



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE THRILL OF A LIFETIME

By
Bernard Soloman

Bernard Soloman, who is Chief Aircraft Communicator at the Phoenix INSAC, has been with CAA 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 24, while driving from Phoenix to Williams Air Force Base, was fright or elation. This was the day on which I was to take the long awaited ride in a jet aircraft.

Upon arriving at Base Operations, I was introduced to the pilot, Captain Eldon A. Klapal, who was going to take me on a cross country trip from Williams Field to Blythe, Yuma, and return to Williams. We then walked out on the ramp to a T-33 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 follower. We do not use a gyro. This artificial horizon is different from these you are accustomed to. They read reverse of the normal. If on the black, you are headed for the black earth; if in the yellow, you are headed skyward. Here is the radio compass and this is your fuel gauge. Keep your eyes on the fuel supply."

"Now, this little button on top of the stick", he continued, "is the automatic trim 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 in, closed the canopy, and immediately there was a gentle roar as the turbine came to life. We started to taxi and were held in position just off the end of the runway until we received our ARTC Clearance. (Continued on Page 4)

INTRODUCING ~ Dr Francis C. Hertzog



MEDICAL EXAMINER

The brand new, pert (and pretty) little nurse ushered us into the office. "Please sit down," she invited, "Doctor will be right with you."

We sat down and waited, and our eyes swept over the office. In the waiting room we had been intrigued by the etchings—six of them—and all of trees—pine, oak, eucalyptus. Here in the doctor's office we discovered—no, not another etching, but a majestic framed document which attested:



"United States Government
Department of Commerce
Civil Aeronautics Administration

Reposing special trust and confidence in the integrity, diligence, and discretion of:

Dr. Francis C. Hertzog

and finding that he has the necessary knowledge, skill, experience, and impartial judgment to merit special public responsibility, I authorize him to act as:

Medical Examiner for Airline Transport Pilots.

By order of the Administrator:

February 8, 1929

Eldridge S. Adams, M.D."

And thus starts the tale. For Dr. Francis C. Hertzog, respected member of the National Aeronautical Association (since 1929), Fellow of American College of Surgeons, American Medical Society, Los Angeles Eye and Ear Society, Long Beach Eye and Ear Society, Airline Medical Association, Aero Medical Association, flight surgeon for the Los Angeles County Sheriff's Aero Squadron, medical examiner and general consultant for the United Airlines, is one of CAA's earliest designated medical examiners with the distinction of having at one time examined the greatest number of candidates for pilot certificates in the entire United States.

Dr. Hertzog's medical career, his interest in aviation medicine, and our country's participation in the first World War commenced almost simultaneously. Graduating from the University of Maryland with his medical degree in 1917, at the age of 22, Dr. Hertzog immediately enlisted in the Navy, distinguished as the youngest doctor in that branch of the service in World War I. An extensive six months of special medical training at Norfolk and at Jefferson Medical School, Philadelphia, followed and then a tour of overseas duty with the Marines as Medical Officer, Fifth Brigade, Machine Gun Battalion. Upon his return, Dr. Hertzog was selected for training in aviation medicine, and emerged as the United States Navy's first flight surgeon. (Continued on Page 7)



REGIONAL ADMINISTRATOR'S COLUMN

WASHINGTON, D. C., March 24, 1951. As many of you know, your Regional Administrator is assigned to the Washington Office for the months of March and April in the position of Acting Deputy Administrator for Operations. I have been on the job three weeks and you might be interested in my observations during that period.

First, I can tell you that normal working hours mean nothing to the Administrator and his immediate staff, and to many others in the different program and staff offices. It seems there is always a deadline to meet. The Administrator himself has worked after hours and on Saturdays ever since I have been here, and I understand it has been standard practice for a long time. This indicates his and others intense interest in the success and welfare of the organization. It also leads me to the conclusion that we in the field should not complain when the necessity arises to contribute a little overtime to get a job done.

Second, I am impressed by the sincerity of purpose of the Office Directors, the Division Chiefs, and their respective staff people. None appear to be satisfied with just a passable job. They want it to be the best possible. There are naturally honest differences of opinion on many subjects and these have to be resolved. This leads me to the observation that in Washington there is a good deal of "government by committee". It can be good or bad. If coordination is required and is accomplished, and a decision is reached, it is good. If the committee method is used by officials to avoid taking the responsibility of making a decision which is theirs to make, and extensive coordination is not required then obviously the procedure is time consuming and of little value.

Third, I was precipitated into the Washington "Merry-go-Round" when changes affecting CAA's top management were reported to be imminent. The Presidential appointments of Mr. Rentzel for Undersecretary of Commerce for Transportation, Mr. Nyrop for Chairman of the Civil Aeronautics Board, and Mr. Horne for Administrator of the Civil Aeronautics Administration have been submitted to the Senate for confirmation. April fourth is the announced date for congressional consideration of these appointments. Assuming that they are approved, Mr. Horne will be our new Administrator. It is significant, I believe, that this will be the second time in succession in which a selection for the top position in CAA has been made from within the Agency. It would appear that the importance of maintaining a high degree of continuity of established policy has been recognized. Therefore, I think we can assume that under Mr. Horne's leadership and with his understanding and knowledge of the agency, we would anticipate no major changes in policy. (Continued on page 21)

INTRODUCING - Dr. Francis G. Herlog

ARTC clears AF9900 from Williams to Williams via airway Green 5 to Blythe, Blue 67 to Yuma, Red 9 to Gila Bend, direct Williams, cruise and maintain 16,000, climb to 16,000 or 500 on top on a heading 120 degrees, etc., and we were on our way immediately.

Upon leaving the ground the aircraft was held in a gentle climb until a speed of approximately 280 MPH was reached. At this point the rate of climb was increased to 4,000 feet per minute. With the airspeed climbing to 300 MPH, we hit the base of the overcast of 6,000 feet and out on top at 13,000 about as fast as it takes to say Jack Robinson.

At 16,000 feet the course was reversed and the pilot shook the stick and threw his hands up. "She's all yours." If you think you have seen a Chief Aircraft Communicator perspire under pressure, you should have seen the water I started to shed at that instant. "So you've got it", says I to myself. "Now, what in Hades are you going to do with it?" noting that the oxygen supply "blinker" was blinking at a much faster rate than for normal breathing.

"Oh well, let's see what "flicking" that little button on top of the stick will do." So, I "flicked" the button and immediately found out that when the pilot said "flick", he meant just that. I found that the nose was zooming skyward and immediately "flicked" the button in the opposite direction. A little playing around soon taught me the rudiments of "flicking".

At 0931M we reported over the Phoenix Range Station at 16,000 and we estimated we would be over Blythe, 154 miles away, at 0957M, 26 minutes later. I decided to try a 360 degree turn, using, of course, the little "flicker" for my bank. This worked out very well except that my standard rate turn was a little slow and it required 3 minutes to execute. At the speed of 300 MPH, which we were indicating, and a ground speed of 390, a pretty good hunk of Arizona was covered in executing this simple little 360 degree turn.

We reported over Blythe at 1000M (my little 360 causing exactly 3 minutes error in the estimate). The radio compass was tuned to Yuma and 10 minutes later we reported over. From Yuma to Gila Bend we consumed the valuable time of about 20 minutes. We reported over Gila Bend at 16,000 and requested a standard jet let down. I was advised to do a 360 to the right while we waited for the clearance to come through. (At this point I would like to say that the El Paso ARTC and the Gila Bend INSAC were really on the ball.) Before the 360 could be completed, 1 minute and 45 seconds later, Gila Bend called with the clearance.

The pilot indicated by taking the stick that if I didn't mind, he would prefer making the let down, and truthfully, I didn't mind at all. It was at this point that I noticed the first and only vibration which, I later learned, was caused by lowering the Dive Brakes. However, this lasted only a matter of seconds. We were then headed for the tops of the clouds at a terrific rate of speed. We hit the tops at 8,000 and before I could bat an eye we were out at 7,000.

About another eye bat later, Sky Harbor Airport hove into view. I asked for permission to make a pass over the field and this permission was granted. As the speed became greater, the roughness increased until at 500 MPH I found out why (continued on the next page)

those crash helmets and should harnesses are handy things to have on in a jet. We were really being thrown around. At the end of the pass I was treated to a jet pull up. This consisted of standing the ship on its tail and twisting the tail all at the same time. By this time I noticed that our fuel supply had "oozed" away from the 644 gallons we originally had to about 125 gallons.

Exactly 1 hour and 21 minutes after takeoff we were back on the ground at Williams, having travelled some 490 miles and having consumed in the neighborhood of 530 gallons of fuel.

That was my introduction to the T-33 or two place F80!

What did I gain from this flight? Well, from a flying standpoint, I believe that the jet is the nicest thing in the air. It is smooth, it is extremely quiet, and vibration is conspicuous by its absence. Finally, I believe that of those airplanes now being produced, it is the easiest to fly. I believe any good pilot, with a couple hundred hours in a conventional airplane, could check out in a jet in a matter of a few hours.

I learned that the instrument training being done at Williams Air Force Base is at a very high level of efficiency. All radio reporting was done by the pilot, an instrument instructor, and his reporting procedure was perfect. He followed his clearance to the letter. And last but not least, I found that our own INSACs and ARTC are doing a "bangup" job.

I was invited to return in the near future and take a ride above 30,000 feet, and to take a cross country in the new T28 trainer. But after having flown in and having been allowed to handle a "jet" in the air, I feel that propeller driven aircraft are just a passing fancy.

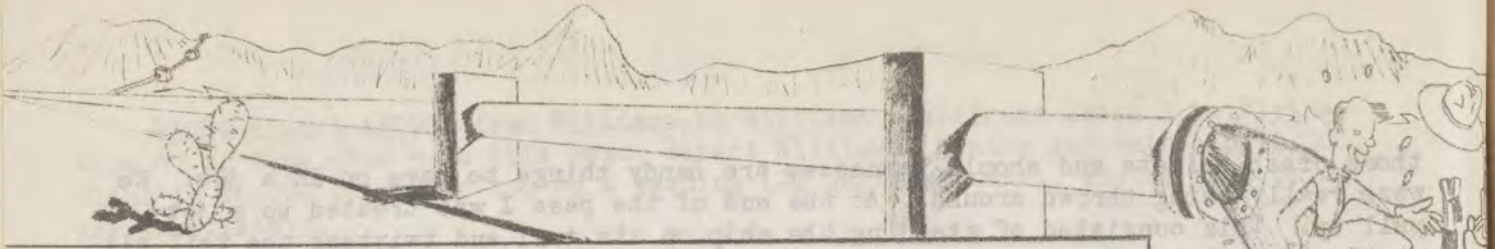
MARRIOTT ON WASHINGTON DETAIL

On March 5th, Regional Administrator Marriott departed from Los Angeles for Washington, D.C. to serve as Deputy Administrator for a 60-day period.

During May of last year, a plan was proposed to rotate Regional Administrators for temporary tours of duty in the Office of the Administrator. This plan was put into effect in November, with L. W. Jurden, Regional Administrator of Region 5, going in on the first detail. He was followed by L. C. Elliott, Regional Administrator for Region 4. Mr. Marriott is the third to report.

The purpose of this program is to familiarize the Regional Administrator with Washington Office procedures and to assist the Administrator by bringing the field viewpoint to his office.

Deputy Regional Administrator Jim Read is Acting Regional Administrator during his absence.



Personnel Pipeline

There has been a lot of study devoted to the rules and procedures governing transfers and reemployment rights for employees who transfer in the present emergency program. We have been notified that new transfer rules have been changed effective March 1, 1951. (For purposes of this discussion the CAA is now classified as a defense agency).

Generally, the new rules provide that an employee transferring from a non-defense agency to a defense agency will be granted reemployment rights to the position which he formerly occupied. This provision is predicated on the general assumption that an employee in a defense activity, regardless of position or grade, is contributing more to the defense effort by virtue of his employ in the defense agency.

If an individual transfers from a defense to a non-defense activity, reemployment rights will not be permitted in any case. In this event the employee who undertakes such a transfer does it at his own risk.

If an individual transfers from one defense agency to another defense agency, the guide lines are not so specific. The two agencies concerned will weigh the relative merits to determine which position is more directly concerned with the defense effort. Generally, if an individual moves from a non-critical labor category, reemployment rights will be granted. If the releasing agency denies the individual the rights of reemployment, the other defense agency can appeal to the Civil Service Commission, if they feel that reemployment rights would be justified.

The above rules obviously are written to encourage the movement of Federal employees from non-defense to defense agencies. There is a natural reluctance of an individual to give up a permanent position in a peace time organization to assume the duties of a position predicated on the emergency.

On the premise that there is a great deal of interest among employees on the matter of hours and overtime pay, we believe that a review of the situation during the last war emergency would be helpful information.

As many will remember, on December 15, 1941, work hours of government employees were extended from 39 to 44 hours, consisting of 8 hours Monday through Friday, and 4 hours on Saturday.

On January 1, 1942, holidays began to be abolished for leave purposes. Employees were required to work on all holidays except Christmas day. It was formally decreed on November 10, 1942, that all legal holidays except Christmas would be regular work days.

On December 24, 1942, a standard 48 hour work week was inaugurated. Two days later, by Executive Order, it was decreed that overtime would be paid in excess of 40 hours at the rate of one and one-half times the regular rate, providing that no overtime would be paid if an employee's salary exceeded \$2,900.

On August 23, 1945, hours were reduced to 40 hours per week on a five day, 8 hour basis. Official overtime required of an employee would be paid at overtime rates. In effect, if an employee's base pay was \$2,980 or less the overtime was time and one-half, for employees earning more than \$2,980, the overtime rate was less.

Since the outbreak of the present Korean conflict certain defense agencies have extended their work week, either to 44 or 48 hours. We have no information which would indicate that the CAA work week will be extended.

INTRODUCING - DR. FRANCIS C. HERTZOG (Continued from Page 2)

Dr. Hertzog continued his naval assignment until 1924, paused for an enforced respite of one year in Colorado, and came out to Los Angeles in 1926 where he served at the Los Angeles County Hospital as resident specialist in eye, ear, nose, and throat work. Long Beach claimed him in 1928, ever increasingly proud of his contributions as a leading eye and ear specialist, or if you prefer, ophthalmologist and otologist. Then again followed duty with the United States Navy during the second World War, from March 15, 1942 to March 15, 1945, where Dr. Hertzog served with Naval Procurement, selecting young doctors to meet the needs of the service.

His enthusiasm for and contribution to aviation has continued throughout his years of practice. As one of the first of the few doctors designated by CAA to examine candidates for pilot's certificates (only three in the Southern California area), his sympathy led him to take time out from his regular practice and to travel from airport to airport examining pilots on Saturdays and Sundays, at their convenience and to save them a trip to his Long Beach office. And they stood in line for their examination, those pilots of the 30's.

Dr. Hertzog has watched with interest and gratification the expansion of aviation in this area—our CAA from a Regional Office of six; the Douglas Aircraft Company plant from a little branch in Santa Monica to a leader in its field with several branches in this Southern California area (incidentally, he was the first officially to know of the plans for the establishment of the Long Beach branch in 1942); the Los Angeles International Airport from a pasture field—a curiosity—to one of the greatest air terminals in the country. And it is Dr. Hertzog who examined and approved for their flight certificates these early aviation enthusiasts in the industry which included Earl Dougherty, father of aviation in Long Beach (after whom the Long Beach airport is named), Ruth Elder, Douglas Corrigan, Jim Granger, Gladys O'Donnel, Carl Cover, Harry Wetzal.

In his twenty-three years as a designated medical examiner, Dr. Hertzog has had many interesting experiences. One of the most unique concerned a pilot who came in for a commercial physical examination. "This man sat down," Dr. Hertzog relates, "and proceeded to read 20-20 and apparently had normal vision. However, when I

examined his eyes, I concluded that it would be almost impossible for him to see 20-20. I could not reconcile that vision with the findings of the examination of the interior of the eye. Examining him again, I discovered that he was wearing the most beautiful set of contact lenses I have ever seen, and that when he took them off he had only ten percent vision in each eye." Interestingly, this same pilot had somehow managed with this clever bit of deception to fly in the Army!

During another examination, of an enthusiastic seventeen-year old, apparently in good health, Dr. Hertzog observed in checking the boy's throat, that there were scales on the tongue. He asked the examinee whether he had ever had seizures, and was promptly told no, he never had. The doctor had the boy's mother call him and the very first thing she revealed was that her son had had seizures all his life. Tragic indeed, and yet revealing of the grave responsibility which is the medical examiner's in certifying pilot candidates who will not constitute a threat to their own safety or to the safety of others.

To meet the ever-increasing demands of the aviation industry, our Region now has over 170 CAA medical examiners approved by the Region's Medical Officer. But we are grateful and happy that still included in this number is Dr. Hertzog, who truly meets and exceeds the high requirements which are demanded of this important body of specialists in whose integrity, diligence, and discretion, we truly repose special trust and confidence.

* * * * *

WE CONGRATULATE - -

Louis W. Schilling, Aircraft Communicator, at San Diego, who, on March 19, 1951, received the Navy's Distinguished Flying Cross and three other citations for "heroism and extraordinary achievement" as radio-gunner of a Navy scout bomber plane.

Captain J. T. Acuff, Chief of Staff, representing Rear Admiral Wilder D. Baker, Commandant, Eleventh Naval District, presented the DFC, the Navy's Air Medal, and Gold Stars in lieu of second and third Air Medals to Schilling at a ceremony in the Commandant's headquarters, San Diego, California.

Schilling completed twenty aerial missions against enemy Japanese forces in the Solomon Islands area during the period April 20 to June 23, 1944, while serving as a radio-gunner in Scout Bomber Squadron 64. The missions involved bombing attacks on Japanese airfield, buildings and installations.

A native of Brooklyn, New York, Schilling holds the present rating of Chief Aviation Electronics Man in the U. S. Naval Reserve. Prior to World War II, he served four years in the Navy, from 1923 to 1927, before coming to work for the Civil Aeronautics Administration.

Again, our heartiest congratulations!!



LOVELOCK, NEVADA:

INSAC: Lovelock's claim to fame lies in the fact that we are one of the few INSACS in the Sixth Region located in a tower structure. Our tower has an unobstructed view of the field, parking ramp and surrounding country. The operations are routine broadcast, teletype and weather observational duties.

The equipment maintenance is carried out under the able direction of George R. McKinnis, MTIC, and Harry C. Stokley, RMT. Due to the distance and location of the Low Frequency Range from the control station, it is a full day's trip out and back.

Personnel assigned to the station are A. R. Hemming, W. P. McCart, J. M. Prater, and B. B. Sutton.

Sports are quite limited and our one main love is the hunting which consists of duck, pheasant, sagehen and deer.

ONTARIO, CALIFORNIA:

INSAC: Since our move from the quiet military life at March AFB to the turmoil of adjusting ourselves to civilian life at Ontario, things have finally settled down to normality. For how long, we do not know, as many additions are in the making - a new VOR now being built near Norco - the ILS, Localizer, and glide path, also DME awaiting parts before commissioning - rumors of the INSAC taking weather observations. At present, this is being done by City tower personnel. New mail delivery direct to the station and installation of fast lines talked about and the new frequency changes to be made in a few weeks all keep us in suspense.

The INSAC and LF range towers are all newly painted and we are now awaiting new blinds. Our operating room space, office and store room are prefect. Arrangement of briefing maps is not yet fully decided upon.

Communicator Orrie E. Staggs is back with us after a short time out on RIF. . . Martin Henkel has a Luscombe of his own parked on the field. . . All Ontario personnel off duty are having an informal get-together with the pilots from Brackett, Pomona and Cable Claremont airports. No brass. This is our first try.

The Chief Aircraft Communicators, Area 2, met in February in the Chaffey College Building classroom here on the field and we understand enjoyed the invigorating Ontario weather. We greatly enjoyed having them here and only wish it could have been all the Area Chiefs and their Supervisors.

Our activities are - Northrup testing jet F89's, Pacific Overseas now re-opening operations, Gilfillan on GCA automatic testing with Air Force, Western has five trips per day, Southern California Aircraft remodeling PBV's for pleasure aircraft, Pacific airlines charter trips.

PERSONALITY OF THE MONTH

B. K. Diller

It is probably a pretty good bet that most of the personnel along the Federal Airways have had an opportunity to know and appreciate Installation Engineer Bernard K. Diller. Although currently assigned in the Regional Office as the Chief of Materials Section of the Facilities Construction Branch, Diller's duties in radio and electrical installations date back to 1934.

In commenting on some of his past experiences, Diller's eyes seem to twinkle the brightest when he recalls some of his experiences as an enlisted man in WW I and while employed as an engineer conducting electrical tests on locks and dams on the Mississippi River.

During the first World War, he went overseas with the 60th Heavy Artillery Regiment, winding up as an instructor in the American Artillery School at Claremont, France. In spite of a rather severe knee injury when hit by shrapnel, he has few reservations about commenting about some of his World War experiences. This knee injury put him on the sidelines for 5 years off and on, until he was successfully operated on at the Walter Reed Hospital in Washington, D. C.

After discharge from active duty he satisfied his yen to study electrical engineering and graduated from the Pratt Institute in Brooklyn, N. Y. in 1924. Before entering government employment in 1929, Diller had short stretches of service with Westinghouse Electrical Manufacturing Company in Pittsburg and the Florida Power Corporation in St. Petersburg, Florida.

His experience in engineering testing lead to an assignment with the Bureau of Standards in Washington, D. C. where he tested and installed electrical and mechanical equipment at the Arlington Testing Laboratory.

Since assignment to this agency he has literally lived out of a suitcase in constructing and installing electronic facilities. His recollection of a 1-year hitch in Alaska centers about a 12-day era on the Island of Unalga while installing NRL (localizer) facilities. It seems that there was a Jap submarine cruising nearby. At any rate they had rather specific instructions to keep out of sight until the all clear.

Diller is married to the former Lila Baskin of Atlanta, George; his daughter, Dorothy is married to a CAA Control Tower Operator in El Paso, Texas, Robert Riedel. As for hobbies, Diller is a baseball fan deluxe. He played organized baseball as a youngster and has never lost the fever.



QUESTION BOX ?



Q. If an employee began Federal Civil Service in August, 1950, must he use the ten days of annual leave which he has accrued before the January 30, 1951 deadline?

A. Yes. The law states that annual leave accrued in the calendar year of 1950 must be used before the close of business on January 30, 1951. Employees of the Region were recently notified by the Chief of the Accounts Branch as to the amount of leave which must be taken by January 30, 1951, or be forfeited.

Q. Occasionally, an invoice is received covering a shipment from the Regional Warehouse which carries the notation "Price this Invoice". What is the significance of the pricing information on these invoices?

A. Two types of Warehouse transactions are priced. All issues of motor vehicle supplies are priced to facilitate the preparation of the monthly motor vehicle report form ACA-140. Other invoices are priced when the issues are not to be charged to the Stock and Stores account but are the responsibility of one of the operating programs. No special action is required by the consignee.

Q. A recent revision of Administrative Order No. 358 provides that the signed copies of an invoice need not be returned to the Regional Office unless a return receipt is requested. Does this mean that an incoming invoice number should not be assigned?

A. Although a signed copy of the invoice is not returned to the Regional Office, an incoming invoice number should be assigned and the station copy should be signed and dated, except that it is not necessary to assign an incoming invoice number to "PM" requisitions resulting from Station Stock Control Plan operations.

REPORT FROM THE PHILIPPINES

There is quoted below a letter received by H. W. McKinley, Chief Facilities Maintenance Branch, from Pedro S. Odulio, Airport Manager and Chief Aircraft Communicator, Lahug Airport, Cebu City, Republic of the Philippines. Pedro was one of a group of key Philippine CAA employees who in 1949 was assigned to this Region for a three-month's period of orientation and practical training.

The Philippine CAA is quite similar to our own CAA down almost to the smallest organizational segment and a great many of their technical and administrative personnel received training in various Regions or in the Washington Office. Their equipment, such as the radio teletype and related high-speed equipment, is exactly the same; in fact, it was furnished by the same contractors who supplied the latest similar U. S. equipment. There is, naturally, a close relationship between the offices regarding operations, new techniques, and the like and this letter should be of interest from that standpoint as well as from the standpoint of furnishing you with a glimpse of the economic and administrative trials being experienced by this young Republic. (Full independence was granted by the U. S. July 4, 1946). Since last summer, when the last of the Philippine rehabilitation money was cut off, the Republic has been on its own. Their prime concern has been the conservation of the dollar and they are undergoing considerable unrest, economically and strategically, based on their proximity to the present conflict. But, here is his story.

*Just got your most wonderful card. It's the most beautiful I've ever seen so far, and I doubt one of its kind can be had locally. I really felt guilty myself in not having written you since our arrival from that country which we consider Heaven in this tumultuous world we're in at present. I hope you've not construed our silence as an indication of our forgetfulness. The truth is we can never be oblivious of the rare hospitality you and Mrs. McKinley showed us while we were at your home, that kind of hospitality and atmosphere which even in our own place is only within the reach of our bluebloods. I wish we could reciprocate one way or another.

*Local conditions have gone from bad to worse since our homecoming a year ago. To cite all the hardships, difficulties and trials we're undergoing presently will make my letter too monotonously long. To begin with, all U. S. A. articles which we have considered common and usual before, and have prided in the fact that they could be had cheaper in the Islands, cheaper than in most places in the U. S., are now fast disappearing and only obtainable at a premium. Cigarettes of the well-known brands for instance are a peso (50 cents U. S.) a pack. Name brands of good U. S. coffee (Hills Bros, Maxwell House) have disappeared altogether. Butter, ham, bacon, etc., and the like are no longer within reach and we have to forgo their use awhile in favor of local margarine, etc. However, uncontrolled essential items like milk, flour, and things indispensable remained cheap although supply is limited. To make the situation worse even our own products have been too badly infected with the "Import Control" mania, such that even native grown foodstuffs have soared almost 100% since the imposition of this "Import Control", which have caused no little amount of misery among the masses. Due to hardships encountered in having applications for U. S. Money Orders approved plus red tape involved, and the time lost in falling in line, I've not even renewed my magazine subscriptions (including that of Miss Brenke's for the Coronet).

"Our Government is nearing bankruptcy (1/2 billion peso deficit) and as such we are continuously being harassed by worries about being laid-off or ultimate irregularity in receipt of our pay checks. Besides our pay checks (Treasury Warrants) are no longer honored by our Banking institutions in Cebu, either Government or privately owned so we have to take them to either the provincial or City Treasurer's for encashment subject to availability of cash. They have already laid off (still doing so) thousands of employees. Unluckily too, Mr. Severo Carpiso, one of our technicians who went with the 3rd group of orientation trainees April last year, was laid off last month. In short the over-all picture is gloomy, but the situation is, as everybody thinks, not at all hopeless. In every case the silver lining is just behind the dark clouds. One bright aspect is the 250 million dollars ECA aid promised us which we think won't be long in forthcoming from your boundless generosity. Conditions, rather strings attached to the aid are, according to some of our higher-ups, too harsh. Firstly, the aid calls for balancing of our budget by imposition of new taxes, minimum wage laws, etc. They are still in the process of passing laws imposing new taxes and as to be expected public opinion is very much against them.

"On account of Korea's proximity to the Islands, majority of the populace believe war is imminent. Our dissident (communist-led and inspired) problem is worse in Luzon and despite the heavy drain on our resources and men to maintain peace and order in that part of the country, the situation is far from being solved. However, we have faith and confidence in American arms and material so that in the long run we can stem the rising tide of local communism. Reports too are that our boys are doing good in Korea despite the adversities of the climate in that part of the world we may justifiably call 'Hell'. One good thing I can assure you is I think no sane Filipino despite all these trials, will prefer exchanging places with a Chinaman, Japanese, or any asiatic, on account of that precious American heritage which we call 'freedom'. At least, we are free in this part of the world and proud of that fact.

"Although the ravages of the last war are still noticeable in some of its buildings and streets, Cebu is fast building up. For me, it's the safest place in the country to live in, discounting casualties due to traffic accidents. Tires have disappeared from local auto parts dealers, although they can be had at black-market prices (lowest at \$65 a piece) including batteries and other spare parts. Yet, paradoxically, continuous traffic jams are noticeable daily in our down town district.

"Our station is by far the biggest and most powerful Airways Communication Station next to Manila, in fact bigger than most stations I've been into while we were there, including LAX, excluding of course the OFACS at SFO. Our transmitters are at Mactan Island (3 miles from the very spot where Ferdinand Magellan was killed in 1521) all remotely controlled from Lahug by Lenkurt units. We have two THV's for Rtty, one THV for point to point, one TDO for air/ground, one main Collins Homer 2.2KW and one auxiliary homer at 1.2KW thereat. We have also one TDO hereat (Lahug) for emergency. Right now we have a complement of 3 communicators, 4 maintenance men (MTIC included), 4 tower controllers (CAPTC included), six diesel men including the diesel operator in charge, 3 auto mechanics for our rollers and graders, 3 firemen, 2 caretakers for the runway, 2 security guards and an electrician who takes care of the runway and obstruction lights. All aforementioned are working under yours truly, who incidentally is also acting as Cebu's Airport Manager since the 1st of the month. The regular Airport Manager plus two airport engineers and a score of

mechanics and laborers were all laid off last month. You won't wonder why I'm already at the station at six early every morning going home only at six at night.

"Of all the old churches we have in Cebu, only Saint Augustine's was left undamaged by the last war. St. Augustine's, by the way, enshrines the image of the Holy Child originally brought by Magellan in 1521 from Spain. Right in the middle of the street named from Magellan (local name is Magallanes) beside the church mentioned stands a small building (kiosk) housing the original cross believed to be the one used by Magellan in celebrating the first mass in the Philippines in March 1521. Cebu City itself, however, was founded by Legaspi only in 1565 (Manila was founded in 1571). Cebu Cathedral itself is still in ruins. Right near the water front stands the old Fort of San Pedro which suffered only minor damages, and is presently being used as a warehouse. I'll try my best to send you pictures of Cebu next time, as soon as the city is completely rehabilitated. Right now, even my own dwelling is still mostly of the bamboo and inpa affair (thatched palm fronds as roofing).

* * * * * Mr. Zaratte has visited me thrice already since we both arrived. He's still the Engineer-in-Charge of all CAA power plants in the Islands. Has he written you?

"Forgive me for having written you so lengthy as this. I hope it didn't get you bored and tired reading same. Please extend my "Como estas" to Sr. Fielder. He's still "muy bien" I hope. Kindly tell Miss Brenke my sincerest regards. I'm really heartily sorry for not being able to renew her subscription including mine to the Coronet. Hoping she won't mind my inability to do so. 73's to friends in the office."

NEW SMOKE DETECTOR FOR AIRCRAFT

The Walter Kidde and Company, Inc., manufacturers of fire detection and protection equipment, have announced a new visual smoke detector for aircraft use. American Aviation Daily reports, "A small darkened window in the face of the detector forms part of a tube which draws air from the cargo compartment through the cockpit instrument. A light, normally invisible, strikes any smoke particles, lighting the window and warning the pilot of fire. The light source flashes so that, when visible because of the presence of smoke, it will attract the pilot's eye. The Kidde visible smoke detector weighs only one and one half pounds and is three and one fourth inches square by six and one half deep. Its circular face fits a standard instrument panel opening."

REPUBLIC F-84's IN KOREA

Republic Aviation Corporation has announced that its F-84 Thunderjet has accrued more than 10,000 combat hours since it was first put into action three months ago in Korea.

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING

February 26, 1951

The Regional Administrator announced that periodically he would assign one of the Division Chiefs or a member of the Staff to conduct the Staff Meeting. This would include preparation of the Agenda. The meeting was then turned over to Mr. Beeman who had prepared this morning's agenda.

Review of Management Conference Series Lectures

Mr. Beeman started the discussion by stating that it was apparent some of the Divisions were not operating in complete conformity with the policies developed in the Management Conference Series Lectures. Each member present reported on the status of this activity as it was being carried out in his particular Division. The general sentiment indicated that the material was too valuable to be discarded, and all felt it should be kept current. Since Mr. Beeman was on the original committee it was agreed that he would take on the responsibility of getting out the final revised draft. In this connection each Division was requested to submit any revisions they wish incorporated in their particular section. All suggested revisions are to be in Mr. Beeman's office not later than May 1.

Executive Training

There was considerable discussion on the relative merits of a suggested plan whereby Division and Branch Chiefs would be detailed for a week or two at a time to other Divisions and Branches for orientation. While the majority present agreed this might be a worthwhile program it was considered too time consuming, particularly at the present time. An alternate plan was suggested and adopted which could achieve the same desired result without the confusion that could exist through the exchange of Division and Branch Chiefs. It was agreed that when a Division Chief called his staff meeting he would invite one or two Chiefs from other Divisions and Branches to attend his staff meeting, continuing this procedure until such time as all other Division and Branch Chiefs had attended. In this manner it should provide an opportunity to gain an insight into the operating problems and policies of other Divisions and to discuss problems of mutual interest. It was announced that the Chiefs were to report their evaluations of the success of this plan at a staff meeting to be held around May 1, 1951.

In connection with the general subject of inter-divisional transfusion it was suggested that in those areas in the field where employees of more than one Division were headquartered, a great deal of good could be accomplished by these meetings of these groups. Among the suggestions offered were (1) that these meetings be scheduled once a month for a six months trial period; (2) that either the Regional Administrator, the Deputy, or the Assistant to the Regional Administrator, visit all of the areas once a year for area conferences; (3) that the Regional Administrator make this the topic of his column for the next issue of Sixth Region News and suggest the field offices arrange such meetings periodically. Messrs. Marriott, Read, and Beeman agreed to discuss this further after the meeting and work out the details. (Plan No. 3 has been adopted. See March 1 issue).

DIVISION HI-LITES

Airports Division

The Chief, Airports Division, and Admiral J. W. Reeves, Department of Airports, City of Los Angeles, inspected the San Fernando Valley Airport and discussed management and operation problems.

Mr. George M. Dixon, Manager and Chief Engineer, San Francisco Airport, visited the Regional Office and discussed the planning of stage construction for development projects of the airport in the foreseeable future. Mr. Dixon was accompanied by Mr. George Burr of the Public Utilities Commission, City and County of San Francisco. Among the items discussed were plans for construction to proceed at an early date on the proposed \$7 million administration building.

Representatives of interested Divisions of the CAA met with officials and engineers of the City of Santa Monica and the Douglas Aircraft Company and reached an agreement as to the location of a large new manufacturing building to be erected by the Douglas Aircraft Company and for alterations in the layout of the Santa Monica Municipal Airport, as affected by manufacturing activities.

The Chief of the Division and the Assistant District Airport Engineer, SOCAL, met with the Imperial County Board of Supervisors at El Centro and formulated plans for the enlargement and improvement of the Imperial County Airport. Recommendation was made to the Board that an administration building be constructed at an early date to provide space to house the INSAC now located at the El Centro Naval Air Station.

Plans have been received for the construction of a new administration building at the Phoenix Municipal Sky Harbor Airport.

The District Airport Engineer, NOCAL, cooperated with sponsors of airport projects in exercising use of Defense Orders for the purpose of expediting delivery of materials required on Fresno and Sacramento lighting projects.

Representatives of the NOCAL District Office participated in a conference of USED, Air Force, City of Fresno, and CAA personnel. This conference, the first of its kind to be held in that district, was related to the introductory phases of joint Air Force-civilian use of Hammer Field, Fresno.

The NOCAL District Office is working with Yuba County officials in planning a new administration building at Yuba County Airport, Marysville, to house INSAC facilities to be relocated from Williams.

Paving and lighting of a new taxiway and paving of additional apron area at the San Jose Municipal Airport are about 90% complete, providing new facilities which have improved aircraft operations and accommodations on this airport.

Plans and specifications on two new Oakland Municipal Airport projects are being reviewed by CAA. One project will cover installation of high intensity runway lighting and the second project covers a fire protection system and additional field drainage.

A class of airport engineering students of the University of Utah, under the supervision of Professors Carter and Bryner, spent most of one day in the UTAH District Office and on the Salt Lake Municipal Airport. The purpose of the class visit was to afford a semblance of actual experience in connection with the outline of studies being followed by the class.

A Grant Offer in the amount of \$80,000 was issued to the County of Los Angeles on February 26, covering acquisition of additional land at Los Angeles County-Palmdale Airport.

A Grant Offer in the amount of \$25,982 was issued to the City of Ontario covering land acquisition and resealing of concrete pavement joints in runways, taxiways, and aprons. This is the first project covering pavement joint resealing in this area.

Grant Offer in the amount of \$5,577 was issued for project covering surfacing of runways, taxiways, and warm-up pads at the Los Banos Municipal Airport.

Grant Offers were accepted for the building project at Red Bluff and for project covering runway resurfacing and repair of lighting systems at the Bisbee-Douglas International Airport.

Safety Operations Division:

At the request of the Administrator, the special inspection of all scheduled air carriers, including Slick Airways, The Flying Tiger Line and scheduled intrastate carriers, was initiated during the month. Five agents have been detailed to the Burbank District Office for two to four-week assignments to assist in the flight operations and maintenance phases of this program and to enable the accomplishment of the present workload in this district.

California Central Airlines, Inc., inaugurated DC-3 service from Burbank to Inyokern, California, on February 20, 1951. One round trip is being made daily utilizing DC-3 aircraft.

Flight Operations Agent Frank A. Allen attended the CAA-USDA Agricultural Aviation and Chemical Course in Washington, D. C., February 27 through March 2, 1951. This meeting served to acquaint CAA representatives with a more intimate knowledge of the problems encountered by the Department of Agriculture in aerial pest control activities.

Supervising Agent Waage, Sacramento, attended the annual Pest Control Operators' Conference at the University of California College of Agriculture, Davis, California, on March 1 and 2. Approximately 80 per cent of the persons who attended were operators or pilots engaged in aerial pest control activity.

Flight Operations Agent H. C. Harris was guest speaker at the presentation of wings to the Girls Wing Scout Troop in Sacramento, sponsored by the 99ers at the El Rancho Hotel on March 9, 1951. A group of approximately 70 persons, including 99ers, wing scouts, scout leaders and parents of the wing scouts, attended the luncheon and presentation. The purpose of wing scouting as an aviation program is to study the scope of aviation and to investigate job opportunities for women in aviation.

United Air Lines has suspended the testing of the revised exhaust system on its Boeing 377 aircraft. The revised system, which was intended to prolong the engine life, will be resumed at a later date after some changes are made.

Mr. Roland M. Dolder of the Traffic Control Section and Mr. Guy L. Arnold of the Flight Navigator Section, Airman Division, visited the District Offices in the San Francisco area on February 26 and 27, 1951. On February 28, they visited the Regional Office and District Offices in the Los Angeles area. During their visit, Messrs. Dolder and Arnold also contacted operators of approved flight dispatcher and flight navigator courses and operations offices of scheduled and non-scheduled air carriers.

Aero Industries Technical Institute has started on its Air Force contract of training 842 mechanics in sheet metal and engines at its Oakland school. These students arrive in groups of 46 per week and are provided living and messing facilities on the field. The school's civilian program will continue as before.

Aircraft Division:

McCulloch Motors of Los Angeles, a newcomer to the aviation industry, introduced and demonstrated their Model MC-4 helicopter to a representative group of Air Force, Navy, CAA, and news people. All of those witnessing the demonstration flights were much impressed with the apparent good flight characteristics as well as the excellent workmanship of the aircraft.

United Helicopters at Palo Alto has received an additional contract for 323 helicopters to be delivered to the Army Ground Forces. These helicopters are equipped with two easily removable litters to be used in evacuation of wounded from forward positions in combat areas. Production rates on this contract call for gradual step-up until December when a delivery rate of 35 units per month is required. This production rate is several times the capacity of the present Hiller Plant, and will require a large and immediate expansion of factory space and personnel.

Douglas Company has accomplished changes in the DC-6A and DC-6B, which, it is believed, will improve the flight characteristics to the point where recommendation can be made for Type Certification approval, and it is expected that deliveries of the DC-6B will start some time in May.

Consolidated at San Diego has completed Phase One of the flight testing of the Allison turbo prop engine "Turboliner". The airplane will now be taken to Edwards AFB at Muroc for further testing. Consolidated has started fabrication of the prototype of their Model 340. They have a very ambitious program for flight testing and hope to have full approval and be ready for production of the new model by the end of 1951.

Intercontinental Airways has completed the modification of the second Lockheed C-69, and the airplane departed Burbank for Israel where it will be put into scheduled airline service between Tel Aviv and New York.

Airways Operations Division:

A meeting of all Chief Aircraft Communicators in Area II was held at Ontario, February 27 through March 1, and in Area III at Salt Lake City, March 20 through March 22.

F. M. Marks, Chief of the Oakland ARTC Center, and G. I. Smith, Air Defense Liaison Officer, were invited by Major General Rush, Commanding General of Western Air Defense, to attend a demonstration at Wright Field, Dayton, Ohio, of the control of air traffic strictly by radar. Messrs. Marks and Smith accompanied the General and other representatives on the trip to Dayton in military aircraft.

E. A. Westlake, ICAO Advisor of the Air Traffic Control Division in Washington, visited Regional headquarters March 18-19, primarily to observe oceanic operations at the Los Angeles ARTC Center.

Art Johnson, Division Chief, and C. M. Smith, Chief of the Communications Operations Branch, attended the Communications Conference in Washington held March 12-16. On the return trip they attended the Area III Conference held at Salt Lake City.

G. I. Smith and G. L. Simonson, Sixth Region Air Defense Liaison Officers, attended a meeting at San Francisco, March 6, with Chief Pilots and Operations Personnel of the scheduled air carriers operating on the West Coast. The meeting was called by ATA for a preliminary discussion of the restrictions that may be imposed upon the air carriers as a result of the implementation of the procedures for the control of electromagnetic radiations.

Facilities Division:

The last of the Maintenance District Conferences will convene at Sacramento April 2-5.

We are taking advantage of the recent authorization to recruit men at the GS-5 and GS-6 entrance grades to fill all vacant positions. As rapidly as these men can be trained sufficiently to assume regular sector duties, vacancies in the various grades will be advertised and selections made in accordance with the Regional Promotion Plan. We will thus be able to make transfers and fill vacancies much sooner than was possible under the old procedure which made it necessary to first advertise and make selections in the various grades and determine where the end vacancies at the GS-5 or GS-6 level would occur before recruiting to fill this end vacancy.

The two paint crews operating under the Construction Branch under Structures and Grounds Maintenance have been broken up and one man is being assigned to each District, thus completing an additional step of our over-all decentralization plan. These painters are operating under the direct supervision of the District Construction Superintendent.

Site testing was completed for new VOR facilities at Palmdale and Santa Barbara and equipment is now being set up at Las Vegas. The construction of the VOR range at Santa Barbara has been rescheduled and given top priority in the VOR program. We are endeavoring to have this facility ready for commissioning on or before June 1, 1951.

The plans for consolidating the tower and INSAC at Las Vegas and Reno are still being held in abeyance at the request of the Director of Federal Airways. Plans have been completed for the relocation of the tower equipment to the new towers at both Phoenix and Los Angeles and the work is scheduled to start at Phoenix April 1 and Los Angeles approximately April 15.

Delays in construction and radio equipment installation are still being encountered due to non-delivery of the equipment from Washington procurement. We have been advised that radio equipment for the 1951 VOR projects will not be available for approximately one year for construction on these sites which include Pt. Reyes, Pt. Mugu, Palmdale and Mormon Mesa. These sites are being rescheduled accordingly.

Work completed during the month includes equipment installation at Tonopah INSAC and the Coalinga VOR range and construction of the localizer and glide path for the Los Angeles ILS modernization.

Branch Chief Campbell returned this week from Oklahoma City in the DC-3 which has been undergoing modernization and standardization. New airborne equipment includes an automatic pilot and DME.

Mr. Arthur Jenks, Chief of the Facilities Flight Inspection Division, is in the Regional Office directing the training covering the new flight inspection procedure for VOR ranges.

Business Administration Division:

On March 19 and March 20 the Chief, Personnel Branch lead a discussion on "Supervisory Management" at a conference of Communications Operations Branch personnel. A substantial portion of this time was spent discussing the new Performance Rating plan. In addition to the regular conference, a special session was held with personnel of the Salt Lake City area on general personnel matters.

The Performance Rating Reports have been completed and were forwarded to the Divisions on March 20. The Divisions have been informed that in order to meet the deadline all of the Performance Rating Reports must be returned to the Personnel Branch not later than May 1.

A meeting of Panel Examiners for the Aircraft Communicator examination was convened on March 22 in order to discuss the evaluation of certain types of experience. Questions under consideration were whether experience gained at radio operators' schools in the Armed Services, CAA Communications schools, or experience as instructors in the field of radio or communications, should be credited as qualifying experience for the Communicator examination. It was determined that credit toward meeting the minimum experience requirements will be as follows:

1. Training in communications operations procedures obtained in military, civilian or commercial schools will be creditable as general experience up to a maximum of 12 months of such training.
2. Experience as an instructor in the fundamentals of communications operations procedures will be creditable as general experience up to a maximum of 12 months of such experience.

It is further desired that the Panel members will make a cursory review of all ineligible applications on file as a result of Examination Announcement 12-44-1(50) to determine if any of the applicants will be able to qualify as a result of the more liberal interpretation being given to the qualifying experience.

The following is a re-cap of total number of employees ordered to active duty with the Military service:

Airways Operations Division	36
Safety Operations Division	6
Facilities Division	18
Business Administration Division	3
Aircraft Division	1

Only two bids were received in response to Proposal 6-51-224 for construction of an AMT Storeroom and office building at Las Vegas, Nevada. Low bid in amount of \$5,000.00 was submitted by J. H. Hedrick and Company of San Gabriel, California.

Notice to proceed effective March 26th was issued to Ed Seymour, successful bidder on Proposal 6-51-227 for modification of a VOR Facility near Bakersfield, California.

Notice to proceed effective March 26th was issued to Robert D. Paterson of Santa Barbara for installation of an antenna shelter at Santa Barbara Airport, under Proposal 6-51-235.

A list of surplus construction equipment was forwarded to the Washington Office for disposition instructions. These items will become excess upon completion of modification of the San Diego VOR Facility on April 6, 1951.

Final action was completed on the transfer of two 24-inch airway beacons from the CAA to the City of Coalinga, California, for use in the furtherance of civil aviation.

REGIONAL ADMINISTRATOR'S COLUMN (Continued from Page 3)

Fourth, my temporary assignment to the Administrator's immediate staff permits me to participate in the discussion and consideration of agency decisions and policy formulation. It is of course very interesting and a liberal education. I am trying to contribute in some small measure and to learn as much as I can. Thereby I hope to be a better Regional Administrator when I return to Region Six. I miss my associations with you all, I appreciate your past support and the manner in which I know you are carrying on your work toward the fullest possible achievement of our agency's objectives. God bless you all.

CAPITAL GLEANINGS

There appear to be many pros and cons on both pay plans and reduction in annual leave. The extremes on the pay plan are anywhere from shelving all plans for a period of several months to an immediate 15% increase. Those in the know still maintain that the average increase will not exceed 10%. One bill that made its appearance recently

It is further desired that the Panel members will make a summary review of all suggested that a cut in annual leave be made in return for an increase in basic pay.

* * * * *

Great Activity in the Field of Retirement Bills - The main aim at the moment is that any bills that are passed must not cost the Government any money to administer.

The last bill provides that any employee who retires with an average salary up to \$6000 would get \$5.00 more than under the present law for each year of service. Annuities would be computed on a new formula. Briefly, the new formula is - one per cent of the average salary, plus \$30.00, multiplied by years of service. Annuities of retired employees would be increased to approximately \$120.00 each, plus \$6.00 for each month between commencing date of the annuity and the date that the bill becomes law. Such increases must not legally be over \$36.00 or result in a total annuity greater than \$2400.

There is some discussion that increased annuities of retired employees will be cut down to an even greater extent to a maximum of approximately \$250.00 a year. Persons retiring on disability would receive an increased average annuity also. His annuity would be at least equal to the lesser of either the amount of the annuity he would have received if he retired at 60 or 40% of his average salary.

Annuities to widows would be increased approximately \$200.00. Annuities to children would also be increased.

Further stipulations of the bill include such items as allowing the employee to retire at 60 after 15 years of service and employees involuntarily separated with at least 20 years of service could draw an immediate annuity at the age of 50.

REGIONAL ADMINISTRATOR'S OFFICE (Continued from Page 2)

From the my secretary's statement to the Administrator's immediate staff members to participate in the discussion and consideration of agency decision and policy formulation. It is of course very interesting and a liberal education. I am trying to contribute at home and to learn as much as I can. I hope I hope to be a better Regional Administrator when I return to Region 5. I also by suggestions with you all. I appreciate your past support and the manner in which I know you are carrying on your work toward the future possible achievement of our agency's objectives. God bless you all.

ADMINISTRATIVE OFFICERS

There appear to be many from and some in both pay rates and reduction in annual leave. The extent of the pay plan and retirement from receiving all plans for a period of several months to an immediate 1-2% increase. Those in the know still maintain that the average increase will not exceed 10%. One bill that made the increase necessary