve than we care to exercise.

Northrup has been testing their C-125, a tri-engine job. A first glance at this aircraft convinced us Ford was back in the business. After a closer look and repeated tests, we know otherwise. This triple engine transport with a few Jato attachments will make your eyes play tricks with you as it takes off. Due to security reasons, we won't say more.

On these test occasions, the place is teeming with mechs, pilots, vice presidents, and CAA men. At noon, in the waiting room and cafe they will all be pouring over charts and clamoring thusly: "Say, Ed, if we move the whatsamacallit back 3/16", and read the gizmo so, we can get at least, etc."

Not to say the least we have enjoyed the visit of the Uruguayan Air Force these last six months. First they checked out in B-25's and now F-51's. When they first started calling in for landings or take off, we might say we had a little confusion, however, now we (the Uruguayians included) all speak a mixture of English, Pig Latin, and Spanish and manage to convey what we mean or want. The following incident shows we Americans haven't the corner on humor. When the So. Americans first came, we had occasion to deliver a message to a Lt. Perada. The first pilot who could speak English told us with a straight face that Lt. Perada was the one with the black moustache, and black wavy hair. After going through sign language and pidgen english with about 20 of the Amigos we gave up. It seems they all have black wavy hair and black moustachios.

We are anxiously awaiting the completion of the new administration building which is well under way. The main reason is that we will have new quarters in it, about 1100 sq. ft. compared to our present 400. In addition, the cafe will be just down the hall. To say more of our present cafe of which we are proud Smitty, the owner and chief cook, used to be No. 1 chef at the Smoke House in Burbank. Every morning around 0600P he brings a hot cup of coffee over to the Mid watch. Nice, huh? We have had pilots tell us that they have stopped mainly to have one of Smitty's steaks. Any of you people up this way stop in and see. See us too.

These past thirty days have seen alot of alternate airline traffic into Palmdale, all due to fog and low ceilings at Los Angeles and Burbank. It never fails but they all swarm in about six hourly time when there is only one man about. We like to see them in though, especially on the Eve, and Mid watches as it makes for an interesting watch. At times there are between 500 and 600 passengers and crew members milling around. Most of the time they are all good natured about the delay and the two hour bus ride to Burbank which is ahead of them. However, sometimes some of them will come in the station and give us the works for making the weather bad in the Los Angeles area. At such times, we put on our Ipana smile and bring our Public Relations Experience to the fore. We understand that as the airport busses loaded with Burbank-bound passengers round a certain corner on the trip, they see a sign saying, "NEXT TIME TRY THE TRAIN."

PRESCOTT:

INSAC: The Prescott Municipal Airport and INSAC were busy spots on October 7 and 8, as operation "SARCAP" descended on us out of the brilliant blue Arizona skies. On these days, the Arizona Wing of the Civil Air Patrol and the USAF Search and Rescue Squadron from March Field met in Prescott for a joint training program.

Approximately 50 CAP aircraft and 150 CAP personnel from all sections of Arizona converged on our field for this program. Training consisted of a simulated aerial search with coordinated ground rescue; cargo chute packing and supply drops by chute.

As most of the flights were operating on flight plans, and as most of the aircraft were radio equipped, you may well believe that the communicator on duty was kept "humping".

BURBANK:

ASDO: This office received local recognition as being the first employee group to exceed its quota in the current Community Chest Campaign. Employees of this office, to date, have raised 156% of our quota, with an average gift of \$11.69 per employee.

OAKLAND:

ASDO: The United States Maritime Service has offered its facilities for Loran and Radar training to Flight Navigators and Pilots engaged in military contract operations. The Loran portion of the training is of eight days duration, and covers intensively the theory and operation of Loran. The Oakland District Office supervised the choosing of five applicants from the contract operators to commence the eight days training on October 30, 1950. New classes are scheduled to convene every three weeks thereafter.

PHOENIX:

ASDO: Air Traffic Controller's Utopia - Since 1928 Sky Harbor Airport has been closed one hour and forty-seven minutes due to bad weather. This tremendous total has been accumulated on a basis of a few minutes every year or so. During the last few years, the field was closed for only two minutes due to inclement weather - and this was from 1:30 P.M. to 1:32 P.M. on September 18, 1950. However, when the weather is bad it is very bad. At the conclusion of the above mentioned two minutes, when the field was re-opened and the more courageous souls started to crawl out of their holes and look around, they found 47 airplanes demolished - a portion of the approximately \$150,000.00 damage by the storm.

October 2nd to 7th was designated as "CLEAN UP WEEK" by the Phoenix ASDO in a letter to all approved schools under the jurisdiction of the Phoenix office. The letter further stated that an on-the-spot inspection might be made at any time after October 7. The results to date have been gratifying. All of the schools and aircraft inspected so far have been cleaned and polished to an unsurpassed extent.

## DIVISION HI-LITES

### LEGAL DIVISION:

Enforcement work of the office for the last month consisted of thirteen Complaints filed with the Civil Aeronautics Board looking toward the suspension or revocation of various types of safety certificates; eight Civil penalty letters suggesting compromise settlements aggregating \$1,100; five cases which we were unable to compromise were referred to U. S. Attorneys; one case involving the alleged false issuance of an airworthiness certificate was referred to the F.B.I. for investigation; and ten reprimands were issued.

Six violation hearings were held before the local Civil Aeronautics Board Examiner. Decisions were rendered favorable to the Administration with the exception of one case, which is still pending decision.

An enforcement manual was prepared for the Arizona State Aviation Authority and State enforcement officials. Fifty copies were mailed to the Chairman of the Authority. This manual contains and explains the State Aeronautical Statutes which may be invoked against the careless or reckless pilot and also various Civil Air Regulations dealing with the operation of aircraft not covered by State laws.

### AIRWAYS OPERATIONS DIVISION:

The Division Chief accompanied the Deputy Regional Administrator to the Airport Dedication at Yuma on October 14 and 15. INSACS and Towers en route to and from Yuma were visited. During these visits inquiry was made regarding supervisory training programs in use at the facility, the extent to which management conference lectures had been used and the trends of station and tower activity. Suggestions were made regarding the use of graphs and charts for statistical information. A brief explanation was given regarding the FY 1951 fiscal program. A check was made to determine that all stations understood the Air Defense area procedures.

The Chief of the Air Traffic Control Branch met with Airways Operations Division representatives of Regions Four and Five at Albuquerque, October 15, to develop preliminary alerting procedures in connection with air defense. The primary objective was to develop a procedure which would be uniform among the three Regions for discussion at a future meeting with Air Defense officials.

The Air Force activated the San Francisco and Los Angeles Air Defense Areas October 15. Airways Operations is cooperating by assisting in identification of targets.

### AIRPORTS DIVISION:

The Airports Division has been advised by the Washington Office of Airports that the revised Fiscal Year 1951 Federal-aid Program will be officially released on November 3, 1950. The Program has been revised to conform to the national defense policy as set forth by the Administrator. The Chief of the Division spent some time in the Washington Office coordinating the FY 1951 construction program as affected by the military situation.

Problems of sponsor compliance with assurance agreements were also coordinated by the Chief while in Washington. The principal items are as follows:

San Diego - Agreement reached in conference between Mayor Knox of San Diego and Director, Office of Airports, and with concurrence of Admiral Pride that planned improvements would be made at Lindbergh Field and that the next stage of development of Montgomery Field would be delayed a short time pending development of certain negotiations now in progress.

Palmdale - It was determined that work desired by the County would have to be held in abeyance until Department of Defense funds or similar special funds are made available.

Nogales - The airport management and operation problems were discussed. It was agreed that the CAA should continue its efforts toward improvement of this airport.

Other items coordinated are as follows:

San Fernando Valley Airport, California, leases  
Salt Lake City, Utah, instrument runway  
Flagstaff, Arizona, paving  
Tonopah, Nevada, paving  
Las Vegas, Nevada, leases  
Concord, California, land acquisition  
San Francisco, California, construction  
San Francisco, California, air carrier leases  
Boulder City, Nevada, hangars  
Thermal, California, land  
Public Roads Administration flight strips

At the request of Deputy Director Hemphill, Office of Airports, the Chief of the Division worked with Mr. Marcum of the Washington Organization and Methods Office on a functional workload study of airport field operations directed toward increased efficiency.

The Chief of the Division met with the Grand Jury of Riverside County and with the Riverside County Airport Commission to discuss with them the administration of surplus airport property turned over to the County by the Federal Government. The Grand Jury is investigating the manner in which the County is discharging its responsibilities under the terms of the agreements in force. It is expected that the County Board of Supervisors will request a conference at an early date to determine its course of action with relation to the disposal of some of the property which it believes to be no longer required for airport purposes.

Project Application in the amount of \$8,792.00, Federal funds, for the remodeling of the administration building at Bidwell Field, Red Bluff, California, has been processed and Grant Offer issued. Project Application has been received for land acquisition for Fort Bidwell Airport, Fort Bidwell, California.

Applications have been received for projects at Elko, Yerington, Flagstaff, and Prescott. As these projects are dependent on funds to be made available from the 1951 appropriation, approval of same has been withheld pending clarification by Washington of the entire 1951 Program

Grant Offer was issued for remodeling of administration building at Tonopah, Nevada. Grant Offers were accepted for projects at Elko, Nevada, and Columbia-Sonora, Crescent City, and Tulalake, California.

Construction has been initiated on projects at Winslow, Arizona, Crescent City, and Cedarville, California.

The Airport Planning Branch has completed a review of airport master plans for all projects developed under the Federal-aid Airport Program. This review was required to determine if all master plans were in accordance with new technical standard orders and planning requirements received from Washington.

Notice to Proceed was issued by the City of Los Angeles to Oberg Brothers Construction Company effective October 9, and work has been started on the first stage of the Los Angeles International Airport subway project.

Construction of a single-runway airport at Trinity Center, California, has recently been completed. The site as well as the construction of this airport is somewhat unique in that tailings from gold dredging operations consisting of large rocks and gravel were segregated, graded and smoothed, on an acre-unit basis to provide an all-weather landing strip.

Final inspections have been made by the NOCAL District Office on the following airport projects: Fort Jones, Merced, Monterey, Quincy, and Watsonville.

On October 18, the Director of the Utah State Aeronautics Commission conferred with the DAE, UTAH, in connection with his recommending a budget to be acted upon by the next session of the State Legislature, which will be shortly after the first of the year, in connection with providing State funds for matching Federal funds for airport development.

On October 12 and 13, the Airport Management Consultant, in company with the Regional Administrator and E. G. Kidwell, owner-operator of the Compton Central Airport, attended the Airport Management and Operations Conference at Norman, Oklahoma. This conference is designed to encourage participation by and promote better understanding between state, county, and city aviation officials and airport management representatives. The conference this year was geared to discuss the effect that changing world affairs have had upon civil aviation as a whole and what may be expected in the future.

#### SAFETY OPERATIONS DIVISION:

At the request of the Supervising Agent, Salt Lake City ASDO, a request has been submitted to the Air Coordinating Committee to provide for a corridor through the Wendover danger area, which would facilitate flight between Ely, Nevada, and Delta, Utah. A four-mile corridor, following U. S. Highway No. 6 between the two points, was suggested.

Flight Operations Agents in the Burbank Office, in collaboration with the carriers, have computed Curtiss C-46 allowable take-off weights for various airports along Green 4 airway between Burbank and Kansas City on the basis of terrain clearance en route limitations. The data are being checked by Flight Analysis and copies will be forwarded to Washington and all interested Regions. The operators are being requested to include the data in their Operations Manuals.

The Los Angeles District Office (Air Carrier) has initiated a request that a method of securing weather measurements in the approach zone at the Los Angeles International Airport be obtained. The request is a result of frequent observations of inconsistencies in weather as reported from the Weather Bureau's observation point and as actually existing in the approach zone and on the runways.

United Air Lines inaugurated direct service Los Angeles to Honolulu October 9, 1950. Mr. R. H. Stophlet, CAA Agent in Charge, United Air Lines, Denver, was at Los Angeles in connection with the use of Los Angeles Airport by United Air Lines with Boeing 377 aircraft on this route.

Kesterson, Inc., d/b/a California Air Charter, has transferred its irregular air carrier operations base from Nashville, Tennessee, to Burbank.

Mr. C. G. Noeller, Chief, Air Carrier Pilot Section, Airman Division, arrived in Region Six October 13, 1950, and has divided his time between the Los Angeles and San Francisco Air Carrier District Offices. The purpose of Mr. Noeller's trip is to discuss the policies and procedures associated with air line transport pilot certification in this Region.

Regarding the Experimental Four-Place Pilot Training Program, this course was authorized September 12, 1949, according to Special Regulation SR-336. Reports from the District Offices on the ten schools approved for the course indicate the following: There were three graduates from one school in Los Angeles; the other nine schools reported their inability to start the course, due to failure to schedule three students at one time. It is believed that a college with a large enrollment and interest in flying could make such a schedule possible.

Instructions have been distributed to the District Offices on the new Part 8 of the Civil Air Regulations, which deals with the certification, repair and alteration of restricted aircraft. This part and instructions are far less restrictive to this type of operation than in the past. These data will lead to almost entire field approval of aircraft certifications, repairs and alterations dealing with restricted aircraft.

United Air Lines has received a new inhibited oil which has been specially compounded to resist oxidation at high temperatures and thereby reduce carbon-forming tendencies. This oil is one step in a hope to overcome some of the difficulties encountered in the TSB3G engine installed in the Boeing 377 aircraft operated by United Air Lines.

#### AIRCRAFT DIVISION:

The CAA flight test program on the Northrop YC-125 has been completed. A meeting was held with Gen. Mark Bradley and Col. Buoy of the Air Material Command, at which time the status of this project was discussed. Northrop now is preparing revised data covering some of the items listed in the Discontinuance Report.

On or about October 12th an American Airlines DC-6 suffered the loss of the crew entrance door while pressurized in flight. The door flew into the No. 3 propeller severely damaging the propeller. Pieces of the door were thrown through the fuselage and nacelle structures. Fortunately no one was injured and the crew were able to land the airplane safely. The door has been recovered and this office is collaborating with the Douglas Company at the present time in an endeavor to discover the cause of this incident.

Technical data pertaining to the Convair Turboliner are being evaluated. One engine has been received and installed in the airplane and the second engine is reported to be en route to the San Diego Plant. It now appears that the preliminary flight test program on this airplane may start in the near future.

Evaluation of the technical data pertaining to the Douglas Model DC-6A is nearly completed except for the data substantiating the aircraft for aileron load conditions. Douglas is using flight test results in this substantiation. It is expected that a TIA will be issued on this model in the near future. Technical data pertaining to the Douglas Model DC-6B are being received and evaluated. Examination of the fuselage design criteria for the DC-6B has been completed. Technical data submitted by Douglas to substantiate the Model DC-6 for compliance with ICAO requirements have been examined and comments pertaining to these data have been transmitted to the manufacturer.

The prototype of the McCulloch Motors Corp. Model MC-4 helicopter is nearing completion. The rotor blades appear to be the only major component yet to be installed. A preliminary Type Certification Board inspection of this aircraft was held on October 10th.

Torsional vibration tests were conducted on the Baumann Model B-290 power plant extension shaft combination. These tests were conducted under the supervision of Mr. Critchlow of the Washington office. It is expected that the 150 hour endurance run may be started in the near future.

An Application for Type Certificate has been received from Lockheed covering four basic configurations of their Model 1049. The basic model 1049-53 is the original configuration which is similar in appearance to the 749A series except that the fuselage will be lengthened 18 ft., Wright CA-1 engines will be installed, and the maximum take-off weight will be increased to 116,000 lbs. with corresponding structural revisions. The 1049A-55, 1049B-55, and 1049C-55 reportedly will be similar in external appearance to the 1049-53 except they will have Wright Turbine compound engines installed, they will have different interiors, and their take-off and landing weights will be different from each other, ranging up to 130,000 lbs. The 1049A-55 and 1049B-55 are understood to be cargo aircraft, whereas the 1049C-55 is expected to have a passenger interior. Major structural differences will result from the differences in weight and interior arrangements.

#### FACILITIES DIVISION:

A considerable portion of the 1951 EANF program has been assigned during the past 10 days. We note from the minutes of the Federal Airways Staff Meeting on October 8 that "the actual transfer of funds to the Regions may be delayed. W-70 is doing all possible to expedite transfer of funds." We are going ahead with the

programing of those projects on which engineering and/or construction work can be started. Many items in the program must necessarily be deferred until equipment becomes available.

Engineering and flight testing of alternate VOR sites at Etna, California are underway. Flight tests completed to date indicate that relocation of this range will be necessary. Preliminary site surveys are also being initiated for the 1951 VOR project at Point Reyes, California. Plans and specifications have been completed for the installation of new power cables serving the ILS and approach lights at Arcata. The Ukiah VOR range will be reconstructed in accordance with the plans and specifications issued to bidders for bid opening October 25. Lockheed Air Terminal has finally come to an agreement with property owners for land rights-of-way and easements required for the ILS and approach light system, and engineering surveys are being started. The proposal for the reconstruction of the Winslow tower (1951 E) structure to house the INSAC is being issued for early opening.

Construction of the Santa Barbara ILS was started October 16. The VOR range at Salt Lake has been relocated to the new site and is ready for equipment installation. The Coalinga VOR range is nearing completion, as is the Hanksville watch-house enlargement. INSAC modernization crews are working at Bakersfield, and tower crews at the Salt Lake tower and the Oakland ARTC center. The ILS crew is working at Ontario.

Our participation in training has been increased by curtailing leave sufficiently in the Districts to send an additional man from each District to the ILS/VOR courses. As presently scheduled, we will have eight men in each ILS/VOR class; one man in each indoctrination class; two men in each radar class; and one man in each DME class for the balance of the year. There will thus be approximately 12 men in training at all times. MTIC Scanlon at San Francisco has been ordered to active duty by the Navy. We still have a considerable number of unfilled vacancies in the Maintenance Technician GS-6, 7 and 9 grades, and large-scale transfers in carrying out the Regional Promotion Plan necessitate a complete rescheduling of leave, training and inspection schedules.

#### BUSINESS ADMINISTRATION DIVISION:

The Grant Review Committee met and authorized final payment on 12 airport projects.

At the Personnel Officers' Conference in Washington, D. C. we were notified of the Regions' authority to process removals and disciplinary actions without reference to the Washington Office. Any employees adversely affected, however, are permitted a period of time to place their appeals with the CAA Board of Appeals in Washington. This change in delegation of authority will require a revision of our Administrative Order on the subject.

Opened Proposal 6-51-128 for installation of complete VOR Radio Range Facility at Ukiah, California and awarded contract to Jennings & Jennings of St. George, Utah, in the sum of \$9574.90.

Mailed out Invitation 6-51-142 for remodeling tower structure at Winslow, Arizona.

Mailed out Proposal 6-51-140 for construction of VOR Facilities at Hassayampa, Arizona, and Thermal, California.

Readvertised Proposal 6-51-146 for erection of antenna mount at Municipal Airport No. 1, Salt Lake City, Utah.

Awarded contract to Jennings & Jennings of St. George, Utah, in the sum of \$8,646.00 for construction of a VOR Radio Range Facility near Cochise, Arizona.

The Project Audit Branch staff returned from San Francisco, California on October 26, 1950. The entire audit of the San Francisco International Airport, Project 9-04-034-002 was accomplished through September 30, 1950. Some engineering work will yet be accomplished during October, which will be audited as soon as word is received that the project is ready for final audit. This residue can easily be made by one member of the staff.

During the trip North, the following field audits were also made:

Watsonville Municipal Airport	- Project 9-04-085-001
Sonoma County Airport	-- Project 9-04-048-003
Merced Municipal Airport	- Project 9-04-006-003

Mr. Gettman and the Mr. Pons took advantage of the trip to San Francisco to make a contact with the Chief Accountant of the Port of Oakland re the audit of the first Oakland project, Oakland Municipal Airport, Project 9-04-037-801. This project will be ready in approximately thirty days. The records are in such condition that it can be made in credibly short time.

A visit to American Airlines was made by the Chief, Aircraft Service Branch in company with Mr. Jakobi of the Regional Office Staff. Under direction of Lou Phillips, Chief Inspector and the General Foreman, discussions were held relative to their procedures; shop set-up; records system, etc. The Chief, Aircraft Service Branch also conversed with Mr. Cambre who is responsible for the compilation of maintenance manuals for the above airline. Mr. Cambre also conducts a training program for American.

The reviewing committee completed action on all of the commodity classes in the October cycle. The items in the November and December cycle will be purchased as rapidly as possible, and the reviewing sequence has been adjusted to permit the purchase of items containing critical materials immediately.