



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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REGIONAL SAFETY PROGRAM

Practicing safety is like saving money - we all know we should do it, but do we give it the amount of attention it deserves? In spite of intensive campaigns to reduce accidents on the job, on the highway, and in the home, accidents are still taking an appalling toll in terms of fatalities, injuries, and property damage.

Accidents and their results-injuries, damage and delay-are costly and time consuming. In the Federal Government alone the annual cost of fatalities and injuries, together with the property and equipment damage and claims resulting from motor vehicle accidents, is approximately \$155,000,000, or in excess of \$70,000 an hour every working day of the year.

Recognizing the tremendous waste resulting from accidents in the Federal Government, the President and Congress have directed all departments and agencies to inaugurate an organized safety program. A comprehensive safety program is being implemented in this region to place increased emphasis on the control of accidents, fires, and occupational hazards. The objectives of the Regional Safety Program are:

1. To reduce accidents and injuries to an absolute minimum.
2. To provide practical safeguards on equipment, tools, etc., and to maintain places of work in safe condition in order to guard against accidents and injuries and to minimize seriousness of injuries.
3. To provide safe practices and methods through efficient supervision.
4. To require or permit only safe acts and advise employees of the dangers in their work, so they will be able to know and recognize uncontrolled dangers, take corrective measures where possible, or report to their supervisors and thus prevent accidents and avoid injuries.

Instructions outlining minimum safety standards will be included in the Administrative Order series. In addition, pertinent information regarding the Safety Program will be released through the medium of a safety bulletin. (Continued on Page 19)

# INTRODUCING ~ James W. Montée

GRAND "DAD" OF AVIATION

92 1/2 years old  
Mar. 1955



"I will live to see the day when we will fly from city to city and from coast to coast --like birds." The little group stared at the speaker; and one, doubtless voicing the thoughts of the majority, commented pityingly, "The man is mad - and a fool." And so it seemed when James W. Montee, truly grand "Daddy" of aviation, made his prediction--in 1893--ten years before Orville and Wilbur Wright completed their successful experiments which were to inaugurate a thrilling new era, the air age.

To "Dad" Montee, this reaction was not a new one, for from the age of eight, in 1871, when he had first started to talk of "flying machines", he had been known as the "crazy flying machine kid". Today, however, at 88, Dad can look back across the years to these reactions to his insistent and persistent prophecy, and then as he does, chuckle a slow pleased chuckle, accompanied by a merry, "I knew I was right", twinkle.

But Dad Montee is more than a prophet who has seen a vision fulfilled. He is distinguished as probably the first to convert a biplane to a monoplane (in 1920-21), the only pilot to make a moving picture reel seen on the screen made by a single pilot and single plane, the forecaster in 1926 of a network of air-lines within six years (realized in five), the persistent champion of air safety whose espousal of this cause resulted in the examination legislation which is a requirement today, and as the oldest active licensed pilot in the world, holder of license No. 414 (and A & E license No. 1367), which he obtained in 1927 - at the age of 65!

Dad's story is an interesting one. He was born on a farm, in a little log house, as he proudly likes to state, in Macomb, Illinois, October 22, 1862. This was his home until he was eleven, when he moved to Kansas and another farm, breaking prairie sod for cultivation with 3-yoke oxen and handling horses. The big city of Dodge City claimed his attention when he was 20, and there he drove a stage coach for two years - this during the heyday of the 2-gun men when the trigger was law. (Dad reminds us that Boot Hill in Dodge City was no joke.) The next two years found him in Pittsburg, operating a roller-skating rink. Then he went to Mansfield, Ohio, learned the intricate photography profession, and moved to Fort Scott to open a studio. Three years later, in 1889, wanderlust again seized him, and he found himself on the Pacific Coast, in Salem, Oregon. Here he opened another photography studio, and here he fell in love with a lovely lady whom he courted for three years - and married. (It was her little brother who, when he saw Dad coming, could call out, "Here comes your flying machine," and it was during the wedding dinner that the opening statement was made).

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## REGIONAL ADMINISTRATOR'S COLUMN

At a number of locations in our Region where there are field headquarters for more than one phase of our activity, I have noted that the Chiefs of those activities coordinate closely their interrelated functions. This coordination may take the form of periodic visits between the chiefs themselves or it might even extend to including other CAA personnel and more or less formal meetings.

The need for such field interchange of knowledge may arise at any location where we have two or more of our activities represented, such as Communications Stations, Towers, Aviation Safety District Offices, Air Route Traffic Control Centers, Airports District Offices, Maintenance District Supervisors Offices or the Maintenance Technician in Charge.

Wherever these meetings or this coordination has been in effect, it has been observed that the resulting effect is beneficial to our own organization and improves the service which we render to the flying public and the aviation industry.

The marked difference between locations that operate in the manner described above and those at which our activities are conducted more or less independently is readily apparent to the visitor from the Regional Office and I imagine is fairly obvious to people in the industry. Therefore, in order that similar benefits may accrue to our operations at all locations, it is suggested that those field offices which have thus far not initiated local interchange of information and correlation of activities arrange to do so. Any one or all of the offices represented at a particular location are encouraged to contact the other offices and work out programs of visits back and forth or periodic meetings as seems best adapted to fit the local situation. It is believed that in the initial stages it would be advantageous to establish a definite schedule for regular meetings which all of the Chiefs or Supervisors would attend. You may even wish to elect a Chairman so that after the need for frequent regular meetings is no longer necessary, meetings could be called by the group chairman whenever some item or question arises which would best be solved by a group discussion.

Furthermore, if it develops that it would be desirable to have someone from the Regional Office meet with the group periodically, we would be glad to arrange for Regional Office participation to discuss policy questions which may be creating field problems.

## PERSONNEL POINTERS

On November 13, 1950, the President of the United States, after fully reviewing the international situation and its relationship to the employment picture for Federal agencies, issued an Executive Order which changed for the duration of the emergency many of the Civil Service rules and regulations which deal with employment in Federal agencies.

This order affected appointments, promotions, reassignments, reinstatements, transfers between agencies, coverage of the Retirement Act and the inclusion of the Social Security Program. These points will be discussed in a series of articles. In this issue, such matters as initial appointments and transfers between agencies will be covered.

Effective December 1, 1950, those of you who held Temporary, War Service Indefinite, and Emergency Indefinite appointments were automatically converted to Indefinite appointments. Your first questions will be, "How does this change affect me?" "What does it do to my job?" It means, essentially, that you will be unable to gain permanent status until such time as the President may find it no longer necessary, in the interest of the national defense, to restrict the granting of such permanent appointments. It also means that in the event of a reduction in force, you will be in a lower retention group than you would have been if you had permanent status. Further, it means that all of you who entered the Federal service after December 1, 1950, will not be subject to the Retirement System. You will, however, be covered under the Old Age and Survivorship Plan of the National Social Security System, although you will not accrue the benefits of the unemployment plan.

The appointment portion of the new regulation does not affect those of you who have a permanent or probational appointment and were with the CAA prior to September 2, 1950, as long as you stay with the CAA. If you joined the CAA after September 1, 1950, you, of course, will come under the category of an Indefinite appointee.

During the emergency, transfer appointments between agencies will be made on an Indefinite basis. The employee involved will be dropped from the rolls of the releasing agency by reason of "Separation for Indefinite Appointment". If you go to the new agency without a working day break in service, your leave is transferred to the new agency and you will be covered by the Retirement Act. If you have a working day break in service between agencies, the lump sum procedures as used under the permanent regulations will apply. Basically, the only change will be that of retention category in the event of a reduction in force.

So that you may readily understand the implications of the new regulation, the new groupings of the reduction in force program are briefly explained as follows. Under the old system, there were three groups - A, B, and C. Group A consisted of permanent and probational status employees, Group B, Indefinite and Temporary unlimited appointments, and Group C, those who were employed on a Temporary limited appointment. (continued on next page)

There are now six groups - Groups PA, TA, X, Y, B and C.

Group PA consists of all employees currently serving under a permanent or probational appointment who occupied their present positions prior to September 2, 1950.

Group TA consists of all employees with permanent or probational tenure who were promoted after September 1, 1950.

Group X consists of all employees with competitive status serving under Indefinite appointments which were made after September 1, 1950, with no break in service of more than thirty days.

Group Y consists of employees who are eligible to acquire competitive status under Authority of Executive Order 10800 or Executive Order 10157.

Group B consists of all employees in positions without competitive status serving under appointments without time limitations who were employed with a break in service of more than thirty days.

Group C consists of all employees serving under appointments with definite time limitations.

You can see by the above groupings that if you move from one agency to another you will be in a lower retention group, and will, therefore, be more vulnerable in a reduction in force.

The new regulations cover a lot of ground and admittedly only a small portion of that ground has been covered in this issue. As indicated, we shall continue our discussion of these regulations and other items of interest in the personnel field in succeeding issues of the News.

(Editor's Note: This series of articles has been inaugurated as a result of a suggestion submitted by T. R. Martin, Chief Airport Traffic Controller at Salt Lake City, Utah. The Staff of the News wishes to express its appreciation to Mr. Martin for his interest in submitting this suggestion)

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#### A BOUQUET FROM ATA

It is believed that the following letter from General Milton W. Arnold, Vice President, Operations and Engineering Department, Air Transport Association of America, will be of interest to all employees:

"With the year 1951 under way, it would seem both appropriate and timely to pause for a moment in our daily efforts to view in retrospect the progress which has been made in aviation over the past four or five years and to take a brief look at the period ahead of us.

"I feel that all of us in aviation can reflect with considerable pleasure and a certain degree of satisfaction on the progress in this field over the past several years. We have seen a steady, progressive increase in the safety of the airplane as  
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a medium of transportation; the airlines' safety statistics certainly bear this out. We have observed a constant increase in the efficiency of operations, on the part of both the airlines and the Civil Aeronautics Administration; the progressive reduction in airline cancellations over the past four years is unmistakable evidence of this advance. The gradual decline in traffic control delays and schedule cancellations induced by excessive delays is further evidence of the increasing stature of aviation as a part of our national transportation system, and in fact of our national life and economy. All of this leads to the conclusion that the nation's civil aviation today is better prepared than ever before to cope with a full-scale emergency.

"It is impossible to state that any one factor, whether it be an individual, a group of individuals, an organization or a piece of equipment, has contributed more to this progress than any other factor. Rather, I believe that only the coordinated effort of all concerned could have produced such results. I personally am grateful for the privilege of playing a part in the government-industry program which, over the past four or five years, has borne such fruit; for I feel that this program - based on mutual interest, enthusiasm, tenacity and above all, on cooperation - has resulted in the finest air transport, air traffic control and navigation system the world has ever seen. Unquestionably, the large measure of credit for this achievement belongs to the Civil Aeronautics Administration, its headquarters and its Regional offices.

"As for the year ahead, I personally feel that we are possibly on the threshold of one of our greatest periods of trial. By the same token, I believe we are also on the threshold of even greater accomplishments in the field of aviation. I am convinced that the realization of these accomplishments, the solution of our mutual problems and the preparation for any eventuality are dependent, now more than ever, on the continuation of the close relationships which exist today and upon the same kind of teamwork through which so much has been accomplished over the past several years.

"At the beginning of this new year, I would like to congratulate you, your staff and all the CAA personnel in your region for a job of which you may well be proud and to extend to you and the others in the region the best wishes of the airline personnel, members of the Air Transport Association staff and myself for the new year."

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#### CREDIT UNION NEWS

At a special meeting of the Board of Directors held February 1, Don Fulton, Los Angeles INSAC, was elected President; Clarence Butler, Airports Division, Vice President; Hal Orville, Facilities Division, Treasurer; and Dorothy McDonald, Los Angeles ASDO, Secretary. This slate of officers will direct the course of the Credit Union during 1951. It's a mighty fine team and members can rest assured that the Credit Union is in good hands.

Some members and potential members are of the belief that there is a ceiling on the total amount which a member can invest in the credit union. This is not the case. There is no top limit on savings; however, only the first \$1,000 is covered by the insurance feature.

## INSTITUTE ON GOVERNMENT

Good leaders are not born, but are made. This was the theme of a talk presented by Dr. Robert B. Haas, Head of Education Extension at UCLA at the third annual Institute on Government February 2d and 3d on the Los Angeles campus of the University of California. The sessions were attended by several members of the Business Administration Division.

Thirty-eight sectional meetings in all were held during the two-day session, commencing with an address prepared by the Honorable Earl Warren, Governor of the State of California.

Topics discussed were mainly in the field of public relations, personal improvement, personnel improvement, and supervision. While there were many excellent speakers and subjects for their discussion, we will present here a brief digest of Dr. Haas' treatment of his subject, "Self-Analysis in Relation to Supervision". To illustrate the provocativeness of the topic and Dr. Haas' skill as a lecturer and discussion leader, it was necessary to hold this session in Royce Auditorium to accommodate the large number of persons who wished to attend.

Dr. Haas began his lecture by identifying three contrasting types of leadership which may be called: (1) the elite or authoritarian; (2) democratic or sharing; and (3) the planless leader. Most people vacillate among these three types. In the authoritarian types, we have behaviorism patterns as characterized by the use of sentences such as "my" department, "I" did so and so; by liberal use of "orders" instead of requests. In the authoritarian atmosphere, we have all decisions stemming from the top down, a marked emphasis on structure and organization, some resistance to ideas from "subordinates". Under this type of leader, the employee will probably receive a multitude of orders, many disrupting or conflicting with previous orders; non-constructive criticism and little praise and approval.

How do we react to the authoritarian type of leader? Most of us react by becoming "I" minded ourselves; by aggressive displays or the weaker-willed by becoming docile and submissive. We will, in all probability, loaf when such a leader is away (as they say, "when the cat's away, the mice will play") Production, consequently, is subject to periodic slumps and is stimulated not by cooperative group effort, but by the application of pressure by the leader.

Group achievement under such leadership is characterized by little pride in output, production slumps, and ego competition.

On the other extreme we have the Planless Type, a "muddle-through" or laissez-faire style of leadership. Here there is no organization or structure, no thinking ahead. There are no disrupting orders given because actually no orders are given. While we may have much individualistic thinking, it is purposeless, allowed to roam over many channels.

Under a Planless Leader, we would probably be inclined to ignore his remarks, engage in loafing, over-sociability. We would become "we" minded, not from democratic urgings, but more likely because we would have to depend more upon each other. Little work would be produced and there would be a general dissatisfaction with accomplishment. (Continued on next page)

The middle type of supervision, the so-called democratic leadership, requires more skill and courage than the Planless or Elite types. Instead of pressure as exerted by the authoritarian or elite type to increase production, the democratic leader uses strategy and timing. Rather than decisions stemming from the top down, or no decisions at all, we have decisions by indirection. Instead of thinking by the "properly-qualified" top few, on the one extreme, or individualistic thinking on the other, we have group thinking.

Such leadership engenders a group response conducive to higher quality work than the other two supervisory types. We find a higher degree of morale in this department, more "hanging together", more "we" thinking, more showing of friendliness, more care and pride in work. In the shared type situation, we have a working together for common goals; whereas, in the authoritarian situation, cooperative group effort is impeded; or, in the planless situation, totally disorganized.

In summary, Dr. Haas pointed out the role of democratic leadership: (A) to improve human relationships within his group; (B) to furnish "expertness" along certain lines; (C) to generate leadership in others; and, (D) to coordinate effort of others.

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#### REPRESENTATION OF GOVERNMENT EMPLOYEES BY UNITED STATES ATTORNEYS

The Attorney General has issued a letter to all United States Attorneys advising that it is the policy of the Department of Justice to furnish counsel to CAA and other Government employees who are sued in the civil courts or who are prosecuted for alleged violations of local or state criminal laws as the result of acts committed by the employee while in the performance of his official duties. It should be borne in mind that this service is not available unless the act upon which the suit or prosecution is based was committed by the employee in the line of duty.

The interest of the Department of Justice in these cases is probably due to the fact that the Government has agreed to pay claims caused by the negligence or wrongful act of its employees, committed in the line of duty. In this connection, the following excerpt from the letter is significant:

"The potential liability of the United States likewise makes it important to ascertain as early as possible the basic facts, extent of injury or damage, and the names of witnesses in every case, civil or criminal, based upon the alleged dereliction of a Government employee or serviceman. For the same reason, pleas of guilty should be entered in criminal cases only after careful consideration of all factors involved. The United States Attorneys should also give consideration to the advisability of removing such cases from state courts to the United States District Court, See 28 U.S.C. 1442."

While the services of the Department of Justice would ordinarily be requested by the Regional Office, the appropriate United States Attorney may, on his own initiative, request the Federal Bureau of Investigation to investigate cases  
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involving major damage or death. This is clear from the following excerpt:

"Whenever an accident involving Government personnel results in major damage or death, the United States Attorney in whose district such accident occurs may request the nearest Division Office of the Federal Bureau of Investigation to initiate an appropriate investigation, whether or not a request for representation has been made or a prosecution or suit commenced on account of the accident."

We wish to point out that the United States Attorneys are not required to handle cases of a trivial or minor nature. In this connection, the letter states as follows:

"In cases in which it is certain that no property damage, personal injury, or death resulted, such as minor traffic violations, the United States Attorneys may, in their discretion, decline to make court appearances on behalf of employees or servicemen, unless specifically authorized to do so by the Department."

A Regional Administrative Order will be issued outlining the procedure to be followed in a case where the services of a United States Attorney may be required.

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Word has been received regarding the death of Bernard Suverkrup, Chief of the Air Traffic Control Branch in Region Nine. Mr. Suverkrup died suddenly in Tokyo where he was serving temporarily as a member of a CAA team to advise the-military services regarding air traffic control. Many of our employees will remember Mr. Suverkrup as he served in this Region as a traffic controller before the war.

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INTRODUCING - James W. Montee, Grand "Dad" of Aviation (Con't. from page 2)

In 1895, Dad again moved, this time to Redlands to become a citrus grower of oranges and lemons. For six years he continued in this field. But once again he decided upon something new, and in 1901 turned to the building trade, still in Redlands. It was here that his three sons, Kenneth, Ralph and Harold, were born. In 1908 Dad moved his family to Los Angeles, where daughter Pauline was added, and where he continued in the building business until 1921, building single-handed the beautiful home which he still occupies.

It wasn't until after the close of World War I that Dad was to launch out in the field of which he had dreamed as a boy - aviation. Utilizing his real skill and ability as a builder, Dad, with son Kenneth, who had returned from the war an enthusiastic and confirmed pilot, built the first monoplane wing for conversion of a Jenny ever built in this country in 1919-20--at a time when the Jenny biplane with its speed of 70 mph was the queen of the air. And Dad had to use all of his persistent persuasiveness to convince Kenneth that the single wing--the bird--would fly. Everything had been built (the planes were of wood in those days, covered with linen) - fuselage, rudders, stabilizers--and the plane was completely assembled except for the wings. (Continued on next page)

As Dad tells it, "For two months while we were building the plane, we had argued monoplanes versus biplanes; and then one morning Kenneth came to the plane and said, 'Dad, I couldn't sleep very well. I've been thinking all night about what you said about one wing and decided that you're right.'" Dad paused, then continued happily, "So we hung up interbraced biplane wing assemblies and put on the other." And thus was born the monoplane Jenny, 90 hp, OX5 motor, 152 mph. (This plane was built in a shed on Melrose and Vermont Avenues and then towed to Clover Field, Santa Monica, which at that time was a barley field. This they mowed and raked and cleared so as to have a runway.)

Despite the proved success of the monoplane, the aviation world was still skeptical. One of its top engineers in 1925 insisted, "Dad, you are going to kill yourself and all your boys." To which Dad's confident reply then, as it always had been, was, "Did you ever see a bird with two sets of wings, one above the other? The bird is what we are building." And then Dad proceeded to predict, at a time when 99% of planes were biplanes, that in eighteen years, 99% would be monoplanes.

Dad, growing up near a feeding bed for swans and cranes, had carefully observed and been fascinated by the flight habits and formation of these birds; had examined them closely and noted the six rows of little feathers under the wing below the quill, and the five rows above the quill. He had observed the bird, when taking off, as a plane, run a few steps, flap its wings, thus opening one of the rows of feather, (keeping the other closed), to catch the current, then circle and soar up to a desired current, and then set sail with wings outstretched. And the fruits of this study, the unshakeable faith in man's ability somehow to follow suit, culminated half a century later into the monoplane which, although not imitated by the major aircraft manufacturers until 1928, now in fact does comprise 99% of all aircraft manufactured!

Dad continued with his airplane building, and with his three sons in 1922 became the first commercial flight operator and aircraft builder at Clover Field, building its first hangar. And it was in that year, when he was sixty years of age, that Dad soloed - in a Jenny 4-JN-4D. Kenneth had taught him and the two boys, Ralph and Howard, to fly, earning for them the title of "the flying family." As Dad tells us, "We did everything-we started carrying passengers, doing exhibitions, moving pictures, aerial photography, and mosaic mapping, and mapped this whole country for Edison Electrical Company and for the oil companies."

Dad and his boys built the first three passenger planes, in 1923, developing a 4-passenger model, 180 hp motor with speed of 160 mph. It was his planes built in 1924 and 1925 that won first and second prizes in the National Air Races in New York in 1925. And it was to Dad that Captain Nungesser, the most decorated pilot of World War I, while exhibition flying in this country, detecting trouble, shipped his plane to rebuild and to recover.

As Dad continued with his flying, he became increasingly aware of the danger of undisciplined aviation, and for five years worked for legislation to govern the new industry. The Army was in sympathy with his ideas, and on his 64th birthday flew him to Mitchell Field, New York, in a new Douglas O-2, as its first civilian transcontinental guest. It was during this trip that they told him of  
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air-minded Senator Bingham, whom he looked up, to whom he told his plans for safety legislation—"that no man should be allowed to fly until he had passed a physical examination by a competent doctor and an oral and flight test by competent authority; that no one should be carrying passengers until he had 50 hours in the air, and that no man should instruct until he had 200 hours in the air."- and whom he persuaded to come out to Clover Field, Santa Monica.

Senator Bingham had Dad round up the Clover Field operators - only three of the eight appeared - to discuss the matter. "The others were so mad at me," Dad twinkled, "that they wouldn't even speak to me. But anyway, the Senator returned to Washington, and in the spring of 1927, put through the legislation, practically word for word."

Dad continued with the story. "Colonel Young (then Major), Chief of the Air Service, brought Captain Parker out here to do the examining and testing, and sent word from his office as to when he would be out to give the flying and oral test. He wanted me to get all the pilots out there to take the flight test the same day. I got seven of them. Before they had said, 'You got the law through, but you'll never get a license--you're too old.' It didn't matter, even if it meant that I would stay on the ground the rest of my life. The important thing was to have legislation to make flying safe. Anyway, I was one of seven that took the test that day. Three of those seven passed and four failed, and I was one of the three." Dad again paused and chuckled, "And I got the biggest write up." Dad, indeed, at the age of 65, had given the best exhibition in flying for a license that was ever seen at Clover Field! And he obtained his license!

This license has never lapsed. Since the date of his solo at 60, when he proved fallacious the popular belief that a person over 27 years of age was not fit to fly, Dad has flown on every birthday through his 88th, last year, and has more than 4,000 flight hours to his credit.

He recalls fondly his 85th birthday flight, when he took his daughter, granddaughter, and great grandson along with him; his 87th birthday flight over 23 different cities in the Los Angeles area in an Aeronca sedan. However, it was on his 88th birthday flight with Douglas test pilot, Captain Jack Armstrong, that he received his greatest flying thrill, flying his 40th and "easiest" to operate aircraft, a DC-6, and being brought down from Downey to the LA International Airport by radar.

Apart from the esteem and love which is accorded to him by aviation circles and celebrities in various walks of life, Dad treasures two special marks of recognition: the addition of his copper wings to the Famous Pilot Wall of Mission Inn at Riverside, after his 85th birthday, and the request last year for his autograph to be included in the album of a Dallas lady whose collection contains those of distinguished people in all fields - Queen Victoria, King Alfonso, Kaiser Wilhelm II, Andrew Carnegie, Andrew Mellon, Thomas Edison, numerous presidents, statesmen, military greats, philanthropists.

We pay special tribute to "Daddy" Montee as sort of Dad of CAA. For it is CAA which is engaged in performing the inspection and insisting upon the high standards which Dad had sought when he was working for the "inspection of air facilities, and examination of the men licensed to handle them, which would keep bad planes out of the air and incompetent pilots out of the planes."

QUESTION BOX

Q. Administrative Order No. 358, revised February 2, 1951 states that a signed copy of invoices covering shipments originating in the Sixth Regional Warehouse should not be returned to the Regional Office unless the invoice is stamped "Return Receipt Requested". What disposition should be made of the No. 1 copy, which ordinarily is returned to the consignor?

A. The No. 1 copy of the invoice, which is ordinarily returned to the consignor, is to be destroyed, unless it is returned to the Regional Office as notification of shortage in shipment or receipt of unsatisfactory items.

Q. Are field offices authorized to assign DO (Defense Order) ratings for items purchased by Form ACA-660?

A. No, for the following reasons:

- (1) The authority to assign DO ratings has been delegated to the Executive Assistant only.
- (2) The authority to assign ratings has been limited by the National Production authority to certain commodities and has further limited this authority for the CAA by setting up a monetary limit, by quarters, on the amount of orders which may be rated.

In the event a rating will be required on a field order to effect delivery of the item/s, written request should be made to the Executive Assistant. Since only certain items may be rated, caution is urged in promising ratings to vendors.

Q. Other than the waiting period, what is the requirement for a periodic pay increase:

A. The requirement that a person must have a performance rating of "satisfactory" or better.

Q. I have heard that the Regional Warehouse catalog is being revised, When may I expect to receive a copy?

A. It is anticipated that the revised classes of the Warehouse catalog will be issued to the field approximately May 1, 1951.

PERSONALITY OF THE MONTH

John R. Hoyt

John R. Hoyt, In-Service Training Director for the Aviation Safety Division, is nationally known by benefit of his numerous writings in the field of Aeronautics.

As evidenced by hundreds of magazine articles, two published books and several instruction manuals, words fly from Hoyt's capable pen in a prolific fashion. Probably his best known work is his book entitled "Safety After Solo", published by McGraw-Hill Publishing Company in 1944. This publication is available in most libraries and would be worth the time of any CAA employee to read.

In addition, his "Manual for Aviation Cadets" also published by McGraw Hill in 1943 as well as two Navy flight manuals of which he is the co-author are tangible evidences of his outstanding abilities in aviation training.

Hoyt began kicking around with airplanes as a Naval Aviation Cadet in Pensacola, Florida, in 1935. This aviation training came after graduation from UCLA with a degree in economics in 1931, furthered by one year of supplemental training in engineering at U.S.C. He was commissioned an Ensign in 1936. He left his duties as a Naval aviator to accept an aeronautical inspector's position with the CAA at Detroit, Michigan on September 26, 1939.

He was restored to duty as a Naval Officer one year prior to Pearl Harbor and was assigned various duties in the writing of flight syllabi and to assist in standardizing flight training and curriculum. In the latter part of his Naval career, he was in the Office of the Chief of Naval Personnel to provide liaison between the Bureau of Personnel and all U. S. Naval Air Stations for training, examining and rating of enlisted personnel.

He returned to his position with the CAA in October, 1946, as Chief of the Airmen and Agencies Division in the Washington Office. His native "Southern California" beckoned him in February, 1948.

He is still active in Naval Aviation matters having recently been called as a Special Consultant on Aviation Training matters in Glenview, Illinois. Since assignment to the Sixth Region, he has authored a manual giving an outline of maneuvers for flight instructors supplemented by a sample set of questions for conducting the oral examination.



GILA BEND, ARIZONA

INSAC: First off, let's dispell the common misinterpretation of our name that prevails in the minds of those who occasionally give thought to us, are about to be transferred to this location, or who are cornered by some communicator who has read tales of burning sands and the Foreign Legion and has conjured up and passed on unpleasant pictures of our great desert.

Our name is not arrived at because we are inhabited by a now almost extinct, beaded, venomous, lizzard named the "Gila Monster". We do not club our way through a mass of such wreathing members of the reptile family to arrive at our post of duty. We arrived at our name from a great bend existing in the once mighty Gila River where it alters its course from easterly to southerly to sweep around the Gila Bend Mountains. This was a prominent landmark for the Indians, militia, immigrants, or the padres carrying the gospel to the new lands, heading ever westward. The traveler would be given verbal instructions, "Head westward until you arrive at the great bend in the river, thence ....."

To those newly arriving in this area, the tendency is to jump from their automobiles, alight in the sandy soil, plant a flag, bow their heads and claim the land in the name of God and the United States of America. When they get three minutes off the main road they believe themselves to be the first white men to set foot here. How wrong!

An ancient civilization existed here for years. Just east of our present townsite, up until 1100 A.D., for 400 years there was a large, thriving, Indian community, the Ho Ho Kams, who later moved across the river and established themselves in fortifications to protect themselves from more warlike Indians. The ruins of these fortifications still stand atop a butte - 64 rooms. Burial grounds, refuse dumps, and marks of cultivation are still prominently visible at the site of the community which long ago existed to the east of town. The white man? Yes, he was here years and years ago. Father Kino, Marcos de Niza, and others clear back to 1540 trekked their way northward to the Grand Canyon or westward across the "Camino del Diablo" south of Ajo, to establish missions on the new continent.

Yes, we who are employed in the modern science of speedy communications to keep abreast of almost as speedy transportation carry on our day to day and emergency operations among the sites of ancient civilization. The desert has a way of obliterating the marks made upon it by the frail hands of man.

In our operations at Gila Bend, we have been instrumental in bringing airmen back to safety who have strayed off course, aided in the search for lost persons on the desert, helped with communications and dispatched our own personnel and aid to the scenes of air disasters when B-50 aircraft have exploded and vomited living and dead among the cactus and disturbed the serenity of the desert.

We have appeared as guest speaker on practically every service club's program from Buckeye to Ajo with the last being at the Ajo Rotary Club meeting on February 1, 1951, and it never fails to amaze us how interested the general public is in our organization and the work it does and how receptive they are to informative talks before them.

We are all active in the community life and leaned upon somewhat heavily when the need exists to organize Boy Scouts and Cub Scouts and provide leadership for them, provide officers and members for service clubs, aid in operating the swimming pool throughout the summer, and just be an all-round good citizen.

Although recreation (depending upon what you term recreation) is somewhat limited we find the very nature of the area has a lot to offer in the way of re-creating.

The latter part of February, two of our members joined forces with some others of an exploring nature and made a trip to the Pinacates. Never heard of them? It's no wonder - few of us had. This is a region just below the Mexican border and a little southwest where there are no less than 500 volcanic cones and sacrificial caves. The largest of these craters is "El Gigante" with only one route giving access to the crater floor from the high rim.

We have talked of everything but communications and maintenance. This was intentional. You know we warrant our existence or we wouldn't be here. We just wanted to make you better acquainted with our surroundings.

As you hasten across the desert under a scorching sun with the mercury hanging around 118°, which condition prevails for almost half of the year, don't formulate your opinion of our location. Remember, summer spends the winter here and this is our season to enjoy the great out-of-doors while some of you may be kept indoors by drifts of snow, slush, and thawing ice. Pity us not - the desert is a great place upon which to live and is a continual challenge to the exploring nature of man.

#### MONTAGUE, CALIFORNIA:

INSAC: With the advent of the new regulation 620, the ACCOM's at Montague are meeting more and more of the local pilots. Siskiyou County Airport, on which the INSAC is located, is five miles from the nearest town, a very small one at that. Only a small percentage of the aircraft owners base their aircraft here. A not so small number of aircraft are parked in the owners' back yards, and on the fields at Fort Jones, Weed, Mount Shasta, Yreka, the Montague Municipal airport, as well as Siskiyou County airport. In the past pilots have hopped in the old buggy and departed for parts unknown without filing flight plans or checking weather. Since the word has gotten around that maybe it would be a good idea to file a flight plan, pilots are dropping by the station, and calling in via telephone or radio, not only to file flight plans, but to pick up enroute weather as well.

Last February 5th, CAC J. C. Hill assisted a pilot in difficulty to land at Siskiyou County Airport. Seems the pilot ran into some bad weather between Mount Shasta and Montague, and wanted to set down but quick.

We welcome to our station Mr. A. T. La Plante, who transferred here from Oakland. La Plante astounded us all by arriving in Yreka one morning on a bus at 0630 AM, finding and renting a house, and departing on the 1130AM bus for Oakland to pick up his family and belongings. Housing being what it is, our mouths are still hanging open.

Glenn McFarland has been on sick leave for some time now-most certainly not an enviable status.

The Siskiyou County Airmen Association, known locally as the SCAA, is considering, as part of their activities, a plan to aid in emergency and disaster relief. They will make available their facilities, mostly pilots, observers, and aircraft, to persons or organizations in which the use of aircraft could be utilized in an expeditious manner. The membership of the SCAA is comprised of pilots, aircraft owners and others interested in aviation, from the surrounding towns in Siskiyou County.

MTIC: Nothing very exciting from this neck of the woods. During the month of January there was an exceptionally heavy snow fall, the snow being mostly water. It caused miles of telephone and power lines to go down. Whenever the power fails in the town of Fort Jones, our control line goes out, it being an "H" carrier type and located in the telephone company's office, where no emergency power is available. To add to these failures the emergency power plant at the low frequency range developed an oil leak, and loss of oil rendered it inoperative. Consequently, we were without a range until the power company was able to restore service.

The landing strip at Fort Jones is now hard surfaced and can be used in all kinds of weather. There are five small aircraft at the strip at the present time. Flying has been down much of the time this winter due to fog hanging over the valley.

#### LOS ANGELES, CALIFORNIA:

TOWER: The most important news at Los Angeles Airport is our new tower. It should really be a good one to work in. It is twenty feet in front of our present tower, which makes it a little unhandy for us now, as it necessitates our watching aircraft on the downwind leg through a maze of steel framework and construction workmen.

Here are some specifications on the new tower: seventy feet to floor level which makes it fifteen feet higher than our present tower; tower cab floor is 18 x 18 feet compared to the present 13 x 13 feet; windows will be of Thermopane glass throughout; walls and ceiling insulated for both temperature and sound; back half of the floor will be recessed 18 inches for the Radar consoles so that we will be able to see over the radar tent; really efficient air conditioning this time (we hope).

GCA at Los Angeles is now in its ninth month and is still of prime interest to us and to most pilots. We're kept quite busy with practice runs in good weather and it's really paying off during instrument conditions. Checking the records, we find we have assisted five lost private pilots during instrument conditions and a like number of both Air Force and Navy.

FIDO keeps popping up every once in a while. Here's the latest - we expect it to be in operation about the end of March. Those who should know tell us it will really do the job this time. A complete new line of burners has been installed. Therefore, we will have two rows of burners on each side of the runway that FIDO serves, which the engineers claim will be able to disperse the fog no matter whether the wind is calm or directly across the runway.

SOCAL: (Airports District Office)

Sepulveda Subway: This structure, when completed, will probably be the largest of its kind at any airport. All traffic presently using Lincoln and Sepulveda Boulevards will then be routed through the subway underneath the airport runways. The completed subway or underpass will make it possible to extend the existing runways sufficiently to accommodate the largest aircraft currently planned or in existence without circuitous rerouting of surface traffic. The project is being jointly financed by the City of Los Angeles and CAA under the Federal Aid Airport Program.

Design of the project involving complex structural, ventilating, drainage, City utility, and traffic problems was accomplished by the City Engineer's staff with coordination, review, and approval by the Airports Division and the California Division of Highways. A contract in the amount of \$1,583,478 was awarded to Oberg Brothers Construction Company on September 27, 1950 for construction of the subway proper. The subway consists of two 36-foot, 6-inch roadway spans 1908 feet long with the roof designed to support an aircraft weighing 200 tons. This involves 180,000 cubic yards of roadway excavation, 31,500 cubic yards of structural concrete, including 4 3/4 million pounds of reinforcing steel, storm sewers, 16 inch water mains, electric power mains, and 1/2 mile of 6-lane, divided highway pavement, and several thousand feet of reinforced concrete ventilation ducts. Estimated completion date for this portion of the work is April 1, 1952. Because Los Angeles International Airport has two parallel runways, it is possible to build the subway by the cut and cover method without interfering with operation of aircraft. At present, runway 25R has been cut; when the contractor has completed this section so that 25R can be re-opened, he will be permitted to cut 25L. Since 25L is the main instrument runway, the contract provides that it must be restored to operation in six months with liquidated damages of \$500 per day of delay.

A subsequent contract for an approximately equal amount will probably be awarded late in fiscal year 1951 for construction of ventilation buildings, highway approaches, and installation of equipment. It is estimated that 750,000 cubic feet of fresh air per minute will be required to maintain satisfactory dilution of carbon monoxide produced by automobiles using the subway. Considerable detailed coordination with other divisions of CAA, the contractor, and the City is required to eliminate disruption of current airport and surface traffic and assure orderly progress of the construction on this project and related projects, such as runway extensions, obstructing power line relocation, highway by-pass road, etc.

San Diego, Lindbergh Field: It is expected that a project to modernize the terminal building at Lindbergh Field will be approved within the next sixty days. Functional layout studies have been completed to determine the space needed for the airlines, public lobby, restaurant, and other concessions, and various government and private aviation industry offices. Three existing buildings will be joined together and remodeled to provide one modern building with a total floor space of approximately 30,000 square feet. Detailed plans and specifications for the project are now being reviewed in the District Office.

General: Increased military procurement and training in this area have caused a large number of calls for data furnished from SOCAL facility records files. Complete data on sites suitable for an Air Force flight training base was furnished to approximately a dozen prospective contractors. The Operations Officer, March Air Force Base, was assisted in checking all former military facilities for a report required by the Fourth Air Force. Representatives of the Air Materiel Command were assisted in compiling a report for use by Wright Field on former factory airports. Complete data was worked up regarding runway lengths, widths, load bearing capacity, etc.

One of the functions of the Airports District Office is facility record inspections. The following is one of the many different situations encountered in the work of checking the 300 or more existing and the 100 or more new or abandoned airports each year.

Somewhere in the sagebrush and sand there is supposed to be an airport. The operator at the last airport told you it was only about a mile off the main highway, and located adjacent to a well kept gravel road. You've come four miles, three of them in a dry wash, and you are now stopped short by a locked gate in a barbed wire fence. Two miles back you saw a cabin, so back you go through the wash to look for someone who can help you. You find an old timer who is a wealth of information. You ask him if he knows of an airport in the area. For a half-hour you listen to his life history, how to locate water on the desert, how to raise chickens and how to find gold. Finally he says he thinks there is an airport about a mile past the locked gate you encountered earlier. He says the owner of the land lives in Santa Barbara, or maybe it's Santa Rosa, but you can get through if you take the hinges off the gate - or unravel the barbed wire in a certain spot about 1/4 mile east of the gate - or maybe it's west. As you drive off, still with only a vague idea where the airport is, the old timer is still trying to decide if it is east or west.

Your work is well cut out for you, as it is your responsibility to keep the aeronautical charts and Airman's Guide as current as possible, and from past experience, you know that the only way to do this is by personally visiting each airport. For even though you have asked them on previous visits to notify you of changes, airport operators seldom do. On direct contact and questioning, you will find that only a few know the actual lengths of their runways or strips on their airport. Often they will give you the impression that their airport is equal to or only slightly smaller than the Los Angeles International Airport. They will tell you that since your last visit the strip has been lengthened, holes filled, and the weeds out. As you drive around in your car, you are conscious that you are dodging the same holes you dodged last year, and the weeds are about the same. You set your special survey speedometer and measure the runway length. (Continued on next page)

Your check shows 50 feet less runway and 50 feet more pasture land than before. This can even happen on paved landing areas. There are, however, many operators who take pride in their airports and do a good job in their maintenance and weed control.

By the time you finish your report, you will have a comprehensive knowledge of the airport. You will not only have determined the runway lengths and bearings, but you will have located the general obstructions around the runway ends and vicinity, found out about the lighting facilities, type and quantity of fuel, repair services, flight instruction and charter service, storage facilities, telephone, telegraph and teletype facilities, nearest commercial transportation connections, and even if there are meals and lodgings in the immediate vicinity.

The Facilities Records Inspector must be a complete CAA information bureau. He must have a good knowledge of the latest regulations covering the issuance of pilots licenses and examinations, regulations covering A & E mechanics, the State Aeronautics Code, latest developments in jet and rocket aircraft, and anything else even remotely pertaining to aviation. He must also have a sympathetic ear for if an operator has any troubles or difficulties, he will nearly always tell them to the visiting engineer. This can and does include anything, such as he is going broke, to the fact that his wife left him that morning, and why doesn't CAA do something about it?

#### REGIONAL SAFETY PROGRAM (Continued from Page 1)

It is the intent of this accident prevention plan to not only reduce the number of accidents and injuries but, if possible, to eliminate them. Every employee in the Region is included in the program, because safety is everyone's responsibility and, therefore, all of us should be safety conscious.

In all our daily work, safety should receive first consideration. There is no job so important that we cannot take time to accomplish it safely. Hard and fast rules to fit every condition cannot be formulated and installed in a safety plan so that everything will be covered. Only by being continually alert to changing conditions in the complexities of our job can we be reasonably sure that accidents can be prevented and injuries avoided. It is far more important to get excited about preventing accidents and fires than it is to get excited about one that has already happened.

In the final analysis, it is the employee who suffers the injury and the employee is the one most vitally concerned in preventing injuries and accidents that cause them. Steps have been and will continue to be taken to see that the Safety Program is carried out. It is your plan and is for your protection and benefit. You have a part in it, so do your part and make it successful!

## SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING

February 7, 1951

A special staff meeting was called on this date in order that the Regional Administrator might report the results of his discussions with the Administrator and members of the Washington Staff during the trip from which he had just returned.

Recruitment: Two expediting actions have been approved in connection with recruitment. (1) Hereafter whenever a vacancy occurs, immediate employment in the bottom grade of that category of position is authorized. This will enable us to enter a man on duty at the entrance grade and begin his training while the chain of transfers and promotions is being accomplished. (2) We are now authorized to enter an employee on duty prior to completion of his loyalty check provided the employee will not have access to classified information until after the loyalty check is completed. At the present time, this applies only to communicators and traffic controllers. In addition, a survey is now being made at the Washington level relative to the reinstatement of the preference card system. It is quite possible that the Regions may be authorized to reinstate, at least on a temporary basis, some system of advance bidding in order to expedite the handling of personnel actions.

### High Intensity Airport Approach Lights:

Discussions with the Administrator and members of his Staff disclosed that it would be desirable to postpone high intensity approach light installations in order to give every opportunity for the attainment of the highest degree of agreement as to uniformity of policy and standards between all interested parties, CAA, industry, and the military. We will therefore defer action on our high intensity approach light projects until additional information is forthcoming from Washington.

### Additional Navigation Aids to Serve the Santa Barbara and Long Beach ICAO Oceanic Channels:

Investigation of this problem indicated that no equipment was available for the installation of a Homer type radio facility at Santa Barbara. There appeared to be no objection to working out plans for utilization of Coast Guard facilities provided the cost of any modification of any such facilities to be borne by CAA would be negligible. It was further suggested that conversion of the Los Angeles and Santa Barbara VAR's might be expedited to assist in the solution of this problem. The possibility of advancing the date of this conversion will be investigated by the Region, together with encouraging the carriers to install the necessary equipment.

CAA Militarization Proposal: Insofar as it was possible to ascertain, there is no immediate prospect of action regarding militarization of CAA. The Regional Administrator stated it is his opinion that action during the stress of the present semi-emergency conditions is unlikely. It appears to be more probable that the CAA will continue as a civilian organization designated as a defense agency.

DIVISION HI-LITES

Facilities Division:

Mr. Campbell, accompanied by Aviation Safety Supervising Agent Leimantine and Maintenance Supervisor Kurth, made an aerial reconnaissance between Ogden and Ft. Bridger, Wyoming to determine the feasibility of relocating the airways beacons from Red Airway 49 to Green Airway 3, as suggested by the Fifth Region. Ground surveys will be undertaken next to determine the accessibility of the sites tentatively selected and the availability of power.

The Ukiah VOR, which was reconstructed on the graded-down mountain top was flight checked and commissioned February 2. The Oakland VOR, at which the tower was lowered, round antenna shelter installed and power lines placed underground, was flight checked and found satisfactory for commissioning.

The site has been selected and tentative plans prepared for the relocation and conversion of the VAR range at Las Vegas. A preliminary site has been selected and survey made for a test to be conducted for the relocation and conversion of the VAR range at Santa Barbara. Plans and specifications have been completed and invitations to bid issued for an extension of the paved runway at Bryce Canyon. The plans encompass the extension of the runway to the northeast to provide 7400 feet of pavement. We expect to begin work on May 1, 1951. The bids received for the Burbank ILS and HIALL exceeded the funds available in the amount of approximately \$15,000. The proposal has been revised to exclude the HIALL and the job is being readvertised. Plans were completed and all details correlated with the airport management, Weather Bureau and others concerned for combining the tower and INSAC at Las Vegas. Upon receipt of a request from the Regional Administrator that no work be undertaken, the crew was diverted to Tonopah.

Site testing for the VOR at Palmdale was delayed due to equipment trouble.

Construction work underway at this time is as follows:

- Arcate - HIALL and power cable for ILS.
- Los Angeles - ILS permanent localizer and modernization of glide path.
- Long Beach - ILS new localizer and glide path structures for modernization, and standby transmitter installation.
- Winslow - Enlargement and modification of tower structure for use as combined INSAC and Facilities Maintenance quarters.
- Ontario - New VOR range.
- San Diego - Modernization of existing VOR range.

Electronics equipment is being installed at the following locations:

- Santa Barbara - ILS markers, compass locators and localizer.
- Arcata - ILS localizer equipment.
- Los Angeles - Equipment changes for combining tower and middle marker on a single frequency.
- Tonopah - Equipment for new INSAC.
- Coalinga - Completion of VOR equipment installation and tune-up.

The District III Maintenance conference will be held March 6 - 9, at Salt Lake City. The District IV conference convened at Phoenix on February 13 - 16.

The second group of Airways Maintenance Technicians completed their three-week training at the Regional Shop, and the third group of four men are currently undergoing training.

At the request of the Washington Office, Dave Earley's detail to the General Electric Plant at Syracuse, New York has been extended an additional thirty days.

A group of Maintenance Inspectors from the Washington Office are conducting inspections at selected locations between Salt Lake and Los Angeles.

#### Airways Operations Division:

Installation of the mechanical interlock system was begun at the Oakland Tower, the equipment being installed in the maintenance technician's quarters in the administration building. Also, the steel work was completed on the new Oakland Tower structure.

The mechanical interlock system was officially placed into use at the Los Angeles Tower at 0001P January 8, 1951. Erection of the steel structure for the new tower by contractors started during the month.

Center air-ground communications service on 120.3 mc was commissioned at 0001M January 24, 1951, at the Salt Lake Center.

The INSAC at Cedar City was relocated to the new Administration Building on January 29, 1951.

A meeting of all Chief Aircraft Communicators in Area IV was held in Prescott, Arizona on February 13 through 15.

A. C. Blomgren, Chief, Airways Operations Division, and F. T. Unruh, Chief, Communications Operations Branch, of the Fourth Region, visited the Regional Office to discuss mutual operations problems and to observe Area II meeting, scheduled to convene at Ontario on February 27.

The Division Chief made a routine field trip, visiting all stations and towers in the State of Arizona and several in the Southern California area. En route, he attended the Area IV Communications Conference at Prescott.

The Air Defense Liaison Officers from Region Six, Messrs. G. I. Smith and G. L. Simonson, attended a national conference of Liaison Officers and Washington representatives in Kansas City, for the purpose of discussing the preparation of operating procedures for the control of electromagnetic radiations.

## Airports Division:

Mr. Carolos Dogny, a director of CORPAC, quasi-governmental agency, which operates the airways and airports of Peru, visited this Region and discussed airport development projects. Mr. Dogny is particularly interested in the Los Angeles International Airport and the matter of stage construction toward the ultimate master plan.

Mr. Edward J. Robins, Staff Assistant to the Director, Office of Airports, visited the Regional Office and the Arizona and Utah District Offices to obtain information on field personnel utilization for use in budget and appropriation hearings.

The Airports Division made arrangements with the management of the Los Angeles International Airport for timing the stage construction to extend Runways 25-L and 25-R to fit in with the plans of the Facilities Division for ILS service on these runways in line with conclusions reached at a meeting of the Regional Facilities Clearance Committee.

The Chief, Airport Engineering Branch, attended a conference of Engineering Branch Chiefs in Washington during the week of February 5. This was the first such meeting held in the last two years and was intended primarily to provide an opportunity of discussing engineering problems arising out of the administration of the Federal-aid Airport Program.

This meeting also served the purpose of acquainting Washington personnel with engineering field problems so that they might be in a better position to provide more efficient assistance and guidance in the direction of Regional engineering matters. The Administrator, in addressing the group, stressed the need for close control of projects both in the planning and construction stages to best utilize public funds in the construction of facilities which are most urgently needed in our National Defense efforts.

Of general interest was the information that the Washington Office plans to re-issue TSO N-18 and Drawing No. 814, "Criteria for Determining Obstructions to Air Navigation", for the purpose of clarifying ambiguities. It is also understood that some revisions of TSO N-13, "Minimum Requirements for Airport Control Towers," are being planned.

The Chief, Airport Planning Branch, together with the Airport Management Consultant, Chief, Facilities Flight Inspection Branch, and a representative of the Flight Operations Branch conducted a flight check of various airport sites in the San Bernardino area to determine the aeronautical suitability of certain locations for airport purposes.

Tentative allocation for Bidwell Field, Red Bluff, California, was increased \$2311 to cover increased costs of remodeling the administration building and constructing additional auto parking area. Tentative allocation in the amount of \$3125 was withdrawn from Frenchman's Station Airport, Frenchman's Station, Nevada.

The following Project Applications were received:

<u>Location</u>	<u>Amount</u>
Oakland, California, Project covering high intensity runway lights on three runways and taxiway lights	\$79,855
Ontario, California, project covering purchase of land for approach protection of instrument runway; clean and reseal expansion joints in concrete pavement of runways, taxiways and aprons.	25,982
Palmdale, California, Acquiring of additional land for public airport purposes.	80,000

Grant Offers totaling \$16,157 were issued on two projects covering resurfacing runway 12-30 and lighting repairs on runway 35L-17R, and 8L-26R, at Bisbee-Douglas International Airport, Douglas, Arizona.

Increased military procurement and training in the Southern California area have caused a large number of calls for data furnished from SOCAL District Office facility records files. Complete data on sites suitable for an Air Force flight training base were furnished to approximately a dozen prospective bidders. The District Office also assisted the Operations Officer, March Air Force Base, in checking all former military facilities for reports required by the Fourth Air Force, as well as representatives of the Air Materiel Command in compiling reports for use by Wright Field on former factory airports. Complete data were worked up for these reports regarding runway lengths, widths, load bearing capacities, etc.

The District Airport Engineer, SOCAL, attended a paint test conducted at Los Angeles International Airport on February 13. Four different types of paint were used in striping areas of the airport, with and without reflective beads, in order to evaluate its ability to withstand jet fuel spillage and blasts. The painted stripes will be observed from time to time and reports made of their durability.

#### Aircraft Division:

A first flight was made satisfactorily on the Convair Turboliner. During this flight, a propeller over-speed condition occurred on one engine necessitating replacement of the engine. The over-speeding was found to be due to a wire in the propeller governing circuit becoming disconnected. A new engine has been installed and flight tests on this project are expected to be continued immediately.

There is a great deal of engineering activity on the design and development of the Convair Model 340 airplane, and an application for Type Certificate has been received. Numerous preliminary decisions have been reached regarding the configuration of this airplane. In appearance, it will be quite similar to the Model 240 series; however, it will have a take-off weight of 45,000 lbs., a longer fuselage, a larger wing area, different nacelles, landing gear, cabin pressurizing systems, flaps, etc. The first aircraft of this model will incorporate Pratt and

Whitney CB-16 engines, however, the design probably will be substantiated for later installations of turboprop engines. The first purchaser of these aircraft will be United Air Lines, however, contract negotiations with other purchasers are under way for additional aircraft.

Type certification flight tests on the Douglas Models DC-6A and DC-6B are nearly completed. A Type Inspection Authorization for the DC-6B is being processed through this office at the present time. Several Discontinuance Reports have been issued during the flight test program. As a result, numerous changes have been made in the aerodynamic configuration of the aircraft in an effort to improve certain flight characteristics. A final Type Certification Board meeting on these models may be held in the immediate future providing an agreement can be reached regarding the acceptability of the flight characteristics.

There is a large amount of engineering activity and numerous engineering discussions have occurred with Lockheed personnel regarding the Model 1049 Series aircraft. It is expected that large amounts of technical data pertaining to this aircraft will be submitted in the immediate future.

An application for Type Certificate has been received from United Helicopters for the Model UH-12B helicopter, which is similar to the Model UH-12 except for the incorporation of a Franklin GV4-200-C32 engine and numerous production improvements.

T.I.A.'s have been issued on two different designs for a floor stick installation in the United Helicopter Model UH-12A aircraft. Neither configuration has been satisfactory and additional changes are under way in an effort to eliminate the unsatisfactory features in these installations.

Intercontinental Airways is nearing completion of the modification of the second C-69 airplane into a Lockheed Model O49. Altogether, four of these airplanes are scheduled to be modified by Intercontinental.

#### Safety Operations Division:

California Eastern Airways, based at Oakland, California, has been issued a Commercial Operator Certificate for its air lift operations.

California Central Airlines, Burbank is inaugurating a scheduled intrastate route between Burbank and Inyokern. This is the result of a Navy contract to provide transportation for California Institute of Technology personnel to the Inyokern base. A DC-3 will be utilized.

Arrow Airlines, irregular carrier, Burbank, ceased operation February 15, 1951, as a result of CAB disapproving its application for exemption.

Agent W. N. Hudson, Los Angeles District Office (Air Carrier) is participating in Douglas DC-6-B final evaluation tests in conjunction with the Sixth Region Flight Engineering Branch. Flight Operations Agent Copeland, First Region, and Agent Stophlet, Fifth Region, are also observing.

In cooperation with United Air Lines, the San Francisco District Office has been evaluating a direct route Fortuna, California, to San Francisco, California, utilizing VOR facilities. Altitude requirements for terrain clearance and signal reception have been tentatively determined and a favorable recommendation for day, night and instrument operation submitted. Coordination with Air Route Traffic Control is also proceeding for control of traffic in the area by the establishment of a controlled airway.

Agent Brown, Los Angeles District Office (Air Carrier), accompanied Mr. J. R. Dettman, Secretary, Regional Air Space Committee, to Tucson and Williams Field, Arizona, to discuss the Ajo and Sahuarita Danger Area boundaries with the military users. It is believed satisfactory agreements have been reached to provide the necessary space required for the VOR airway proposed.

Advisors Beideman and Lewis of the International District Office, San Francisco, have attended several meetings with Flight Operations, Airways Operations and Facilities Regional Office personnel relative to the establishment of a high powered "H" facility in the vicinity of Santa Barbara, California, for the use of international aircraft utilizing the Santa Barbara approach channel for operations in and out of the Los Angeles International Airport.

The Naval Department has requested information from the Flight Operations Branch relative to night lighting of heliports and night helicopter operations. The Naval Department suggested that a review of Los Angeles Airways experience in this type of operation would be of value. Agent Ellis of the Los Angeles District Office (Air Carrier) is coordinating the request with Los Angeles Airways and will make the necessary arrangements.

At the request of the Sixth Region Airports Division, Agent Brown participated in an airport survey February 16 of possible additional airport sites in the San Bernardino, California area.

On February 6, the Chief, Flight Operations Branch, attended a meeting of the Los Angeles Airport FIDO Committee. The contractor will complete the installation in early March, and acceptance tests are planned during the month. Some discussion was held regarding operations methods and minimums. However, it was generally agreed that the first consideration is the determination of the adequacy of the system to disperse fog, and this will require tests of the proper burning sequences and operating practices, taking into account the particular weather conditions to be encountered.

Agent White of the San Francisco District Office participated in joint discussions between the Secretary, Air Space Committee, and military personnel at Monterey, California, relative to the establishment of additional firing areas (danger) in the Monterey area.

Procedures and requirements have been prepared to enable Flight Operations Agents and Radio Agents to flight check privately-owned "H" facilities and broadcast stations for air carrier navigational aids. These procedures are being circulated in the District Offices for appropriate comments.

The Director of USC College of Aeronautics, Hancock Field, Santa Maria, California, announced January 25, 1951, that the college had been awarded an Air Force contract for the training of 650 aviation personnel in the fundamentals of airplane and engine mechanics. The contract calls for immediate assignment of 60 Air Force personnel to Hancock Field, and the first two classes started January 29, 1951. Classes of thirty men will be enrolled at week intervals for approximately five months. All students have had previous military training. The contract with the College of Aeronautics is the second one of its type signed by the Air Force; the first contract was with Cal-Aero Technical Institute, Glendale, California. The curriculum submitted by the Air Force calls for 600 hours of instruction and practical work by each student covering fundamentals of field maintenance. This program will necessitate the employment of twenty or more additional instructors.

A C-54 aircraft, owned by California Eastern was severely damaged by fire inside the hangar at Oakland. Fortunately, the hangar did not catch fire. The aircraft will be rebuilt.

On February 15, Robert A. Burbick of the Washington Office attended the Safety Operations Division Area Conference at Palo Alto to discuss Part 8 of the Civil Air Regulations with Agents of the following Aviation Safety District Offices: Palo Alto, San Francisco, Oakland, Sacramento, Reno, Salt Lake City and Fresno.

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#### CAPITAL GLEANINGS

Did you know that probably your salary has increased 83.9 per cent from August 1939 to June 30, 1950?

This figure however, on the average salary of classified employees, should be compared with the consumer price index reported by the Bureau of Labor Statistics. These figures show a jump from 98.6 in 1939 to 175.6 as of November 1950. The report was turned over to the Senate and House Post Office and Civil Service Commission. Another report, on the subject of overtime pay for the different groups of Government employees, will soon be completed and forwarded to them.

Since the Federal salaries for classified and postal employees are fixed by Congress, the general wage freeze doesn't apply to these positions. Any adjustments that may be forthcoming must, of course, be within the national policy established regarding wages. The current debate in the Senate committee is on whether any bill should be enacted this year that would require additional appropriations.

Leave: Reduction of annual leave from 26 to 15 days for the "duration" has been proposed on two bills. Neither proposal would affect sick leave or annual leave already accrued. One bill does propose that leave must be used during the year it is earned or be forfeited.

There is still much discussion about CAA's place in the defense picture. Latest reports indicate it will remain in Commerce, but gradually be charged with more and more defense work, be appointed specific M-day assignments, its employees given more detailed loyalty investigations and the greater percentage of its "eligibles" continue to operate in the agency rather than in the military services.

The movement for longer hours for most Government employees is gaining momentum. Several versions are making the rounds. One plan which has been drafted and is now under consideration by the White House is for an immediate 44-hour week for employees in defense jobs and the gradual extension of the plan to all agencies as manpower gets tighter. Authority to extend the working hours as necessary would also be given to agency heads.

Latest developments on the various pay bills pertains to overtime pay. Current trend is to place Government employees on longer hours, forget the basic pay raise, but pay for the extra hours.

Leave - Another proposal:

Up to 5 years Government service	-	13 days annual leave
Five years, less than 20 years	-	19 <sup>1</sup> days annual leave
Twenty years, plus	-	26 days annual leave

All employees except postal would be given five years to liquidate all leave now accumulated. Employees could not accumulate more than twice their annual leave earnings.

Currently being drafted by the Civil Service Commission is a plan whereby no defense employee would be allowed to transfer to another government job without prior approval by his own agency or the Civil Service Commission.

Effective March 1, all permanent employees transferring from non-defense agencies to defense agencies will be granted reemployment rights. As yet this will not apply to those who transferred before that date.

Tom Murry (D. Tenn.) is strongly advocating, in his position as Chairman of House Post Office and Civil Service Committee, that classified employees must wait a minimum of a year between one or more grade promotions.

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"POP" GRAHAM TO RETIRE

Hugh P. Graham, upon the advice of his physician, has submitted his request for retirement. "Pop", as he is affectionately known by his many friends in CAA, leaves the position of Chief Aircraft Communicator at Bryce Canyon INSAC, where he has served since August, 1947. He began his career with CAA at Livermore

# REGION

in June 1931, back in the days when Airways was under the jurisdiction of the Lighthouse Service, and has served in all Sixth Region states except Arizona. After Livermore came Oceanside, back to Livermore, then Fort Jones, Plymouth, Mormon Mesa, Livermore again, Blue Canyon, Hanksville, Williams and last Bryce Canyon.

"Pop" is a friend to all and wherever he has served he has won the warm respect of his co-workers through his honesty, fairness and willingness to pitch in and get a difficult job done. It hasn't been easy because of illness which has beset both "Pop" and Mrs. Graham, and it is our sincere hope that their health will improve in the leisure time ahead.

We all will miss "Pop" and wish him the best of everything upon his retirement.

Edward Selman

Edward Selman, who is Chief Aircraft Comptroller at the Phoenix IASO, has been with CAI since 1935. He is a native of Maryland and has six years Navy service.

I don't know whether the feeling I had on the morning of February 26, while sitting in a Phoenix to Williams Air Ranger plane, was flight or emotion. This was the day on which I was to take the long-awaited ride in a jet aircraft.

Upon arriving at the airport, I was introduced to the pilot, Captain Elton E. Lacey, who was going to take us on a cross-country trip from Williams Field to Reno, Nev., and return to Williams. We then walked out on the ramp to a 1-15 jet aircraft.

"Here is the airspeed and Mach indicator", the Captain told me quickly. "Here is the throttle, the magnetic compass, and this is the compass indicator. We do not use gyro. This artificial horizon is different from those you are accustomed to. The red covers of the horizon, if on the black, you are headed for the black earth; if on the yellow, you are headed upward. Here is the radio compass and this is the fuel gauge. Keep your eyes on the fuel supply."

"Now, this little button on top of the stick", he continued, "is the automatic wing control. If you want to raise the right wing, flick the button to the left. If you want to raise the nose, flick it backward. Now let's adjust your helmet and oxygen mask."

Following this rapid-fire cockpit check, the pilot climbed the canopy, and immediately there was a gentle nod as the engine came to life. We started to taxi and were held in position just off the end of the runway until we received our clearance. (Continued on Page 47)