REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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ENROUTE INSPECTIONS OF AIR CARRIERS

The provisions for conducting enroute inspections are included in the Civil Aeronautics Act of 1938 and constitute one of the most important duties of the Aviation Safety Operations Division. The responsibility for enroute inspections of air carriers is determined by the location of the headquarters of the airline. Where airlines conduct operations in and through several Regions, coordination between the various Regions is required. This usually is accomplished through the preparation by the responsible Region of a Flight Operations Branch circular requesting the assistance of other Regions for enroute inspections at specific intervals. Enroute inspections are conducted by Operations, Maintenance and Radio Agents.

Flight Operations Agent Al Gammon has written the following theoretical report of an enroute inspection being conducted by an Operations Agent. This could apply to Maintenance or Radio Agents as well, although other phases of the air carrier's operations are then observed. - - -

Let's assume that this is an inspection of Westchester Air Lines, between the cities of Manchester and Smithville, with the intermediate stops of Brownwood, Hudson River, Ellis Isle, and Holder Junction.

The Aviation Safety Agent arranges with Westchester Air Lines Operations Department to occupy the jump seat for this particular flight. The Agent arrives at the airport in time to ascertain if the flight crew satisfactorily studied weather notices and properly prepared their flight plan, noting particularly the selection of altitudes to be flown with respect to the minimum enroute altitudes, weather, winds, icing conditions, and the alternates listed. He also ascertains if the dispatcher, in issuing his flight release, has complied with fuel requirements as required by the Civil Air Regulations. It is the responsibility of the flight crew and the dispatcher to determine if the aircraft has been loaded properly considering the forward and aft center of gravity limits and that the weight manifest was correct, especially noting that the gross weight of the aircraft complies with the runway limitations of that particular airport.

Our particular flight is scheduled for an 8 o'clock departure. It is necessary for the flight crew to thoroughly ground check the airplane and to board the aircraft sufficiently ahead of the passengers to check the communications and radio navigation equipment. Having done all this, we are ready to start our flight.

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INTRODUCING ~ R.W.F. "BOB" SCHMIDT

MANAGER, TUCSON AIRPORT AUTHORITY

Biographical Sketch

R. W. F. "Bob" Schmidt is a native of Iowa, has lived and worked in thirty-six states, and since 1936 has spent most of his time in the territory embraced by CAA's Sixth Region. The longest he's stayed put was when he headed the Region's Airport Division from May of 1942 to September of 1948. Then he and his blonde wife, Sally, accompanied by their jet black cocker spaniel aptly called, "Cinder" (a present from the Stan Boggs family) moved to Arizona where Bob manages Tucson Airport Authority, operator of the Municipal Airport. Winner of the Los Angeles Examiner's Plan for Post-war Contest back in 1944, Bob has kept sufficiently alert to goings-on to receive invitations to speak at Butte, Iowa City, Oklahoma City, and elsewhere; meanwhile being named to the National Airports Advisory Committee to represent the Sixth Region. In addition to his CAA-Bureau of Air Commerce and Tucson affiliations, Bob has been with Curtiss-Wright, Goodyear and United Air Lines. He'll soon be completing his twenty-second year in aviation. CAA acquaintances of Bob will always remember him for his "practical" jokes and unparalleled finesse in almost any given situation.

When Ol Marse Joe asked this former slave to submit some copy for the Region Six News, he was queried as to the use of the serious approach or the usual low comedy. With characteristic administrative diplomacy he wrote, "I will personally edit it so that the low comedy is deleted." and thus any attempt to penetrate the Iron Curtain via this medium must necessarily be couched in the governmentese of the mandarin rather than in the more understandable language of the masses. It is typical of bureaucracy to ask the coolie to express himself and then hand him a booklet telling him how, when, where and at what stage of the moon he can do it.

The apothegm, "If you build a better mousetrap, the world will beat a path to your door" per se is a crock of cold mush without cream or sugar. We live in a sales-crazy age in which we buy highly publicized products even though we know the advertising is phoney and the merchandise to be somewhat inferior to the advertiser's claims.

Nonetheless, comes the time when we expect something for our money just a bit beyond that which has been advertised or paid for. Maybe we are silly enough to expect the works every time we plunk our hard earned on the line, and if we are so naive, we'll unquestionably look as grouchy as Messrs. Marriott, Read, Dake, et al, after a QB meeting.

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Regional Administrator's Column

Thanksgiving Day is just past and in spite of troubled world affairs, we have so many things to be thankful for. Even in world affairs the United Nations representatives in organized effort are still seated around the council table trying to improve our world situation. Twenty, even ten, years ago you would not have dreamed even this much progress would be possible. We can be thankful for this and hope and pray for the eventual developments that will insure world peace. This is most appropriate now that we are approaching the Christmas season. The time when we say, "Peace on earth, Good will toward men." Do we mean it and are we trying to make it come true? I am sure that we all desire the accomplishment of these ideals. Perhaps if we think on these aims a bit more seriously we will be less provoked by higher taxes and other limitations that we are prone to view as restrictions to our privileges. Maybe we could use our influence more effectively to support the essential local and national programs, rather than close our eyes or even participate in attempts at circumventing those plans known to be in the national interest. We are sometimes inclined to be thoughtless. Thoughtlessness can lead to selfishness, and a nation of selfish individual citizens can destroy the nation.

What I think we need most in this country is continuous effort by everyone directed toward realization of the goal set forth in the ancient Chinese proverb.

If there be righteousness in the heart, there will be beauty
in the character.
If there be beauty in the character, there will be harmony
in the home.
If there be harmony in the home, there will be order
in the nation.
If there be order in the nation, there will be peace
in the world.

CAPTAIN HANCOCK, AVIATION BENEFACTOR

No industry in all history has developed so fast or accomplished as much as aviation. It was only 47 years ago (on December 17, 1903) that Orville Wright flew 120 feet in 12 seconds and Wilbur, on the same day, established a new record of 852 feet in 59 seconds. It seems that new records have been made almost every day since that time in various fields of military and civil aviation.

CAPTAIN ALLAN HANCOCK

One man who remembers it all and has kept eager pace with aviation progress is Capt. Allan Hancock of Los Angeles and Santa Maria, California. He didn't start with the Wright Brothers, but he did fly an old Wright pusher plane sitting on a basket seat out in front with a stick and rudder-bar, just for the experience.

Now he has gone all-out for ADF, GCA, FIDO, ILS, VHF, VAR, VOR and one of the newest Sperry A-12 auto-pilots. For a man of 75, that's moving pretty fast. His interest in aviation has not been personal, but educational. He remembers the days when a fly-boy was lucky to have a compass. The innovation of air speed indicators was one of the biggest events in the life of an early bird.

Although he has an early and abiding interest in aviation, Captain Hancock didn't actually learn to fly until he met up with Sir Charles Kingsford-Smith. The daring Australian and his associate, Captain Charles P. T. Ulm, were steered into a meeting with Capt. Hancock by a fellow Australian, the late Andrew Chaffey.

At that time, Sir Charles was in deep trouble with his Southern Cross. He was determined to fly the Pacific. The old Fokker was in no condition for such an attempt and the Australians were all but broke. Capt. Hancock took them aboard the old Victory ship Oaxaca and sailed for Mazatlan. On the return trip he was so sold on the idea that he picked up the chips at a Sheriff's sale, had the Southern Cross completely worked over, insisted on all the instruments and navigational aids then available, and bade the boys farewell from the old air strip at Oakland. By the time the cheering died down in Sydney, he had cabled a quit-claim deed to the ship.

It was in 1928 that Sir Charles accomplished the first Pacific crossing and that signalled the opening of Hancock Field in Santa Maria. Determined on a plan to make it possible for young men to learn to fly at the lowest possible cost, "Smitty's" benefactor established the Hancock Foundation College of Aeronautics which is now one of the oldest and largest aviation schools in the West. It is now the University of Southern California College of Aeronautics, but many things of importance occurred along the way, which bespeak purpose and perseverence.

When Hancock Field was established, Santa Maria was a little mid-coast farming community of around 3,000 population. The airfield truly was a pasture of about 140 acres. It was, and still is, wholly within the city limits of Santa Maria. The most imposing homes in the city have been erected to the prevailing windward, under the take-off pattern. And new subdivisions are just now opening in the same general area. Population now is upward of 10,000.

The College of Aeronautics was from the start operated on a military school basis. Its first class of pilots graduated in 1930. Some of them are now "big time" pilots and aviation executives; others are business men on their own account and one, W. D. "Doc" Wisener, is Superintendent of Airplane Maintenance and Assistant Airport Manager, also a C.A.A. Examiner, at Hancock Field.

Anyone older than 30 will sadly recall the aviation doldrums of the 30's. For about two years the school abandoned classes, but the field was kept open for those who still had airplanes, gasoline and a nickel or two.

Meanwhile, the question of instrument flying kept bobbing up. Capt. Hancock's insistence upon proper aviational instruments grew out of his long experience as a maritime Master. He was licensed to master any ship of any tonnage on any ocean. So he lent a sympathetic ear to Col. William C. Ocker, then an Air Force Captain, who had been trying to sell the Army on instrument flying without success. Col. Ocker said the then Air Corps had no funds, no personnel or equipment to attempt instrument flying. The Department of Commerce took an interest in his troubles and sent him to Capt. Hancock, where he found more than he had been looking for.

In a room which later turned out to be a super Link Trainer set-up, he was introduced to an old barber's chair, given a whirl and the opportunity to orient himself, without success, under a hood. Instruments were the answer. Many techniques were developed out of this association with a man who also was curious, and earnest. Homemade gadgets simulated air speed, altitude and attitude.

Instrument or "blind flying" techniques grew out of the barber-chair stage into an old Avro Avion, a Buhl air sedan and a Great Lakes trainer. Almost as fast as they came out, new things were added to the school equipment.

By 1939 things were moving along pretty fast on the old cow pasture. It was in May of 1939 that the late Gen. Henry H. Arnold called eight old friends to Washington for a conference. War was inevitable, he said. The Air Corps had not the personnel, facilities or money to start pilot training. Would they do it? They could, and would. Within 40 days they began receiving classes of aviation cadets for primary training — still with no assurance that the Congress would allow funds to repay them for investments ranging from $250,000 to $500,000.

This history-making program in which the military passed on a particular job to experienced civilians grew into one of the epics of World War II. Hancock Field alone received 8,414 cadets and student officers, and graduated 67.1 per cent. For a time they were flying about 15,000 hours a month over Santa Maria Valley.

The war-time primary training program went on for five years to the day. Letters and citations, commendations from official sources, kept arriving for the next three years. At war's end, Capt. Hancock stocked up on primary training planes, intermediate trainers and transports. He also held on to most of his key personnel.

Then in 1945, he made all the facilities and personnel available to the University of Southern California, without expense to the University of which he happens to be Chairman of the Board of Trustees. Since then the College of Aeronautics has flown the cardinal and gold of the Trojan clan.

The school offers facilities for all phases of pilot training up through airline transport ratings. Horsepower and type ratings up to 2500-H.P. were offered until very recently when the Korean situation created an urgent demand for all available C-47's and Lockheed Lodestars.

One of the most completely equipped aircraft and engine mechanic schools in the country is also provided at Hancock Field. Many things are offered over and above required curricula, including an outstanding machine shop where students are given familiarization in machine operations, shop practices and methods. The Link Trainer department also is highly regarded in education and industry and it too has gone in for the ultra-modern Omni-range.

For a little more than four years the College of Aeronautics also offered a Bachelor of Engineering degree in Aeronautical Engineering. At one time there were 240 students enrolled in engineering. But in the fall of '49 this course was transferred to the College of Engineering on the main campus in Los Angeles.

Hancock Field in 1946 was the scene of one of the West's greatest air shows. It brought to Santa Maria outstanding brass and airmen of the Air Force, the Navy air arm, Marines and a galaxy of celebrities from civilian aviation. Admiral E. C. Ewen brought with him his staff, officers and crew of the Truculent Turtle and the Blue Angels from Pensacola. Six jet jobs from the Fourth Air Force cut capers in the blue.

The history and achievements of aviation on Hancock Field make Santa Maria a bright spot on airway maps but little can be told in small space. The school is still trying to live up to the import of just one sentence out of a 400-word letter written by Capt. Hancock in 1928. That sentence:

> "Aviation is at present the uppermost question in the world, and its most important problem is to train men who can SAFELY fly the planes that are being built."

INTRODUCING - R. W. F. "Bob" Schmidt (Continued from Page 2)

On the other hand, it is comforting to know that the money player, the chips-down man, the clutch-hitter, is lurking around, and we don't give a hoot for his mousetrap or his press notices. We just want to know he's "available". That's where I think CAA really pays off, and I hope in its small way, TAA does, too.

Tucson Airport Authority, a private non-profit corporation chartered under Arizona law, came into being because of both legal and economic situations. Tucson, like so many cities, grew rapidly during the war years. It found itself facing many problems, only one of which was how to operate a large municipal airport it had fostered back in 1940, and meanwhile upon which the tag "white elephant" had been hung.

In exploring ways and means to solve the problem it became apparent that the most expeditious manner - and hopefully, we believe, the most efficient manner - would be that of leasing the whole facility to private enterprise. Championing the cause, the Tucson Chamber of Commerce brought together fifteen business men who became incorporators of Tucson Airport Authority. Of these fifteen, nine became directors, and five of these became officers. Although nearly all of the original fifteen had evidenced varied interest in aviation, none of them are old-time pilots - in fact, none of them own aircraft and only one has a pilot's license. So Tucson Airport Authority is not composed of a group of aero-nuts, but rather of what are popularly called hard-headed business men who represent a cross-section of any community's commerce and trade.

On October 14, 1948, the City of Tucson and Tucson Airport Authority executed a 25-year lease, and on October 15, 1948, we took over. On the same day American Airlines, the Weather Bureau and the CAA officially moved in, and we were in business. On November 15, 1948, we took over the sale of gasoline, representing two companies who bid competitively with three others. On March 1, 1949, we assumed active management of aircraft storage.

We are financed from revenues and the sale of five year 4% interest bearing bonds. Two cents per gallon on the sale of all gasoline - not a tax, but an arbitrary set aside from our take —goes into a sinking fund to retire the bonds.

A rainbow-hued control tower, photomurals, keys to pay toilets, two beacons (one for surface traffic), rubber dollar bills, cowling fasteners, percentage leases, booklets on anatomy, ash trays, yard sticks, free hangar storage to the guy who least expects a break, and a lot more tricks are in the bag. Our objective has been "Arizona's Best Known Airport" and we don't bow to anyone as we make this claim. Dollar for dollar, we feel the taxpayer and the user both get more from Tucson Municipal Airport than from any other airport in these parts, and we're modestly including surrounding states. The fellows uptown are entitled to something for their dough, too, you know.

Enroute Inspections of Air Carriers (Continued from Page 1):

Taxi clearance has been received from the tower and the crew conducts their run-up procedure at the end of the runway. The Agent notes the thoroughness of the flight crew's procedure in using the check list and completing all necessary safety requirements before take-off.

Our flight to Brownwood is routine and uneventful. The flight is conducted at or above the minimum enroute altitudes approved from Manchester to Brownwood, and the pilot adheres to the authorized route. Several complaints have been received and investigated in the past of unauthorized automobile traffic on the Brownwood Municipal Airport. Public protection on and around an airport is very essential and one duty of an Aviation Safety Agent is to work with the Air Carriers and the local airport officials in achieving this aim. On this particular trip, no unauthorized vehicular traffic is noted; however, the passenger protection gate was open when the flight taxied onto the ramp. This matter is discussed with the station manager by the Agent before the flight departs.

Unfortunately, our stewardess is new and has permitted passengers to occupy seats in restricted rows. When the load is light, it is necessary for the Air Carrier on certain type aircraft to restrict some of the forward and aft rows of seats in order to keep the aircraft loading within the allowable c.g. limits. This is called to the stewardess' attention and the passengers moved prior to take-off for Hudson River.

Several flights had reported that the Hudson River radio range reception was below normal. During the flight from Brownwood to Hudson River, however, the Agent finds the reception of the Hudson River radio range satisfactory. Any trouble previously existing has apparently been cleared up by this time.

The pilot of this particular flight mentioned that he and other pilots were of the opinion that Phelan Peak, the highest point on this route was actually higher than listed on the Aeronautical Charts. Since this portion of the flight is VFR, the Agent requests the pilot to fly beside Phelan Peak and check its altitude against the aircraft's altimeter, of course, maintaining the vertical and horizontal clearances as required by Civil Air Regulations. According to our altimeter, the peak is approximately 800 feet higher than is listed on the Aeronautical Charts. After the flight, this discrepancy will be called by letter to the attention of the U. S. Coast and Geodetic Survey, in order that they may accurately survey the peak and correctly publish its altitude on the Aeronautical Charts.

During this portion of the flight, the Agent observes the condition of the cabin interior and finds that the head lining on the ceiling of the aircraft has stretched sufficiently to make it impossible for the passengers sitting in the rear of the aircraft to see the "No Smoking" and "Seat Belt" signs. The airworthiness of the aircraft is primarily the responsibility of the Maintenance Agent, but the Operations Agent will nevertheless be alert to observe the general condition of the aircraft, notifying the Maintenance Agent of any unsatisfactory condition. The "No Smoking" and "Seat Belt" signs are a very important safety warning device, since they are controlled by the pilot and can warn the passengers of impending turbulent air or approach to a landing. Regulations require that smoking not be permitted during landings and take-offs and during refueling of the aircraft. The condition of the head lining obstructing the "No Smoking" and "Seat Belt" signs will be passed on to the Aviation Safety Agent, Maintenance, in charge of Westchester Air Lines, who, in turn, will notify the Air Carrier of this condition.

Our flight lands at Hudson River Valley Airport and is refueled for the remainder of the flight. The Agent observes the general handling of loading procedures and other ramp operations and notes the operation of fuel trucks, ladders, and hose. He also checks to see if the static line is connected for properly grounding the aircraft during refueling and that the passenger agents do not allow smoking in the adjacent areas. He also checks to see that "no smoking" signs on the ramp are properly displayed and that the station agent announces that no smoking is permitted beyond the passenger gates when the flight is called. A new weight manifest is prepared by the station personnel and furnished to the pilot on boarding the aircraft. The observer (Aviation Safety Agent) has not been listed on the manifest. The pilot then checks to ascertain if the flight is still within the runway limitations with the addition of the observer's weight, and notifies the station by radio prior to take-off of this discrepancy.

It is debatable whether the weather at Ellis Isle will remain above minimums authorized for Westchester Air Lines in their Operations Specifications. Holder Junction is listed as our alternate airport. During this leg of the flight as well as the other portions, the Agent observes the pilot's technique and cockpit discipline; smoothness, accuracy, and judgment are important items to be considered. The crew members should demonstrate a thorough understanding of their duties and complete cooperation in the execution thereof. Throughout the inspection, the Agent will note by crew's action and decisions, their knowledge of Civil Air Regulations, company's operations manual and Airplane Flight Manual. If an emergency should arise, procedures followed will be carefully observed. Phraseology used by the crew in contacts and general use and knowledge of radio equipment and procedures will also be noted. The Agent will be alert to all airway traffic control clearances received and note compliance by the crew with respect to assigned altitudes, proper position reporting, holding and departure procedure and requests for changes in flight plans.

On approaching Ellis Isle the flight receives the latest weather report stating that the weather at Ellis Isle is below authorized minimums. Immediately thereafter a change in clearance is received from the dispatcher directing the flight to proceed to their alternate airport, Holder Junction. Holder Junction is not served by a radio range and consequently does not have an approved instrument approach procedure. The alternate minimums at Holder Junction must have at least 1,000 foot ceiling and two-miles visibility and a sky condition of broken-clouds or better. Holder Junction does not have an airport traffic control tower and, therefore, is considered an uncontrolled airport. Westchester Air Lines was issued a waiver by the Civil Aeronautics Administration to deviate from the approved airport traffic pattern and execute straight-in approaches. The terms of this waiver required written consent of the airport manager and Westchester Air Lines must provide traffic information to their flights by means of a ground attendant stationed in a location which insures an unobstructed view of the entire traffic pattern. This attendant must be in the prescribed location during the time the straight-in approach is being executed and two-way radio communication must be maintained with the flight. When either the ground attendant or the flight crew observes another aircraft in the traffic pattern, the straight-in approach must be abandoned immediately and the aircraft will conform to the established traffic pattern entering such pattern on the down-wind leg. Our flight is able to execute a straight-in approach at Holder Junction.

As the flight taxiis onto the ramp it is noted that a Taylorcraft is parked very near the taxiway leading to the ramp and constitutes a hazard for large aircraft using the taxiway. The airport manager is contacted during our stop at Holder Junction and requested to have the aircraft moved to a safer distance from the taxiway. Our flight is delayed at Holder Junction due to a late arriving passenger. During this time, the Agent observes the general condition around the station, especially noting the adequacy of buildings, ramps, fences, gates, signs, etc., for the type of operation being conducted. A quick inspection is made of the ramp and runway surfaces, especially noting any deterioration in paving, sinking, etc., and whether weeds are trimmed around the runway and taxiway lights. The condition of the fire extinguishers, with respect to the date of their last inspection and whether or not they are properly sealed is also checked.

Our flight departs on the last leg of our trip and again encounters instrument conditions. The adequacy of the weather reports and forecast are checked and found to have been fairly correct with the exception of the weather conditions in the vicinity of Ellis Isle. An ILS approach is made at Smithville and it is noted that the localizer course has a dog leg in the vicinity of the middle marker. This condition is reported to the CAA Airways Communication Station at Smithville. Our flight arrives at the Smithville International Airport without further incident.

This is the end of our flight and will give you a general idea of the items looked for and the problems encountered on an enroute inspection by an Aviation Safety Agent.

REGIONAL OFFICE BUILDING DESIGNATED RED CROSS DISASTER RELIEF CENTER

In the event of civil or military disaster, where would displaced people be housed and fed for temporary periods? One of the places is right here at our Regional Headquarters. The Red Cross has designated certain of our buildings, along with the Kaiser-Burns buildings adjacent to our property, as suitable and necessary for this purpose during times of local emergency. The cooking and food dispensing facilities of our cafeteria could be most helpful. In fact, the plans include provision for a Red Cross Canteen. The planning also includes the establishment of a Red Cross Unit to operate the Canteen. Nucleus of the unit is an existing volunteer Red Cross group serving with blood banks and hospitals. Lois Marriott presently heads the unit. Other members are: Clarabel Alcorn, Claris Dake, Mary Hoyt, Rose Butler, Margaret Bromley, Ruth Cole, and Myrtle Bakes. Other women who would be available for either day or night duty in the Red Cross Canteen work are invited to volunteer.

"OPERATION MUD"

Hugh Brewster, Supervising Agent of the Burbank Office, forwarded a letter from a Slick Airways pilot describing a flight aptly called "Operation Mud". We found it interesting and think you may also enjoy reading it.

The following is a blow by blow description of Operation Mud.

First of all, let's take up the flight from Salt Lake. We cleared Salt Lake with a terminal forecast at San Francisco and Oakland of 2200 foot broken, tops 8000 with higher clouds, wind southwest 25 plus, occasional light rain showers. This was the weather supposedly after the frontal passage. At the time of the frontal passage the weather was forecast to be 1500 feet overcast, tops 6000 with higher clouds up to 15,000 feet; rain and a wind of 30 plus.

The winds enroute were forecast to be 30 mph, increasing to 45 from Reno on in to San Francisco. With this information we figured our gas load for San Francisco for an IFR flight and as a safety precaution, put on 100 gallons extra above what we needed. This turned out to be a godsend for the flight.

The first abnormal condition we encountered was extremely high head winds from Reno on in to San Francisco; the instrument flying from approximately Truckee on to San Francisco was normal in every respect except for a head wind of approximately 100 mph. Another gas stop at Sacramento was thought of but we still had ample gas and the winds were reported to be as high as 75 mph on the ground at Sacramento. We called for a FAWS report on the exact position of the front, and a request from ATC of the expected time of approach. Our answer - and this is what drew us into our trouble - was "front is now over San Francisco, will be clearing rapidly", and from ATC, "no delay expected".

Before coming up on Bay Point, we broke into the clear with a high overcast and were flying under VFR conditions across Bay Point fan marker. We were instructed to contact San Francisco approach control at Bay Point, which we did and were cleared to 6000 feet. We crossed Oakland and were cleared to San Francisco ILS outer marker. At this time San Francisco was giving 1500 ft. overcast, 4 miles light rain, wind south 40, gust to 46. A United flight reported heavy turbulence at the time he came out of the overcast and shortly after reported that he could not see the field. He finally made a landing and reported that he couldn't see to taxi and a truck was sent out to lead him in. Shortly after, he reported the airplane being blown into the truck. The tower asked him if he could get the truck off the runway, and his reply was that he wasn't worried about the truck - that he had a wrecked airplane on his hands. About this time we were just coming up on the San Francisco ILS outer marker; just as the oral signal was picked up, it hit us like a ton of brick. Hold your hat - here we go!

That turbulence was the heaviest that I have ever encountered and about the same time San Francisco tower reported the visibility dropped to a half mile with heavy rain. The turbulence was so severe that there was only one answer - get out. In fighting that airplane around 180° turn and paralleling the heading back to Oakland and retuning the radios to Oakland, which was no easy job in itself because Freeman could not hold his hands on the radio, the time interval seemed short and I couldn't believe our position because in this short time we were blown east of Oakland. It was necessary to turn and fly west to get back to the Oakland station.

In checking over the Oakland station, we requested an approach to Oakland. Oakland was still giving 1,400 overcast, 6 miles light rain, wind SSW 30. We were cleared to Newark and knowing that the time was short before the same condition would hit Oakland, we requested an emergency approach and started making a letdown from the range station.

One point I forgot to bring out - at the time we hit the extreme turbulence at San Francisco, the rain was so thick that the water choked out both engines and it was necessary to run the engines at a high power rating with

carburetor heat to keep them running, which all adds up to the high winds from Reno, high power settings in maintaining flight took all our extra gas that we had on board. We were down to bare minimums on a legal IFR flight.

Back to the approach. We started from the range station at 6000 feet, descended to 5000 when it hit us again. We thought the turbulence at San Francisco was severe, which it was, but this time it was just out of this world. The engines were conking out with carburetor heat and for the first time in my life I was afraid of structural failure. From 5000 feet in just maintaining flight, we ended up at 8,000 feet in a wide open quadrant. Once again the only thought was to get out of that stuff. Now that our gas was down to minimum there was no turning back to San Francisco, although I was advised that the squall would not last long and furthermore, I wasn't about to get back in that turbulence again. At this moment this is what confronted us - flying southerly to Fresno and possibly encountering unforecasted winds in that direction, when everything else that was happening was unforecasted and it was out of our legal range of gas and Stockton was thought of and once again everything was falling flat on its face, and who knows, the same thing might happen at Stockton with only a range to work with. Knowing that Sacramento would catch it next, I took Sacramento because of the following reasons: Sacramento has ILS and Fairfield GCA could be used in the event that I could not make Sacramento. Also, I was backtracking with a high tail wind over a route that I had just flown in and had not encountered any extreme conditions.

From this position in the southeast quadrant of Oakland we turned and headed for Sacramento with a 45° correction to get back on the Sacramento SW leg. Once again we did not get out of the turbulence and we did not receive Bay Point fan marker which gave me a clear picture of the violence, position of the squall. In contacting Sacramento, Sacramento was still holding with high winds. We alerted Fairfield for the use of GCA in event we did not make Sacramento. Our first true fix was Clarksburg fan marker and we had gotten out of the turbulence. Also, knowing we had very little time to get down, we called for another emergency approach from Clarksburg, and we were immediately cleared to descend. From Clarksburg we made a straight-in approach and broke contact at 2,000 feet with the field dead ahead. There was the ground and I was sure glad to see it. We were cleared to land on runway 16. We crossed over the field and made a left turn into 16. The wind was reported at 65 mph. During the last 1,000 feet of descent with all of that moisture in the air and the airplane coming down from a colder temperature, the inside of the windshield fogged up badly, to such an extent that the blower would not touch it. The landing was accomplished while we were wiping off the inside of the windshield with a handkerchief. The wind was about 30 to 35° from the left of the runway. God knows how the landing was accomplished, but it turned out fairly smooth. After rolling to a stop, we were cleared for a 180 turn or to taxi to the end of the runway and back on the taxi strip. The wind was bucking us so severely that I took the 180 turn rather than fight the airplane down a narrow taxi strip. I attempted a left turn with the initial start of the turn being helped by the wind. The airplane came around to approximately 90° to the runway and stopped dead with full power on the right engine. When it was evident that we would not be

able to turn the airplane, I reversed with full power on the left engine and the airplane swung around parallel with the runway with the left wheel off in the dirt. From this position, with full power on the left engine, we merely paralleled up the runway for about 300 feet. When it was evident that it was impossible to get back on the runway, I let the airplane turn into the wind and rolled it forward just enough to clear the runway and shut her down.

Believe it or not, both engines were turning at 1,000 rpm with both mixture controls in idle cut-off. It was necessary to feather both props to stop the engines. Freeman held the controls while I got out to put the control locks on. As soon as I got out of the airplane, the airport manager arrived with three men and helped me. I knew within a very short time that the squall line would hit Sacramento and my first impression was to get the airplane tied down. As it turned out, we didn't have time. Just as I got in the car to drive back to Operations, I turned and took a look at the airplane and I knew that it was not necessary to bother to tie the ship because when we stopped the airplane settled in the mud. It certainly wasn't going anyplace. Shortly after that the squall hit, and the visibility went to a quarter of a mile with heavy rain.

After the squall passed, the airport manager with four employees went to work on the airplane to get it out of the mud. They had at their disposal a caterpillar tractor and a C46 tow bar. The first attempt they broke their tow bar, then they came out with a 2" manila rope and I supervised the tying of the rope on the tail wheel. We anchored on just forward of the tail wheel tire with a pull from both sides. This hook-up held the tail wheel straight but as we pulled back, it dug the tail wheel deeper into the mud. By this time it was dark and all the men had been working in heavy rain; everyone was soaked to the skin and it was very evident that it would be impossible to get the ship out without a Slick Airways tow bar. So we stopped the work until the following morning and called San Francisco for them to send one of our own tow bars and also for the maintenance foreman at San Francisco to come over and supervise the work.

Well, the next day, after off-loading the airplane, jacking up the tail wheel and jacking up the right side of the airplane and getting boards under the wheels, we finally got her high and dry. After reloading the airplane, the Sacramento fire trucks washed it down and we were ready to complete our trip. The left engine acted up on starting, but after running it for a short time, it checked out OK with actually better power check than the right, so we went home. Steve told me later that after we had gotten to San Francisco they couldn't get the left engine running and it was necessary to change all 36 plugs. Every one of them was fouled from gulping so much water.

Well, there it is, and in closing I would like to say, it's hard to describe - in fact, impossible - everything that happened in a case like this. But to me, this beyond any doubt is the most severe condition that I have ever encountered.

QUESTION BOX ?

Q. Freight shipments are frequently received by a station before the bill of lading arrives. The carrier refuses to effect delivery before the bill of lading is available for release. What action can be taken to effect immediate release of the shipment?

A. A temporary receipt, Standard Form 1107, may be given to the carrier in lieu of the original bill of lading. The temporary receipt must be replaced by the original bill of lading or a certificate in lieu of within 30 days.

Q. A standard allowance covering working equipment has been prepared for my facility. Is it mandatory that this Form be used to obtain replacement items?

A. Yes. Replacements for items listed on a standard allowance should not be requisitioned on Form 1660 by field personnel. Requests for items of allowance should be forwarded to your immediate Supervisor's office in memorandum form justifying your need for the new item.

Q. When am I eligible for optional retirement?

A. If the following conditions are met, you are eligible for retirement:

1. Age 60 with 30 years of service.
2. Age 62 with 15 years of service.
3. Between ages 55 and 60 with 30 years of service, but on a reduced annuity.

Q. Under what circumstances may we retire an employee without his consent?

A. No employee may be retired without his consent for any reason other than disability until he has reached the age of 70. If he has not at that age served at least 15 years, he may remain in Federal employment until he completes 15 years of service.

PERSONALITY OF THE MONTH

Ted Kurth

Ever ask Airways Inspector Ted Kurth what he considered as his trade before coming with the CAA?

If so, he probably stroked his chin for a bit and muttered rather nonchalantly that "he didn't have any real trade, just meddled in a lot of things."

That would be Kurth's easy-going manner of referring to his various careers as cattleman, cowboy, rodeo artist, fur trader, electrician, airways mechanician, and now Airways Maintenance Inspector. In addition, he estimates 1800 flying hours and is the owner of a patent right.

Kurth chooses to apologize for all of it, however, by revealing that "CAA employees wouldn't be interested in what I've done."

Ted, although a native son of Wisconsin, has spent most of his life in Minnesota and South Dakota, where the Kurth family owned a 36 section ranch. Ted inherited the ranch in 1919 at the death of his father. He ran 400 head of cattle at one time, but the draught years proved that this was not too profitable. He has also used the ranch as a breeding farm for horses, silver fox and mink. Ted still has controlling interest in the ranch, but has left the operation of it on a share basis - a modern day absentee ownership arrangement.

The most fascinating sidelight of his cattle ranching days centers about his three place Curtis-Robbin monoplane. Getting from his residence in Minneapolis to his ranch, seventy-five miles northeast of Pierre, was quite a job over some of South Dakota's unimproved roads. Ted decided that aviation was his answer. For two years in the mid-twenties Kurth made his occasional trips with a "full tank of gas and a lotta luck."

The gas tank proved reliable enough but his luck didn't. A rather bad blizzard, over-confidence and a bit of bad judgment made a poor combination. The inevitable mishap occurred near Pierre, South Dakota. Kurth admits he's lucky to be around to tell about it. The smack-up ended two things: the Curtis-Robbin monoplane and Kurth's pilot career.

During the lean draught years, Kurth had considerable experience as a "cow-poke" and rodeo artist. When business wasn't too good, Kurth made the rodeo tour. He has ridden and roped in rodeos in nearly every midwestern state and for two seasons competed for prize money in Madison Square Garden. One of his memorable mishaps occurred at the Pendleton, Oregon, show in 1919 when he drew a bad mount in the "bronc busting" division, sustaining a broken leg when thrown.

As for comparing the safety factor between airplanes and wild horses, Kurth has had costly experiences from both. "The airplanes seem to get safer every year - the broncs don't."

Through the years Kurth has had an intense interest in mechanics and electricity. In the early 20's he was employed for a time in Sandusky, Ohio, with the Matthews Engineering Company, manufacturers of electrical equipment and gas-engine generators. While with this Company he devised and obtained patent rights to a voltage regulator for DC generators.

While not engaged in his cattle and horse raising business, Kurth was employed in Minneapolis with several electrical contracting firms.

In 1944 Kurth's health forced him to the Pacific Coast. He was employed for fifteen months with the U.S. Navy Dry Docks at Terminal Island, San Pedro. In this job he built, tested and calibrated switch gear and associated instruments.

He joined the CAA in December 1945 as an Airways Mechanician. Kurth was assigned to the Salt Lake City District in October 1945 as District Airways Supervisor. He still maintains his home in Long Beach.

Kurth is married to the choice of his school days, Lavone Varce of Wisconsin. They have two children, Jo Anne 19 and Jean 17, both co-eds at Compton College.

COMMENDATION

Not lacking a genuine appreciation of a word of praise for the CAA, we quote a letter recently received by our Regional Administrator from Mr. Robert B. Smith, Garden Grove, California.

"It is with considerable pleasure that I write you this letter, because I want to hand a real bouquet to your organization.

"My wife and I have recently made a trip in our plane from here to Bozeman, Montana and return. Of course it would be our 'luck' to make connections with that recent early fall storm that hit the north country, so naturally weather was one of our chief concerns.

"At all times we found your CAA operators most helpful, and we really appreciated the genuine courtesy that went along with their helpfulness. Particularly, do I want to mention the operators at the points where we stopped to file flight plans, obtain gas, or wait out the weather. These were Las Vegas, Salt Lake, Idaho Falls, Dubois, and Bozeman. Of course we talked to other operators by radio that were equally as helpful.

"Our ideas of the CAA have changed greatly in the past year or so. Frankly I will tell you that we always looked upon the CAA organization as a sort of 'policeman' to be feared and avoided as much as possible. Also for a long time we as private flyers seemed to have the feeling that we were more or less considered as intruders in the flying game, or that we were a group that were merely tolerated.

"So it is with much pleasure that my ideas have changed, and you can be sure that as long as the same spirit of helpfulness exists in your organization, we will make the full use of your facilities with equal pleasure."

KITTY HAWK DAY — THE BIRTH OF THE AIR AGE

December 1903. In the United States, preparations were commencing for the exciting presidential election of the coming year. In the Orient, war clouds which would burst into the Russo-Japanese War were ominously gathering. In Franch, the Dreyfus case was the topic of the moment. In Chicago, the shock of the city's second greatest fire was easing. In New York City, the opening of the new Williamsburg Bridge was competing for public interest with the opening performance of Wagner's great opera, "Parsifal." Some of the events world-shaking; some of local concern.

But in a little spot in North Carolina, with not much to distinguish it except its gleaming white sand, sand dunes, graceful birds of prey (hawks, eagles, buzzards), and, according to the U.S. Weather Bureau, "strong and constant winds," an event which was to reshape the destiny of human affairs, occurred. For on the 17th of that exciting month of December, 47 years ago, in Kitty Hawk, was born the "Air Age." Orville and Wilbur Wright made the first successful flights in a powered airplane.

Quite an airplane it was, too, — their glider of 1902 with a motor added! — weighing a trifle over 600 pounds (gross weight 745), with a 13 horsepower four-cylinder homemade gasoline engine turning 1030 revolutions per minute. But it was this frail little craft, the culmination of less than four years of methodical and painstaking observation of and experimentation with gliders, that was to be recognized throughout the world as the first to defy, or, rather, to conquer the elements, and like a winged creature to rise above the confines of the earth and of its own power, soar into space.

True, it did not go far (852 feet); nor did it remain aloft for long (59 seconds), in the longest of the four flights of the day. But, to quote the brothers after Orville's first flight of 12 seconds, " . . . it was, . . . the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in free flight, had sailed forward on a level course without reduction of speed, and had finally landed without being wrecked."

This further interesting excerpt from Orville's diary describes fully first hand the momentous day in aviation's history:

> "When we got up, a wind of between 20 and 25 miles was blowing from the north. We got the machine out early and put out the signal for the men at the station. Before we were quite ready, John T. Daniels, W. S. Dough, A. D. Etheridge, W. C. Brinkley of Manteo, and Johnny Moore of Nag's Head arrived. After running the engine and propellers a few minutes to get them in working order, I got on the machine at 10.35 for the first trial. The wind according to our anemometer at this time was blowing a little over 20 miles. (corrected 27 miles according to the Government anemometer at Kitty Hawk). On slipping the rope the machine started off increasing in speed to probably 7 or 8 miles. The machine lifted from the track just as it was entering on the fourth rail. Mr. Daniels took a picture just as it left the track.

"I found the control of the front rudder quite difficult on account of its being balanced too near the center and thus had a tendency to turn itself when started so that the rudder was turned too far on one side and then too far on the other. As a result the machine would rise suddenly to about 10 feet and then as suddenly, on turning the rudder, dart for the ground. A sudden dart when out about 100 feet from the end of the track ended the flight. Time about 12 seconds (not known exactly as watch was not promptly stopped). The flight lever for throwing off the engine was broken, and the skid under the rudder cracked.

"After repairs, at 20 minutes after 11 o'clock Will made the second trial. The course was about like mine, up and down but a little longer . . . . . over the ground though about the same in time. Distance not measured but about 175 feet. Wind speed not quite so strong.

"With the aid of the station men present, we picked the machine up and carried it back to the starting ways. At about 20 minutes till 12 o'clock I made the third trial. When out about the same distance as Will's, I met with a strong gust from the left which raised the left wing and sidled the machine off to the right in a lively manner. I immediately turned the rudder to bring the machine down and then worked the end control. Much to our surprise, on reaching the ground the left wing struck first, showing the lateral control of this machine much more effective than on any of our former ones. At the time of its sidling it had raised to a height of probably 12 to 14 feet.

"At just 12 o'clock Will started on the fourth and last trip. The machine started off with its ups and downs as it had before, but by the time he had gone three or four hundred feet he had it under much better control, and was traveling on a fairly even course. It proceeded in this manner till it reached a small hummock out about 800 feet from the starting ways, when it began its pitching again and suddenly darted into the ground. The front rudder frame was badly broken up, but the main frame suffered none at all. The distance over the ground was 852 feet in 59 seconds.

". . . . After removing the front rudder, we carried the machine back to camp. We set the machine down a few feet west of the building, and while standing about discussing the last flight, a sudden gust of wind struck the machine and started to turn it over. All rushed to stop it. Will, who was near the end, ran to the front, but too late to do any good. Mr. Daniels and myself seized spars at the rear, but to no purpose. The machine gradually turned over on us.

". . . . The engine legs were all broken off, the chain guides badly bent, a number of uprights and nearly all the rear ends of the ribs were broken. One spar only was broken."

The aircraft of today bears little resemblance to the tiny airplane of December 17, 1903; and the record of that day seems modest indeed when compared with today's: distance, 11,236 miles non-stop; altitude, 60,000 feet plus; official airspeed, 651 miles per hour. But on December 17 of this year and of every year, the world, and the world of aviation particularly, will pay a tribute to the two shy, reserved, persistent pioneers whose endeavors and achievements led to the reduction of the world and brought all of its peoples closer — for better or for worse.

ANNUAL LEAVE REGULATIONS

The Appropriations Act in fiscal year 1951 provides that all Annual Leave earned in the calendar year 1950 must be taken by June 30, 1951.

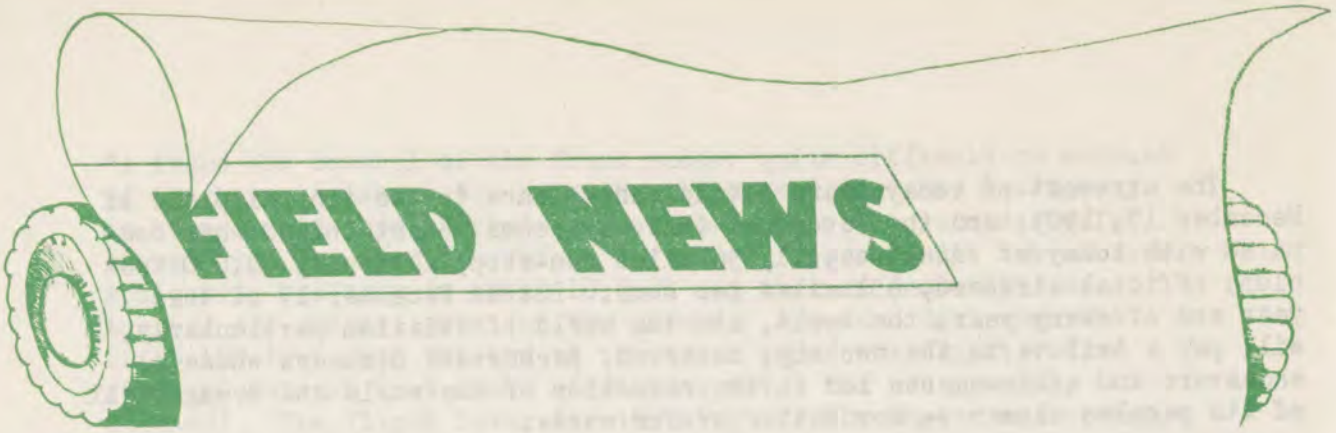
Those employees having the legal maximum accumulation of leave on January 1, 1950 (60 days or more), are required under existing regulations to discharge all Annual Leave earned in calendar year 1950 by December 31, 1950, or forfeit the unused portion.

Illustration: An employee had 82 days' accumulated leave on January 1, 1950. He works continuously during the year taking 16 days of Annual Leave. He would forfeit 10 days' leave and enter 1951 with an accumulated leave credit of 82 days. This provision has been in effect since July 25, 1947 and remains UNCHANGED.

The new act provides that an employee who had less than 60 days' accumulated leave on January 1, 1950, must use all leave earned during the calendar year 1950 before June 30, 1951, or forfeit the unused balance.

Illustration: An employee had 45 days of accumulated leave on January 1, 1950. He works continuously during the year taking 16 days' Annual Leave during the calendar year. On January 1, 1951, he would have 55 days of accumulated leave. He must use the remaining 10 days (accrued during 1950) before July 1, 1951, or forfeit it.

In the above illustration an employee will earn 13 days of Annual Leave for the period January 1, 1951 to June 30, 1951. The maximum total accumulation which he could have as of July 1, 1951, would of course be 58 days (45 plus the 13 days accumulated during the calendar year 1951). We have no knowledge as to whether a similar restriction will be placed on that Annual Leave which is accrued during calendar year 1951.



UKIAH:

INSAC: At 1426P on November 5, 1950, Ukiah Radio made radio contact with the pilot of Stinson 766. The pilot advised that Co-pilot had a lung punctured, and requested transportation arrangements be made for trip to hospital on arrival. The necessary arrangements were made with the Ukiah Airport Manager by telephone. At 1441P the pilot again contacted Ukiah Radio and advised that everything was under control, with Co-pilot taken to Veterinarian. (Co-pilot is the name of the pilot's pet Dachshund.)

Among the diverse hobbies indulged in by personnel at the Ukiah facility, amateur radio rates special mention. Even as we of the CAA are public servants to the flying public, so also have some of us at Ukiah INSAC performed important public service via amateur radio. One such incident occurring recently might be of interest. A storm centered in the Crescent City area knocked out land line communications and closed all roads to Crescent City. Ukiah Communicator Van Vorst, W6MSW, acted as Ukiah amateur radio liaison between the Ukiah INSAC and the Crescent City Red Cross in relaying important weather information originating at Flight Advisory Weather Service, Oakland. "Nice work, Van."

It is easy to understand why private fliers based at the Ukiah Municipal Airport wax enthusiastic over flying as a real time saver. For instance, it takes approximately 20 minutes to fly from Ukiah to Fort Bragg. The same trip by automobile takes about three hours.

It is interesting to note the large variety of occupations and professions represented among the private pilots from the City of Ukiah, with its' population of less than ten thousand. They are listed below, as received from Ukiah Airport Manager Stone.

3 Car Dealers
1 Mortician
1 Photographer
2 Lawyers
3 Doctors
1 Optometrist
1 Accountant
1 Insurance Adjuster
2 Hardware Store owners
1 Airplane Mechanic
1 State Highway Patrolman
1 Airport Manager
1 Truck Line Operator
1 Sand and Gravel Company owner
3 Lumbermen
1 Storage and Van Company owner
1 Carpenter
2 General Contractors

1 Electrical Store owner	1 Bread Truck Driver
2 Insurance Agents	1 Lumber Kiln Dryer operator
1 Used Car Dealer	1 Heavy Machinery Mechanic
1 Auto Supply Shop owner	1 Airline Station Manager
2 Garage Parts Superintendents	1 Lumber Mill Machinist
1 Retail Lumber Yard owner	1 Millwright
1 Liquor Store owner	1 Logging Road Builder
1 Bartender	1 Telephone Lineman
1 Sporting Goods Store owner	1 Restaurant operator
1 Auto Mechanic	1 Airplane Crop Seeder

The oldest local flyer is also one of the most active, and has passed his seventy-third milestone. There are two active women flyers and six studying for their private licenses.

Yes, Ukiah can truly be called an air-minded city.

SAN FRANCISCO:

Tower: Lt. Cmdr. Gordon MacLane of the U. S. Coast Guard, based at San Francisco Airport, gave the pilots of this field who fly over the ocean a good shot of confidence last week when he departed the Coast Guard ramp in an amphibious plane, rescued a flyer whose aircraft was forced down off the coast, and returned the flyer to Coast Guard Base in less than 22 minutes.

The rescued pilot's first remarks were said to have been: "Man, I hardly had a chance to get wet"!

Because of the terrific dust problem which has resulted from bare ground around the private plane parking ramp at San Francisco Airport, many private pilots in the past have decided on smaller fields in the bay area. Good news is coming up, however, as work has already started to seed in an area of some 530 acres.

This will enclose the private plane parking area on three sides with a blanket of rye and clover, thus adding beauty to the area as well as eliminating the dust problem.

One of the events coming out of the nine-day rain storm at San Francisco Airport was a thriller for approach control. Joe McMahon received an estimate from ATC: a Honolulu bound MATS DC-4 returning to San Francisco low on fuel. The aircraft reported over the coast line requesting an immediate approach. Approach control was already set up for this, and the aircraft was cleared without delay. However, as the aircraft left 4,000 feet, high, turbulent winds were encountered and with more than a 40^{0} crab and bad visibility on final approach, the aircraft missed the field making a circle over the bay. Shortly afterward, the aircraft was sighted and directed to a normal landing. After taxiing clear of the runway, the pilot said "Many thanks. Our tanks now read zero." He shut two engines down and upon reaching the ramp, the other two stopped and the ship was towed the last 50 feet to a parking space.

OFACS: "MATS 5548 Emergency" - MATS 5548 C-54 was enroute Hickam Field, Oahu, to Travis AFB (formerly Fairfield-Suisun AFB), California. KSF assumed guard for this aircraft at 0130Z and the pilot advised that he was operating with Number 1 engine feathered. The failure occurred almost exactly midway of the flight and the winds were such that the aircraft was slightly closer to the coast, in flight time, when the engine failed. The pilot did not consider his condition was an emergency.

KSF immediately advised SAR, Air Force, ARTC and FCC of the situation with a request that they stand by in case of emergency. At 0148Z, M5548 advised Number 2 engine was also feathered. The pilot advised that he might be forced to ditch as he was not sure that he could maintain altitude even by jettisoning his inert cargo as the same consisted mainly of personnel, and, of course, all fuel aboard would be required. SAR and other interested agencies were immediately alerted for the emergency by KSF. The first SAR plane was airborne 12 minutes later; the second in 19 minutes; and the third in 26 minutes.

FCC was contacted by KSF and, due to his previous alerting by the Watch Supervisor, was able to immediately furnish bearings confirming the last received position report from M5548. KSF contacted all rescue aircraft on 5165 kcs, voice, upon departure and subsequently on CW frequencies being utilized. All aircraft not involved in the emergency were cleared from the frequencies in use to give top priority to control and informational traffic.

Meanwhile, the aircraft was constantly losing altitude and at numerous times during the flight, the pilot reported that it appeared he had no choice but to ditch. Due to the extreme range involved and difficulty in obtaining bearings, it was necessary to have the aircraft in difficulty shift frequencies twice in the course of the flight. This procedure produces an extremely heavy load on the station as each frequency used for emergency purposes is vacated of all other aircraft. The resulting pile-up of accumulated position reports during the period of shifting together with the extra load of emergency communications produces a perfect picture of ordered chaos at KSF.

5165 kcs, voice, was utilized by KSF and the SAR units to provide communication and this second channel was particularly heavily loaded during this operation, due to a large number of bearings required. Sight contact was established with MATS 5548 some 200 miles off the coast by SAR aircraft and the flight proceeded to a landing at Travis AFB. The escorted portion of the flight could hardly be called routine, however, due to the number of lives involved and the fact that the pilot was constantly fighting a losing battle to retain his altitude. The aircraft was able to cross the coast at 1400 feet.

After "sweating it out" for a total of 5 hours and 22 minutes, the personnel involved in this assist will long remember the flight of MATS 5548.

NOCAL: As you no doubt know, this office is the only CAA Office in downtown San Francisco and consequently (and often times unfortunately), countless numbers of telephone and personal contact requests for all types of information associated with the CAA and aeronautics in general are received.

These requests involve the rendering of all types of aviation service, including the following which may be considered outside the scope of airport engineering and development: Clarification of CAB and CAA releases of the Associated Press and International News Service for local newspapers; assistance in locating missing and wanted flyers for the Federal Bureau of Investigation; aircraft identification whenever a new type plane flies over the city; fishermen requesting information on CAA airways and radio beacons; cooperation with the Treasury Department and their tax evasion activities; aviation information for Columbia Broadcasting System's San Francisco outlet; information for exporters and importers handling CAA foreign shipments; clarification of CAA policies and activities for manufacturers, equipment dealers and for the numerous other Government Regional and District offices in San Francisco; assistance in the preparation of airport courses and textbooks for the University of California; presenting CAA information, policies and organizational characteristics to foreign officials. During the past year this latter type of activity included meetings with the Director of Aviation of New Zealand, Minister of Aviation for Australia, Director of Aviation, India, and representatives of the Japanese Maritime Commission.

Our principal work for the past three years has been the construction of airports and improvements under the Federal Airport Program. We have to date completed the construction of over 60 airport projects involving an expenditure of more than four and one-half million dollars of Federal airport funds. Unusual projects which are believed to be of particular interest to others are the following.

The Trinity Center Airport project involved the construction of a landing strip 200 by 2300 feet on dredge tailings deposited by gold mining operations of early California days. The objectives of the project were to provide an inexpensive airport for emergency use, for the U. S. Forest Service and to correct the extremely unsatisfactory surface transportation existing in the Trinity Alps country. The total construction cost was $11,300, which figure is extremely low for the amount of construction work and the numerous physical difficulties encountered in completing the contract. The airport is located in an isolated location and during the past three months has been the means of providing emergency transportation on five separate occasions for hospitalization treatment at Redding. The trip by air from Trinity Center to Redding is approximately 15 minutes as compared with 2 hours of difficult surface transportation.

Another interesting construction project is at Happy Camp, located on the banks of the Klamath River at the Northern border of California. At this location an airport is nearing completion on a site formerly used for hydraulic mining operations during the late 19th century. The airport project is a coordinated effort between the County of Siskiyou, CAA and U.S. Forest Service. One of the construction problems involves the filling of five 40-foot deep channels which were made during the process of mining gold by the hydraulic jet method, one such race requiring over 20,000 cubic yards of fill material.

The construction of a $195,000 Administration Building for the Monterey Peninsula Airport included many novel building features not previously used in airport terminal building construction. Among these is an unsupported stairway, enclosed patio, corrugated transite fence enclosing the apron and including a special platform enabling small children to see the airport over the 5-foot fence.

An airport project was completed at Sonora, in the Mother Lode Country, where a landing strip and runway were constructed on rocky and barren land previously denuded of all top soil by washings of early gold mining workings and operations. During the process of construction of this airport, one of the workers picked up a $300 nugget on the airport surface, apparently the result of blasting operations. The Columbia-Sonora area was one of the largest gold-producing areas in California, and there is no doubt that there are many other nuggets of equal value resting in the subbase of this airport construction project.

LONG BEACH:

MTIC: As a means to conserve frequency allocations in the overcrowded low frequency spectrum, the middle marker compass locator and the ATCT basic low frequency for voice transmissions have been combined on a single frequency of 242 kilocycles. This arrangement does not incorporate simultaneous voice and identification; rather, voice transmissions interrupt the 1020 cycle identification signal.

A larger ILS glide path transmitter building has recently been completed adjacent to the present glide path building. Also a larger localizer transmitter building is scheduled for construction during December.

With the advent of the A/G console installation, operating quarters, offices, equipment space and storage space will expand to utilize the entire third floor of the Administration Building.

INSAC: Long Beach personnel are looking forward to early installation of a single Console unit. Tentative plans have also been made to modernize our interphone position to correspond to the console in color and dimensions. None of us have had any previous console experience, although some of us have seen the Yuma, Burbank and Ontario installations in operation.

On November 18 a TWA Constellation enroute Los Angeles International Airport to the East Coast lost two engines shortly after takeoff and made an emergency landing at Long Beach. The Connie landed long on Runway 30 which terminates at the ILS localizer buildings. Wet runway surface and heavy load prevented a stop within the field boundaries, and since the pilot could not swerve he elected to go between the localizer transmitter shack and the antenna shelter and succeeded in doing so without taking out anything but a section of picket fence, although one wing passed over the antenna shack, and finally halted the big ship with some structural damage when the gear wiped out on a railroad spur, and without any personnel injury. Needless to say, CAA personnel breathed a sigh of relief when they saw the localizer remained intact and congratulated the TWA pilot on his skillful handling of his big ship during the emergency.

Long Beach Airport continues to figure prominently in the visual aids program of the California public schools. Supervised student trips to this airport were begun several years ago as an experiment and have become so popular that we now entertain an average of 8,000 pupils annually from schools within a radius of Compton, Whittier, Placentia, Santa Ana and Capistrano. INSAC, airline offices and the airport fire station are visited and planes inspected on the parking ramp. Trips usually coincide with arrival and departure of an airline DC-3, DC-4 or Convair.

SALT LAKE CITY:

Tower: After operating from a temporary "shack" on the northwest corner of the roof of the Administration Building for the past eight months, Salt Lake Tower personnel truly feel that they are now in a "pent-house atop the Mark."

The move to the new larger tower cab was made November 14. It is located in the same position as the one formerly used at Salt Lake prior to the building of the temporary one. It is 18 feet by 15 feet, but when one visualizes the radar position manned and in operation (sometime soon, it is hoped), it does not appear to be any too large.

One of the innovations of the new tower is the installation of the mechanical interlock system, however, approach control procedures at Salt Lake demand the installation of at least four of these systems; so now it is a matter of statistics as to which fix will be chosen for experimentation.

Probably no other tower in the country has a situation wherein aircraft are stacked over a fix below the minimum enroute altitude and above the minimum enroute altitude at the same time. This situation, of course, requires the personnel to raise the lower stack to eleven thousand to proceed with instrument approach and to descend the upper stack to eleven thousand to proceed with instrument approach. Such a fix is located at Promontory Point homing beacon. It is going to be interesting to see what the mechanical interlock system will do to pull itself out of that problem. Will it do it? Watch for the next series, Chapter 16, entitled "Robot fails to surplant human hands" or "SC-31 faces new problems."

Recently a car approached off the Army Ramp, proceeded out the East-West Runway, then right down the middle of the North-South Runway (Runway in use), and stopped in the middle of the runway at the North end. The Airport Manager was asked to check on the situation immediately and find out what the car was doing there since tower received no call on it, nor did anyone get out of the car. The conversation between the Manager and the driver went something like this:

Manager: "Where do you think you are, Mister?"

Driver: "Right here, who wants to know?"

Manager: "What are you doing here?"

Driver: "Eating lunch." (Sandwich in one hand, thermos in other, radio full blast.)

Manager: "Do you realize you are sitting in the middle of a runway at the airport with airplanes loaded with passengers waiting to land?"

Driver: "Oh that's alright, I won't be long and I'll move as soon as I finish lunch."

Manager: "Mister, you aren't waiting to finish your lunch; you're getting off right now!"

The rest of the conversation is unprintable, and the man did drive away — but it's a true story — in this "Air Age" too!!!

The new parking and private hangar area was completed this summer and now the first individual hangar is being built thereon. This new area is located East of the present hangar line across the roadway leading to the Air Base.

The building at the new VOR site has been completed and installation of the equipment has commenced. The site is four miles north-north-west of the airport and it appears to lie almost in a direct line from the new proposed instrument runway — on which it is hoped that construction will commence next year.

ASDO: A Private Pilot Conference was held on the evening of October 18th, at the University of Utah under the sponsorship of the Salt Lake City Chamber of Commerce. Approximately two hundred people were in attendance and the Conference was enthusiastically received by the flying people of this area. The feature program of this Conference was a lecture and mock-up demonstration of the standard low frequency range and omni-range installations by Dr. Irving Swigart of the University of Utah staff. The demonstration showed applicable methods of utilizing these facilities by the Private Pilot. The presentation of this portion of the program was very well accomplished by Dr. Swigart and many favorable comments and requests for future programs have been received by this office.

The Aviation Division of the Utah Safety Council has again begun its regular meetings and activity. The first of these meetings was held on the evening of November 8th and among the items discussed was the proposed Private Pilot Written Examination. A Committee of qualified Aviation Personnel was appointed to develop Questions and Answers to be submitted through the SLC - ASDO to the R.O. for their consideration. It is hoped that through the combined efforts of this group, some practical Questions and Answers will be forthcoming.

Based upon the ground work laid by Mr. W. O. Johnson on Aviation Education, a Committee known as "Utah Committee on Aviation Education" was set up at a meeting held at the SLC - ASDO on October 27, 1950. The purpose of this Committee is to promote Aviation Education in the Public School System of the State of Utah. The Committee members represent Utah Department of Public Instruction; University of Utah; Utah State Agricultural College; Weber High School; Garfield and Alpine School Districts; Utah Wing CAP; United Airlines; Fixed Base Operators Association; Utah Aeronautics Comm.; Hill AFB; and the Salt Lake City Office, ASDO. It is hoped that continued work of this Committee will further aviation in Utah in the years to come.

This office has initiated an extensive Public Relations Program which will result in meetings by our Agents with all Mayors and City Councils of every town that has an aircraft based within its jurisdiction, particularly explaining the functions of this office as it compares with State Aviation Agencies. The results thus far have been very gratifying. All segments of the Aviation Industry have hailed this program with considerable enthusiasm.

Center: Evolution has been overdoing itself in the Salt Lake Center this year. Beginning with the acquisition of full approach control at Salt Lake this spring, and continuing with installation of homing beacons this fall, which permit entirely new procedures in and around the airport, mechanical interlock and Center radio transmitter and receivers are now being installed, and radar surveillance is on tap for the new control tower in the near future. This may be old stuff to the city slickers, but the Salt Lake hillbillies are elbowing their kids away from the TV set for any available tips to be gleaned from the Flash Gordon serial. By next year, we figure, a controller won't bat an eye if he walks in and sees the senior coordinating traffic from atop an elephant.

By arrangement with the Air Force, enlisted tower and radio operators from nearby Hill Air Force Base have been visiting the Center in small groups in order to gain wider knowledge of the air traffic control field and thereby improve coordination between the Base and the Center. This program has derived impetus from Center controllers who participate in active Air Force Reserve training at the Base and spread the word from beneath shoulder bars and leaves.

Chief Controller Harold Howard has been elected Chairman pro tem of the SALAERO Association, which is patterned after CIVILAIR and aims to unite the 106 CAA employees of this airport into a mutually beneficial social group. SALAERO will also procure, at wholesale, toupees for controllers who blow their tops. (This gag is a real innovation - it was stolen from Milton Berle.)

OAKLAND:

ASDO: We thought that an unusual use of a helicopter which came to our attention last week was worthy of being passed on for your information. Due to recent heavy rains, it was necessary to find some means of drying out the turf at Memorial Stadium in Berkeley for the California-Stanford Game. The Hiller Hillercopter Corporation in Palo Alto was employed by University officials to have one of their aircraft hover some ten to fifteen feet and move slowly over the field to dry by creating a high wind. We are informed by officials of the Company that this operation, which was carried on for nine hours, was quite successful. They explained that the rotor blades move approximately two million cubic feet of air per minute and create a wind of 25 mph. They further said that although they were once called upon to blow rain water off some freshly laid macadam, this is the first instance to their knowledge of a helicopter's being used to dry out a football field.

TUCSON:

MTIC: Probably the most important event, at least in the eyes of the Maintenance Technicians of this facility, was the installation of an automatic standby plant at the low frequency range during October. After playing nursemaid to the "Old Clunker" all those years, it's certainly a relief to be able to sit back and let the power fail and not have to make a mad dash for the range at almost any hour of the day or night.

Something new has been added to the low frequency flattop antenna at the Tower. Bob Schmidt, Airport Manager, has hung a series of pennants from the antenna. It seems as though a couple weeks ago a helicopter tried to use the antenna as a roosting place. Along with the Rainbow tower, Tucson Municipal should be known from coast to coast.

Tower: On November 16, around noon, a column of smoke was observed west of the Tucson Mountains by Gordon Sherk. The Sheriff's Office and Davis-Monthan Tower were advised, at which time Davis-Monthan reported no aircraft were reported missing, and the Sheriff's Office advised they would send a radio patrol car to investigate. In the meantime, CAA 218 Beechcraft, with Pilot Lewis, inbound from Douglas, contacted the Tower and advised he was proceeding to Prescott with a stop at Phoenix. The Tower advised Lewis of the smoke, gave him an approximate heading, and asked him to check. Shortly after the contact with Lewis, Davis-Monthan Tower called and advised that a crash had been reported in the vicinity of the smoke area; Lewis reported over the crash area and advised it appeared to have been a multi-engine aircraft and was still burning. Six or seven men could be seen walking around and parachutes appeared to have been made into tents. An omni-range bearing from Tucson and Gila Bend was taken by Lewis and reported to the Tower, who relayed it to the Sheriff's Office and Davis-Monthan, together with instructions as how to best reach the scene of the crash by automobile. The crash was located ten miles north of a small Indian Village named Sil Nakya, on the Papago Indian Reservation. No more information was received by Tucson Tower until a Radio Broadcast announced the collision of a B-29 and a B-50 on a refueling mission; the crash cost the lives of thirteen men - there were ten survivors.

INSAC: It was Tucson's pleasure to play host to many celebrities of the aviation world at the Fifth Annual Arizona State Conference last month. CAA was well represented from the Washington Office on down, including employees from most Branches in the Phoenix and Tucson Field Offices, Los Angeles and Fort Worth Regional Headquarters. The Conference was of two days duration, October 27 and 28, thereby permitting a glimpse into practically all phases of aviation, in addition to our own.

The Uruguayan Air Force comprising one C-47 and eight F-51's involuntarily paid us a visit early this month. While enroute from the coast, one F-51 developed engine trouble near Safford, Arizona, and crash landed in a wash; the aircraft sustaining major damage but without injury to the pilot. The pert appearing little outfit lined up behind the Grand Central Aircraft fence awaiting final decision as to disposition of their crippled ship. One week later, they all departed for Kelly Field, Texas, arriving there without incident. The crippled aircraft will be rebuilt for later delivery.

Tucson Municipal Airport is seething with activity these days. Grand Central Aircraft Corp. of Glendale is now operating full force, with nearly 3,000 employees, running two shifts at present. They have completed and delivered to the Air Force the first few B-29's which are a portion of 50 such modifications of cocooned B-29's which were towed to this airport over a specially built highway across the desert from Davis-Monthan AFB.

Private pilot activity is also at a high level with local flight schools operating to full capacity. Much of this recent increase is due to Grand Central employees desiring to learn the rudiments of flight. Our own INSAC is contributing a bit to flight training activity with two full-fledged pilots on the job, two more in training, with the last two on the fence.

PALMDALE:

"For first-class treatment, I'd like to recommend Palmdale Airport just across the San Gabriel mountains from Los Angeles. My wife and I flew over there recently in our Cessna and were met at the line by a very courteous attendant who seemed to appreciate the four and a half gallon gas sale as much as if it were a full load (we took on all we could hold).

"While we were in the airport restaurant, the CAA man on duty there, Mr. Benson, came in and introduced himself and invited us to inspect his office. While he was showing us around we met two other CAA communicators, Mr. Cossey and Mr. McNeel. The former asked us if we belonged to AOPA, and when we told him we did he showed us a handful of the AOPA Special Reports - 'How To File A Flight Plan' - which he passes out to visiting pilots. He told us that many private pilots believe they are imposing when they file a flight plan or ask the CAA for information. He wanted us to know that CAA communicators are happy to give every possible service.

"All in all, we had a very pleasant stay at Palmdale.

George R. Stewart (AOPA 37569)

Los Angeles, Calif."

* * * * *

We in Airways Operations are happy to hear that Jimmie Gibson, Chief of the Winnemucca INSAC, has returned to duty after a long convalescence from a major operation early in September.

DIVISION HI-LITES

FACILITIES DIVISION:

Consolidation of Communications Maintenance Sectors has been completed with the following sectors deleted, and the contiguous sectors have assumed maintenance of the facilities involved:

Whitmore, California
Fairfield, Utah
Wells, Nevada
Modesto, California
Cochise, Arizona
Newhall, California

The localizer on the Los Angeles Airport was shifted back to Runway 25L and will be operated at this location until the north end of the underpass and the extension to Runway 25R are completed. The green threshold lights on the east end of Runway 25L were placed in operation on October 16, and pilot reports to date indicate that they are of material help in marking the runway boundary.

Tower crews are completing installation of equipment in the new Tower at Salt Lake and have started the modernization of the Tower at San Francisco. Relocation of the Tower equipment at Phoenix will be rescheduled to a later date due to delays in completing the new Tower structure. INSAC modernization crews are working at Hanksville and Long Beach. The first of the new 1951 EANF projects to be undertaken will be the INSAC relocation at Cedar City, which will be started about December 11.

Reconstruction of the VOR range at Ukiah has been delayed by the heavy rains. Equipment installation on the VOR range at Salt Lake is completed and weather permitting, the range will be flight checked November 27. Construction of the VOR at Cochise is underway and construction is scheduled to begin at Hassayampa and Thermal on December 1. Construction at Coalinga is completed except for the plastic antenna shelter which has not been received.

The Engineering Division has surveys underway for selection of VOR sites at Mormon Mesa, Palmdale and Point Mugu. Mr. Campbell flight checked the test site selected at Point Reyes and found it marginal. The crew is therefore moving the portable equipment on to an alternate site for further test.

Our field maintenance parties are in the process of being shifted from the two northern districts to the two southern districts, where they will work for the next six months.

The Deep Lake Field has been discontinued, and the equipment is being transferred to Clifton, Arizona for installation on the Clifton-Morenci Airport. Surplus equipment from the Buffalo Valley and Knolls Fields is being transferred to the City of Hawthorne, Nevada for installation on the Hawthorne Airport.

NOTAMS have been issued for the discontinuance of the following sites:

Site 11, San Francisco - Seattle Airway

Site 4, San Francisco - Salt Lake Airway
" 8, " " " " "
" 37, " " " " "

Site 19, Los Angeles - Phoenix Airway
" 35, " " " "

AIRWAYS OPERATIONS DIVISION:

Construction was started November 6 on a new airport traffic control tower at the Oakland Municipal Airport.

A new airport traffic control tower structure was completed at Salt Lake City and operations were transferred from the temporary tower to the new structure November 14. Installation work has been in progress during the entire month.

On November 11, Ralph C. Bateman and Loren S. Foot, Airport Traffic Controllers from the Seventh Region, completed a one-month radar operator training course at the Los Angeles International Airport Traffic Control Tower.

Service was inaugurated 0001P, October 30, on the new air-ground radio communication channel 120.3 mc in the Oakland Air Route Traffic Control Center. This permits direct communication between controllers and aircraft in flight.

Approach control was discontinued at the Bakersfield Airport Traffic Control Tower November 26.

Mr. R. B. Workman, representative from W-381, visited the Regional Office for the purpose of discussing INSAC field operations problems, including scanning procedures, monitoring OFACS and synoptic weather relays. His itinerary in the Sixth Region includes San Francisco, Long Beach, Ontario, Thermal, El Centro and San Diego.

Operations were started utilizing the new dual air-ground console at Bakersfield INSAC November 17. This installation constitutes a major improvement over the previous one.

SAFETY OPERATIONS DIVISION:

Flight checking is nearly complete on a VOR airway to be established in this Region between San Diego, California, and Douglas, Arizona. Certain altitude change radials remain to be checked. The proposed airway is being coordinated with the Fourth Region by Sixth Region Airways Operations Division, and it is hoped that following completion of the Cochise VOR, a VOR airway the entire distance to El Paso may be established. In addition, the VOR airway from Long Beach to San Francisco via the valley omni ranges is being checked.

Concurrent with the re-establishment of instrument operations on Runway 25L at the Los Angeles International Airport, October 26, GCA (Precision Approach Radar) landing minimums were lowered to 200-½. ILS landing minimums are also 200-½, and both types of approaches have the additional aid of the high intensity slope line approach lights and high intensity runway lights.

Frontier Airlines is installing an "H" radio facility at Safford, Arizona, to improve their operation into this airport. The Fifth Region Flight Operations Branch has requested a check of their facility by our Facilities Flight Inspection Branch. Frontier Airlines is also planning instrument operations on their route Winslow - Flagstaff - Prescott and has requested the formulation of an ADF instrument procedure utilizing their "H" facility at Flagstaff.

Totem Air Service, Inc., of Seattle, Washington, is transferring their operations base to Burbank. The company is utilizing Curtiss C-46 aircraft in irregular air carrier passenger operations.

Royal Air Service, Oakland, has resumed their DC-3 irregular air carrier operations following a voluntary period of suspension to effect reorganization.

California Central Airlines, Burbank, will inaugurate scheduled intrastate service to Los Angeles International Airport on November 30, 1950, with six arrivals and departures daily.

The domestic and the international operations of the Flying Tiger Line have been separated, and an irregular air carrier operating certificate was issued to the Company's International Division by the International District Office, San Francisco, who will supervise the international operations. The Burbank District Office will continue to supervise the Company's domestic scheduled cargo operations. A flight navigator training program was inaugurated by this Company as of October 23, 1950.

Overseas National Airways was approved for a flight navigator course on October 24, 1950. The curriculum has been approved by Washington, except for a few minor changes.

A report on the Experimental 4-Place Primary Pilot Training Program was submitted to Washington on November 3. Only one school in Region Six was successful in graduating three students from the course. The principal obstacle to this training has been the inability of the operators to schedule three students at one time. The course is more practical for colleges and institutions with large enrollments.

A representative from the San Francisco District Office attended a joint CAA-ATA meeting in Kansas City. The results of about four months of operations under the "Maintenance Standards Plan", as applicable to United Air Lines, TWA and American Airlines, were reviewed and discussed.

AIRCRAFT DIVISION:

The Northrop Corporation has notified this office that it does not intend to go ahead with the completion of the type certification program on the Model YC-125 at this time. Miscellaneous minor items of data are being transmitted to complete the files.

An Application for Type Certificate has been received covering the Ryan Navion C. This is a new, improved version of the Navion which will include an increase in wing span, a maximum take-off weight of 3200 lbs. and other refinements.

Technical data substantiating the Douglas DC-6A for the aileron load conditions, are being completed by Douglas. Every effort is being made to expedite these data since they constitute the last major item to be cleared up prior to issuance of the TIA. Because of the urgent time schedule on this project, Douglas has requested CAA participation in several phases of the flight test program prior to the issuance of the TIA. After investigating the matter, it was decided that it would be satisfactory to comply with Douglas' request, and performance flight tests on the project now are under way at Palm Springs. Other phases of the flight test program, including the determination of flight characteristics, will be conducted as soon as the TIA is issued.

Design work is being accelerated on the Douglas Models R6D-1 and R4D-8 which are Navy versions of the DC-6A and the Super DC-3, respectively. It is understood that approval will be requested for a take-off weight of 106,000 lbs., a landing weight of 88,200 lbs., and a zero fuel weight of 83,200 lbs. on the Model R6D-1. Douglas also has indicated that revised versions of the DC-6 and DC-6A series may be submitted for approval. One of these is the PAA version of the Model DC-6 which apparently will be submitted for approval at a take-off gross weight of 103,000 lbs. in contrast to the 100,000 lbs. gross take-off weight for American Airlines and United Airlines versions of this aircraft.

The Navy Bureau of Aeronautics has requested CAA assistance in the approval of 16 Model HTE-1 helicopters being purchased from United Helicopters. These aircraft are essentially modified versions of the Model UH-12. One of the major modifications is the installation of conventional floor-type control columns in lieu of the overhead type used in the Civil version.

Design work on the Lockheed Model 1049 series is being expedited at Lockheed. It is understood that a steady flow of technical data pertaining to the Model 1049-53 is scheduled to begin during the next month. In the meantime, Lockheed is conducting preliminary flight investigations on an "aerodynamic prototype test vehicle" to obtain information regarding the changed aerodynamic configuration. This test vehicle is an old Constellation airplane which has undergone fuselage modifications similar to those planned for the 1049 series. The Bureau of Aeronautics has requested CAA assistance in the procurement of Models PO-2W and R7O-1 aircraft which are military versions of the 1049 series.

Vibration data pertaining to the Herrmann Engineering Co. Model X-375, cam type engine, have been forwarded to Washington. As soon as these data have been reviewed it is expected that a Type Inspection Authorization will be issued, after which calibration tests and the official endurance tests can be run.

Intercontinental Airways is in the process of modifying four C-69 airplanes into Lockheed Model 049 airplanes. This work has been under way for several months and the first of these airplanes is nearly completed. Engineering and inspection work has been coordinated closely with Lockheed. It is understood that these aircraft will be operated between Israel and the United States.

Personnel from the Aircraft Division are cooperating in the investigation of the accident which occurred on November 18th, at which time TWA Flight No. 94 made an emergency landing on istruments because of the failure of two engines in flight. Preliminary indications are that both engines failed as a result of internal failures; however, complete information regarding these failures will not be available until teardown inspections are conducted at Kansas City. Arrangements have been made for a powerplant engineer from this office to participate in these teardown inspections which are expected to begin on November 27th.

AIRPORTS DIVISION:

The Chief of the Division and the Airport Management Consultant inspected the airports at Blythe and Thermal, California, and consulted with County authorities relative to the utilization of surplus property and the maintenance and operation of the airports.

The Airports Division assisted the City of Phoenix and the AiResearch Manufacturing Company in reaching an agreement as to the location and general layout of the proposed new plant of the latter at Phoenix Sky Harbor Airport.

The Chief of the Division and the Airport Management Consultant inspected the proposed location of the Swiftaire Company operations at Las Vegas and consulted with District Airport Engineer Donaldson and the Airport Manager at McCarran Field relative to the proposed paving of aircraft parking aprons and problems of maintenance and operation.

The 1951 Federal-Aid Airport Program was approved and released on November 8, 1950. The National program was in the amount of $21,200,000, of which the Sixth Region's share was $3,466,658, breakdown as follows:

Distr District	No. of Projects	Tentatively Allocated (Total Amount)
Arizona	7	1,020,345
Northern California	8	1,081,978
Southern California	6	1,030,855
Nevada	4	63,125
Utah	4	270,355

Project Applications were processed for two projects at Prescott and for two projects at Flagstaff, the third project at Ontario and the third project at Oakland.

Grant Offers were issued for the above-mentioned projects at Oakland and Flagstaff and for one of the projects at Prescott and for the land acquisition at Fort Bidwell, California. Grant Offer was issued and accepted for the first project at Yerington, Nevada.

Construction was started on the project at Tulelake, California, also projects at Oroville and Oakland.

During the month, representatives of the Utah District Airport Office were called upon to attend two public meetings in connection with the establishment of airport zoning in Salt Lake County. Additionally, the District Office had several conferences with the County Zoning Engineer. Much opposition to the proposed zoning is being developed by surface carriers in that it is their opinion that such zoning will adversely affect proposed industrial development which they intend to serve. Additional public hearings are scheduled for the near future and the District Office is at present assisting the County Zoning Engineer in preparing basic information that is to be presented at that time.

ASSISTANT TO THE REGIONAL ADMINISTRATOR:

The Advisor in Aviation Education attended and participated in the Aviation Education Program Institute Session at Montebello for Los Angeles County teachers. There were approximately 45 in attendance.

The Advisor in Aviation Education served as a guest speaker on November 9, 1950 on the CAA Night. The Air Age Education Course, conducted by the Division of Adult Education of the Pomona City Schools, is a non-technical, informational class being conducted by the school for the layman, and is the second such class to be given by this school. They have an average attendance of approximately 100 for each of the six or seven lectures.

The Advisor in Aviation Education addressed an all school assembly at Humboldt State College, Arcata, California, speaking on the topic, "Ox-Cart to Wings." He also addressed approximately 50 primary teachers of the Eureka City Schools relative to Air Age Education. On November 17 and 18, an Aviation Education Workshop was held at the Humboldt State College for a group of Humboldt County "In-Service" teachers, as well as student teachers from the State College. An Operations Institute was also held as a part of the above Workshop at the Landing Aids Experimental Station. The group was shown the various facilities at the Landing Aids Experimental Station, including the operation of the landing aids, Interstate Airway Communications Station, and airline operations. They were also shown the motion picture on landing aids. It is interesting to note that the Operations Institute was held in a raging rainstorm, yet the more than fifty participants did not let the downpour dampen their spirits.

The Advisor in Aviation Education and Assistant to the Regional Administrator met with the Aviation Committee, Long Beach Junior Chamber of Commerce and discussed all phases for the organization and operation of the forthcoming Air Transportation Day to be held in conjunction with their annual "Wings Over The Nation Program," December 7 - 10, 1950.

At the request of the Chamber of Commerce, Los Angeles, the Assistant to the Regional Administrator and Supervising Agent, Los Angeles ASDO Office, met with representatives of the Chamber of Commerce Aviation Committee, private pilots, fixed base operators, and airport managers to discuss private pilot flight activities within control zones and areas under minimum weather conditions. This meeting was called in the interest of all concerned since the local smog conditions experienced in the Los Angeles area predominate most

of the time and it is realized that there are some flights under these conditions which are not controlled. Many suggestions were offered, such as possible changes in regulations to require greater proficiency on the part of private pilots; an educational program to clearly explain the need for traffic control under these conditions; wider use of flight plans; etc. Varian Green, local private pilot and member of the Chamber of Commerce, acted as Chairman at this meeting and will appoint a Committee to further explore these conditions and make recommendations based on their findings. At this time no information has been received as to the Committee's membership.

BUSINESS ADMINISTRATION DIVISION:

We are now circularizing the Radio Maintenance Technician and Aircraft Communicator Registers in advance of exhausting them. The Civil Service Commission has suggested that each individual be queried as to whether he is willing to accept an indefinite appointment. If not, he is to be notified that his name will be removed from the Register. It is quite likely that many of the Register eligibles who had turned down a strict temporary appointment may accept an indefinite appointment.

Letters are being sent to the Next of Kin of employees now on military furlough to determine current mailing addresses. It is proposed to furnish the furloughees with a copy of the Region VI News.

The Washington Office is preparing to decentralize the administration of the National Promotion Program to the Regions. It is believed that this decentralization will speed up action under the Plan.

The Washington Office has announced the delegation to the Regions of complete authority for handling disciplinary action. This means that final action on dismissal cases will be at the Regional level subject only to the normal appeal procedure.

Proposal 6-51-95 for installation of a high intensity approach light lane and related work at the Humboldt County Airport, Arcata, California, was mailed to prospective bidders on November 20, 1950. Bids will be opened December 7, 1950 at 10:00 a.m.

Contract documents were mailed November 21st to Ray Kashner and Ed Seymour, who were successful bidders on Schedules I and II, respectively, of Proposal 6-51-140 for construction of VOR facilities at Hassayampa, Arizona, and Thermal, California. It is anticipated that notice to proceed on both projects will be issued approximately December 1, 1950.

Notice to proceed, effective November 20, 1950, was issued to Jennings and Jennings of St. George, Utah, for construction of a VOR facility at Cochise, Arizona, under Proposal 6-51-123.

Proposal 6-51-148 for relocation of boundary lights and related work at the Gila Bend, Arizona, Intermediate Landing Field, was mailed to prospective bidders November 10, 1950. Bids will be opened December 5, 1950.

One Bid, in the amount of $1,035, was received in response to Invitation 6-51-146 for erection of an antenna mount in the Control Tower at Salt Lake City, Utah. Inasmuch as this price was considered too high for the work involved, the Engineering Branch recommended the Bid be rejected and work performed by Government force.

Proposal 6-51-142 for renovation of the existing Control Tower Building at the Winslow, Arizona, Airport was mailed to prospective bidders October 31, 1950. Bids were opened November 20, 1950.

Proposal 6-51-139 for installation of ILS Localizer Transmitter Building and related appurtenances at the Long Beach, California, Municipal Airport, was mailed to prospective bidders November 1, 1950. Bids were opened November 28, 1950.

Notice to proceed, effective November 6, 1950, with installation of a VOR Radio Range facility at Ukiah, California, was issued to Jennings and Jennings of St. George, Utah.

The Budget and Management Branch has initiated a management survey of the Property Management Branch, Business Administration Division.

Charts have been prepared indicating work-load at Sixth Region Communications Stations.

A memorandum was forwarded to all Regions advising that the Washington Office will assume responsibility for maintenance of the CAA National Supply Catalog as of January 15, 1951, and requesting that no requests for classification of items be forwarded to the Sixth Region after December 1st. This will enable us to clear any backlog prior to the transfer of control.

The Facilities Division prepared and forwarded a complete list of items which should be stocked in the Regional Warehouse for use in the Los Angeles Radar Installations. As the first step, this list has been turned over to the Catalog Clerk for classification action.

The status of the National Catalog Classification requests is as follows:

Requests Received, Sixth Region	17	
Other Regions	5	
Requests Classified, Sixth Region	2	
Other Regions	208	
Classified to Date	34,119	
Remaining on Hand		24 (Sixth Region)

We have been advised by the Washington Office, that, in the interest of savings in procurement costs, future radio tube contracts will call for the glass type tubes, unless specific justification for the purchase of metal type can be supplied. All MTIC's have been notified of this policy, and requested to forward justification for any tubes which they believe should be procured in metal.

An executed copy of the Transfer Agreement conveying title to a Beacon Tower and other equipment located on the Auburn, California, Airport, was forwarded to the Airport Commissioner of that City.

In response to Washington request, an estimated initial quantity of 3,000 warning decalcomanias was requisitioned for installation on high voltage equipment.

Authorization has finally been received from the Washington Office to ship 22 surplus key cabinets to PMD. These units, received new more than two years ago, were not required in the Region since an improved modification had been installed in center locations.

The Warehouse Manager prepared a complete inventory of crystals, which is being forwarded to the Facilities Division for their review. Excess crystals will be sent to the Airways Facilities Shop, Ft. Worth, in accordance with instructions issued by the Washington Office.

We have received N-171 as a replacement for N-67 in the Regional Aircraft Pool. N-171 is in the process of being modified. The horizontal stabilizer has been modified to comply with regulations and the Aircraft Service Branch is now in the process of installing landing gear doors and completing radio installation. It is estimated that this aircraft will be available for assignment December 4.

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING

November 6, 1950

Program Coordinating Committee

The Administrative Order establishing a Program Coordinating Committee to insure the complete coordination of Airways and Airports projects which affect the plans and operations of other Division, has been released.

The Regional Administrator pointed out that possibly one of the first jobs the Program Coordinating Committee should undertake is that of discussing the finalized EANF program with industry representatives — ATA, ALPA, AOPA, Airport Managers, and others. Also, that the proposed new or revised Parts to the Civil Air Regulations should be discussed with industry representatives in order that every available constructive comment can be assembled for submission to Washington.

Intermediate Field Discontinuance

Reference was made to the July Minutes of the Aviation Development Advisory Committee Meeting in which there appeared the proposed list of Intermediate Fields to be discontinued in each Region. There appeared to be some inaccuracies in the information given relative to the intermediate fields in our Region. Mr. Hadfield was requested to prepare a memorandum correcting the information and bringing it up to date.

Recent Laws Affecting Commerce Employees

The memorandum from the Personnel Director of the Department of Commerce, addressed to all personnel on the above subject, was discussed for the purpose of insuring that all Staff members had a clear understanding of the new Leave Regulations and of the Regional policy to make it possible for all employees to take their leave if they desired to do so.

Temporary Assignment of Regional Administrators to the Office of the Administrator

At the Regional Administrators' Conference in May, a proposal was made to assign the individual Regional Administrators to temporary tours of duty in the Office of the Administrator in Washington. A letter from the Administrator stating that he was proceeding to implement this plan was read. The assignments are for sixty days duration. Mr. Leonard Jurden of the Fifth Region is presently on duty and after the first of the year, Mr. L. C. Elliott of the Fourth Region will report. The purpose of this program is to familiarize Regional Administrators with Washington Office procedure and to assist the Administrator by bringing the field viewpoint to his office.

Planning and Evaluation Division

To date in this Region, the separate functions of the Planning and Evaluation Division have been directed from the Office of the Regional Administrator. Announcement was made that effective immediately, Mr. Elwood Cole would assume the duties of Acting Chief of the Division.

CAPITAL GLEANINGS

Appointments

In general, all new appointments in Federal Agencies on and after December 1, 1950, will be "Indefinite." These appointees shall serve a trial period of one year, are not subject to the Retirement Act, and are in Retention Group B under Reduction in Force. Their appointments are made in accordance with Civil Service laws and regulations. Individuals serving War Service, Emergency - Indefinite and Temporary appointments pending the establishment of a Register, are converted to "Indefinite" appointments. Periodic pay increases are permitted.

Promotions

Effective December 1, 1950, certain restrictions on promotions of Federal employees will be applied. Grade GS-5's or higher cannot be given a promotion until they have been in that grade for at least six months and thereafter cannot be promoted more often than every six months. Classified employees under Grade 10 cannot receive more than a two-grade promotion and Grade 10 and above employees can be promoted only one grade at a time. There are no time restrictions on promotions for employees below Grade 5. Exceptions to these regulations require Civil Service Commission approval.

Many Temporary employees have been frozen in their positions and could neither be promoted in grade nor transferred to another Agency. Both of these restrictions will be cancelled on December 1.

Veterans

Even though an employee entering the Military Service has had one or more Indefinite grade promotions, he has legal rights only to the Permanent position he left. However, he can be restored to the Indefinite job he left if such job is available and occupied by an employee with fewer retention rights.

Efficiency Performance Ratings

A new Efficiency Rating plan will become effective on December 29, consisting of Outstanding, Satisfactory and Unsatisfactory. Rating Forms and Elements on the Forms may be selected by each Agency, no uniform Rating Form being developed.

Employees to be rated Unsatisfactory must be given a 90-day Warning Notice in writing, as at present.

There may be some delay for those employees who are eligible for a Periodic Pay Increase immediately after January 1, 1951. An Efficiency Rating under the new system is necessary. It is proposed to use an "interim" performance rating for this purpose.

The new performance rating system provides that an "Outstanding" rating will be awarded five retention points under the Reduction in Force Procedures. A rating of "Satisfactory" will be given one point. All "Outstanding" ratings require written justification and review by an Efficiency Rating Board.