

REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. IV, No. 5

MAY 1, 1951

A NEW TWIST TO AN OLD TURN



Helicopters aren't new! Although most people have considered them to be a novelty, for several years now, well known manufacturers have been making a limited amount of them for special application. Recently, however, military, commercial, and private demands for helicopters have grown. The successful use of helicopters in Korea has had much to do with their acceptance as a practical, working device. Naturally, this has stimulated industry to develop a product which is versatile and applicable to all. Not so long ago, a helicopter for this very purpose was developed just one mile from the Regional Headquarters. Here's the story!

In 1946, the McCulloch Motor Corporation moved from the East to Los Angeles. The firm was making gasoline engine driven chain saws, centrifugal pumps and earth drills. (Continued on page 2):

Along in 1949, D. J. Jovanovich, a Design Engineer, and Frank Kozloski, an engineering consultant, were employed by the firm to develop a different product line. This was to be a helicopter. Two years of intensive engineering research and development followed before completion of the production prototype MC-4, a completely new tandem rotor two-place helicopter. Following a test flight, it was announced on March 21, 1951, by Robert P. McCulloch, President of the firm.

This helicopter is versatile enough to be used by military, commercial and private users for such purposes as evacuating wounded, patrol flying and spotting, crop seeding and dusting, forest fire spotting, pilot training and just Sunday rides. Al Bayer, the Test Pilot, who has flown over eighteen other helicopters, was overjoyed to point out the design characteristics of this new model which includes high control stability, absence of vibration and simplified piloting. Russell E. Gage, the General Manager of the helicopter division, remarked on the low production cost which was derived from the use of standard components for the engine drive and a new rotor blade fabrication method. Engineering-wise, the high lifting capacity per horsepower is due to the elimination of an anti-torque propeller.

To see the helicopter is a real thrill in itself as the forward part of the plane is for pilot and passenger, and the rear of the plane contains the engine. Amidships is where the versatile part comes in, in that it can be used for storing baggage, hopper for crop dusting and seeding, or converted to a special hospital compartment for evacuating wounded, carrying mail and supplies and so forth.

Getting into the facts and the limits of the airplane, it is a tandem mounted intermeshing rotor type helicopter with two rotors, three blades per rotor. It is powered by a 165 hp, six cylinder air-cooled Franklin engine. Along the line of performance, the MC-4 has an operating speed of 85 mph and an operating range of 260 miles, with a maximum endurance of $4\frac{1}{2}$ hours. The service ceiling is 16,000 feet, the hovering ceiling, 6,000 feet and a vertical climb rate of 675 ft. per minute. This helicopter weighs 1,200 pounds empty and can carry a load of 600 lbs. The overall length is 32' 5" and the overall height is 9' 1".

During engineering and design of this helicopter, over 75,000 sq. ft. have been constructed adjacent to the site of the main McCulloch Motors Plant. In addition to these facilities, the company is adding more than 250,000 sq. ft. to its plant. This will provide additional capacity and facilities as required for production of all major MC-4 airframe components. The Aircraft Division personnel of CAA have been engaged recently in some static tests of the MC-4 helicopter. More tests and evaluations will be run in the near future and it is expected that tests will be completed within the next ninety days.

RENTZEL, NYROP, HORNE CONFIRMED

The Senate has confirmed the appointments of Delos W. Rentzel, former CAB Chairman, to Undersecretary of Commerce for Transportation; Donald W. Nyrop, former CAA Administrator, to succeed Rentzel as head of CAB, and Charles Horne as the new Administrator for Civil Aeronautics.



REGIONAL ADMINISTRATOR'S COLUMN

WASHINGTON, D. C., April 24, 1951.....The March and April issues of the Region Six News were forwarded to me here in Washington. In addition to being interesting just to read, they helped materially to keep me informed of Regional activities. It occurred to me that we may not have given adequate recognition to those who do the work of creating and publishing this worthwhile Newsletter. I believe the editorial staff of our publication deserves a lot of credit for what it is doing. Therefore, I

take this opportunity to express appreciation for all of us and hand a bouquet to each member of the editorial staff; editor, George Hammond; associate editor, Winnie Simpson; and feature writers, Sherman Boivin, Darinka Glogovac, Glyn Riley, Len Riley and Robert Gunn. Also, cartographer Bill Stowell, and Florence Smith and her reproduction staff.

Now to continue the discussion of observations of a Regional Administrator on temporary duty in the Washington Office which I started last month. Incidentally, my detail is nearly completed and soon I will be leaving to return to Los Angeles. I am anticipating that return with much pleasure because it is coming home and to our own Region. Not that the assignment here has lacked interest. On the contrary, it has been intensely interesting. For example, I have had the opportunity during this past month of attending the budget hearings before the House Appropriations Committee. Members of this Committee who participated in the hearings whom I was able to identify were Congressman Rooney of New York, Stefan of Nebraska, Flood of Pennsylvania, Clevenger of Ohio, and Marshall of Minnesota. The fact that became most evident to me during the hearings was the necessity for having full and completely detailed information available for the Committee. The budget estimate as presented contains a mass of such detailed information and obviously the Committee does not have time at the hearings to analyse and question every figure. But the Chairman or other members may and do pick some figure maybe out of the middle of a detailed breakdown and ask the CAA representative to justify it. How was the figure arrived at? What are the items included in it? Are they based on actual costs or estimates? What would happen to the overall program if the request was disallowed? And it may be anything from a \$596.00 item for brackets to go in a control tower to a three million dollar figure for communications stations. So the CAA spokesman must know the answers. After the Administrator makes the initial statement summarizing the highlights of the program objectives, each of the Directors presents his phase of the program aided by our Budget Officer; Airports, Aviation Safety, Federal Airways, Business Administration, etc. It is an extremely interesting process and it impressed upon me the necessity for the Regions to not only submit how much dollarwise we need to conduct each phase of the regional program but why we need it. In other words, a thorough justification of each proposed item of expenditure. Therefore, we should do everything possible to improve our regional budget presentation so that it can be more readily explained to the satisfaction of the Congress. (Continued on Page 20)

Length of Service Awards

At a meeting of CAA Regional Office employees April 20, Mr. J. E. Read, Acting Regional Administrator, awarded service pins to 130 employees who have served the Department of Commerce for ten, twenty and thirty years. 106 employees received Ten-Year pins, 22 received Twenty-Year pins, and two received Thirty-Year pins.

In presenting these pins, Mr. Read expressed his appreciation for the part these employees have played in the advancement of aviation for the past thirty years. He commended their loyalty during the war years and expressed the hope that they would continue to serve the CAA during the present emergency.

The following employees were awarded pins for the period of service specified:

THIRTY YEARS SERVICE

Johnson, Art =Chief, Airways Operations Division
Butler, Elmer=Chief, Overseas Aeronautical Communications Station, San Francisco.

TWENTY YEARS SERVICE

Barrett, John E.	Garcher, John S.	Ream, George D.
Barton, Clarence	Hall, George A.	Thornburg, Glenn
Barry, Wallace K.	Jennerson, George L.	Wagstaff, Nathan E.
Becker, Curtis C.	Kios, Frank	Walker, Harry O.
Berry, Curtis C.	Morris, George S.	Wright, Harold B.
Buckley, Carl	Palmer, Jabez R.	Yourppi, William O.
Danieis, Eskel	Read, James E.	
Davis, Harold E.	Reid, Clarence A.	

TEN YEARS SERVICE

Alford, Thomas H.	Castenholz, J. Paul	Glogovac, Darinka
Ambrosius, Francis L.	Chapman, William R.	Grow, Harold E.
Ames, George R.	Ciellian, James J.	Gull, Eugene S.
Anderson, Betty A.	Cook, Joseph R.	Harper, George W.
Bache, Richard F.	Crawford, Hazel B.	Henkel, Howard
Basinger, Herman A.	Crenshaw, James E.	Herron, Robert Ivan
Beeman, Marshall E.	Culver, Theodore, G.	Horning, Allan E.
Bell, Mack	Dalton, Herbert Jack	Horton, T. J.
Benson, Ernest H.	DeFriend, Joseph H.	Hosler, Virgil I.
Bezouska, Milton	Denner, Herman G.	Irons, Darwin L.
Boone, Robert C.	Domaskin, David A.	Jensen, Harold W.
Boughn, Robin R.	Donato, Dewey	Jensen, Mildred
Bowers, Richard J.	Duncan, Carl E.	Johnson, Oliver G.
Broudy, Jerome G.	Dunkhorst, Robert E.	Kauffman, Robert J.
Brown, Benjamin	Edwards, Elsie H.	Kelley, Carl S.
Buck, Harold Z.	Eiam, James R.	Keinhofer, John J.
Buck, William F.	Ellefson, John I.	Mabry, Robert N.
Burns, David C.	Fernbaugh, Ralph E.	Maddox, James G.
Bussey, John K.	Foreman, Clyde F.	Main, Eleanor R.
Carlock, Orville A.	Gardner, Gien S.	Marshall, Granville

LENGTH OF SERVICE AWARDS



Homer Butler, CACOM, San Francisco, and Art Johnson, Airways Operations Division Chief receive 30-year pins from J. E. Read, Deputy Regional Administrator.



Art Johnson presents J. E. Read with 20-year service pin.



20-YEAR PINS: L.-R. John Barrett, Maint. Tech., Stockton; Harold Wright, Airw. Ops. Specialist; Frank Klos, Airways Engineer, L. A.; George Jennerson, Bus. Ad.; Jabez Palmer, ACOM, San Diego; Carl Buckley, MTIC, Ft. Jones; Jim Read, Dep. Regional Administrator; Wallace Barry, MTIC, L. A.; Edward Becker, Maint. Insp., L. A.; Clarence Barton, MTIC, Reno, and John Garcher, AMT, L. A.

10-YEAR PINS

L.-R. Ollie Johnson, Airports; King Quillman, Airports; Eleanor Main, Bus. Ad.; Mildred Jensen, Airways Op.; Florence Smith, Bus. Ad.; Esther Ovitz, Safety Op.; Harold Buck, Aircraft; Elsie Edwards, Planning and Evaluation; Howard Henkel, Airports; Glenna Shaubell, Facilities; Homer Stamets, Aircraft; Theodore Culver, L. A. Center; Betty Anderson, Bus. Ad.; Clyde Foreman, L. A. Center; Wilkinson Stephens, L. A. Center; Granville Marshall, Safety Operations.



Length of Service Awards (continued from page 4)

McClain, Walter M.	Potter, Frederick C.	Stamets, Homer L.
McCoy, Loyd W. G.	Pound, Alfred W.	Steene, Clarence C.
McDaniel, John R. Jr.	Quick, John S.	Stephens, Wilkinson A.
McGowan, Charles R.	Quillman, King C.	Stewart, Herman N.
McKinnis, George R.	Renfer, Werner R.	Stolt, Paul Albert
McNamara, William J.	Ruff, William W.	Timmons, Herman
Meece, Glenn L.	Rupprecht, Stanley I.	Trahan, Clarence T.
Meschko, Michael Jr.	Safford, Leland E.	Van Horne, Clyde V.
Messick, John E.	Salkeld, George S.	Van Note, Russell L.
Moore, Arlie W. Jr.	Saunders, Frank C.	Walls, Erna M.
Mullen, Wm. F.	Schmid, Clarence L.	Ward, Nathan E.
Orgel, Rachel	Schulte, John C.	Whittier, Milton G.
Osovski, Arthur W.	Schultze, William A.	Williamson, Leonard H.
Ovitz, Esther A.	Shaubell, Glenna F.	Winder, John L.
Ownby, Harold K.	Smith, Earle H.	
Post, Roy I.	Smith, Florence L.	

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Aviation Safety Agent Trainees

With the prospect of a new class of Aviation Safety Agent Trainees to commence on May 14, three interviewing committees queried twenty-four candidates in the Regional Office recently.

The Washington Office recently announced a policy to recruit sufficient Trainee Agents as replacements for those employees who have either been separated or who will be separated by June 30.

Under the present conditions the Agents are employed in a particular region. They are then sent to the Oklahoma City Center for six weeks of indoctrination training, after which they return to the processing region for the duration of their four and one half months of trainee duty. No information is available as to whether an additional training class will be necessary subsequent to May 14.

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Aloysius Radermacher Passes

The many friends of Aloysius Radermacher regretted to hear of his death on April 5, 1951 in Burbank. Al came to the CAA from the Navy in 1932 and was employed as an Aircraft Communicator at the Burbank Station at the time of his death.

PERSONALITY OF THE MONTH

Rex Hicks

Of all the blood curdling and heart throbbing experiences Airways Technician Rex Hicks has had in the auto racing and airplane piloting business, he had to pick a leisurely and hospitable family reunion in Oregon to sustain the only real heart attack he ever had.

This strange paradox happened over a year ago. But like all the near shaves he has had along the airways, Hicks survived his heart condition and is fit as a fiddle in his position as a Maintenance Technician at Arcata.

Technician Hicks, until his jolt mentioned above, has lived a dangerous and adventurous life in the transportation game since the twenties. The auto racing business attracted his attention for a five-year period. He was then intrigued by the lure of aviation.

The use of World War I surplus aircraft was the mode of transportation for flight instruction, barnstorming and any kind of flying that would make a "fast buck". He was issued Transport Pilot license #4450 in 1928 and A&E license #5155 in 1929.

In 1930 he got his first real break in aircraft work when he joined the Southern Air Transport of Dallas, Texas, which later became American Airways, (now the American Airlines Company). Here he served as an Airplane Pilot, Airways Engineer, and Inspector. The American Airlines established their privately owned airways system. At that time, it was Hicks' job to see that the twenty-five guiding beacons and seven emergency landing field lights were in proper working condition along the 365 mile skyroad of American Airways between Los Angeles and Phoenix.

Patrolling the airways is no cinch, as Hicks recalls. At one count, Hicks had encountered over 135 rattlesnakes in the process of his hikes to beacon sites, had been knocked out by lightning, overcome by carbon monoxide gas, burned by exploding aviation gas and shot at by a Chicago desperado - all in the line of duty.

His most exciting experience resulted from a bit of poor judgment on his part when he was instructing a student how to recover from a spin using a 90HP Eaglerock bi-plane. The 260 pound student was placed in the rear cockpit of a plane which was never designed for such a load.

He began a right spin at 4500 feet which momentarily developed into a flat spin because of the excessive load in the rear. At 2000 feet, the student bailed out. Rex managed to recover from the dive at 500 feet. The only damage was a broken ankle sustained by the student. From then on, Hicks paid a bit more attention to the basic principles underlying aerodynamics.

Hicks joined CAA in 1940 as an Airways Mechanician. Since then, he has held positions of Relief Maintenance Technician, District Maintenance Supervisor in Salt Lake City and now at Arcata.

Rex's unusual aviation background has been featured in articles appearing in Coronet and Westways magazines.

He has also written articles concerning the nature of the Airways facilities to aviation.

For hobbies, Rex is a trout fisherman, with a specialty in handmade flies, which (he hopes) will fool trout. He is also a precision rifle shooter and amateur ballistician.

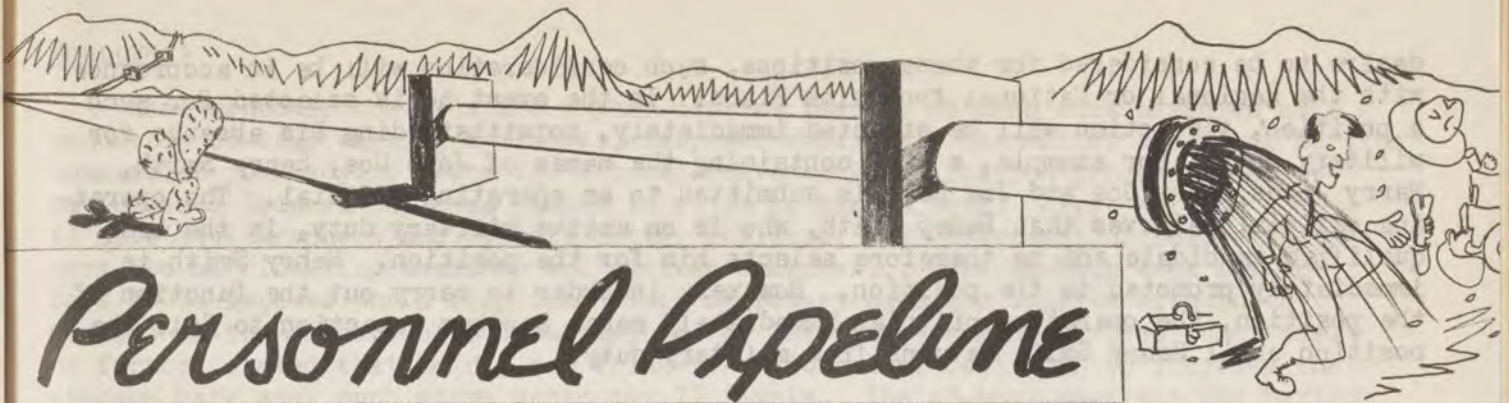
He is married to the former Lois Hunter of Desert Center.



QUESTION BOX?



- Q. If I have 90 days accumulated sick leave January 1, 1951 and take no sick leave during the calendar year 1951 until December when it is necessary for me to use 40 hours, will my sick leave balance December 31, 1951 still be 90 days?
- A. No! An employee's sick leave accumulation may not exceed 90 days (720 hours) at the end of any calendar month. Your accumulation November 30 was 720 hours. In December you reduced this 40 hours leaving a balance of 680 hours which is below the maximum. Therefore, you would receive the monthly accrual of 10 hours for December, making your Sick leave balance 690 hours December 31, 1951.
- Q. It is my understanding that the Regional Warehouse will be shut down during the annual inventory. When will the shutdown occur and what action will be taken to process field requisitions during that time?
- A. The Regional Warehouse will discontinue operation for a two weeks period beginning May 14. Only dispatch or emergency requisitions will be processed during that time.
- Q. Is it true that the retirement regulations have recently been changed so that employees not now covered by the Retirement Act, but who, at one time, were covered under the Act, are now eligible for such coverage?
- A. Yes, when the new regulations were issued in September, 1950, they indicated that only those individuals who moved from one Agency where they were included under the Retirement Act directly to another Agency (without a break in service) could continue to be included under the Act, all others would be covered by SSA. This has now been changed to permit any individual who at any time in the past was covered by the retirement Act, to again be included under the Act. The Personnel Office will automatically determine and take necessary action to include those individuals who are now eligible.



Personnel Pipeline

The Selective Service Act of 1948 provided permanent status employees with certain mandatory restoration rights to the position they left to enter the military service. Under this Act, Federal Agencies have a very definite responsibility to their employees who leave to enter the military service.

The law provides that each employee entering the armed forces shall be separated for military service, or shall resign from his position to enter the military service. In either case, the employee shall be considered as having been on military furlough at the time he returns to duty. Either of these actions may not be construed as taking away any of the benefits provided by law or the regulations. The CAA is required to keep adequate records to carry out the spirit and intent of the Act.

In order to protect the employees' rights, the Agency must have certain information which only they can furnish. As soon as military orders are received, a copy should be given to the employee's supervisor who will, in turn, forward the information to the Regional Headquarters. Necessary action will be taken at the Regional Headquarters to assure that the employee receives all the rights and benefits to which he is entitled.

The CAA is responsible for determining that position descriptions of employees rejoining into the military service are accurate, from the standpoint of both the CAA and the employee, and reflect the duties currently being performed. A copy of the description is forwarded to the employee for his approval and signature. If he believes that the description is not accurate or does not reflect the duties as now performed, he shall make such necessary corrections on an attached sheet of paper and return it to the Regional Headquarters. When it has been determined that the position description reflects the true duties, the employee will be furnished a copy showing the current service, class and grade of the position.

In the event the position is reallocated upward while the employee is absent on military duty, the Personnel Office will take necessary action placing him in the position that has been reallocated, unless it is clearly shown that he is not qualified for the position. On the other hand, if the position is reallocated downward during his absence, no personnel action will be taken until he returns to duty and is restored; at which time, the downgrading will be processed under the Veterans Preference Act of 1944.

Prior to leaving for the military service, the employee will be furnished a form so that he may indicate the positions for which he wishes to be considered for promotion, reassignment or transfer while absent in the military service. When and if vacancies arise while the employee is in the military service, and he has indicated a

desire to be considered for these positions, such consideration will be in accordance with the Regional or National Promotion Plans. In the event he is selected for such a position, the action will be effected immediately, notwithstanding his absence for military duty. For example, a list containing the names of John Doe, Henry Smith, Harry Jones, Mary Doe and Joe Reid is submitted to an operating official. The operating official believes that Henry Smith, who is on active military duty, is the best qualified candidate and he therefore selects him for the position. Henry Smith is immediately promoted to the position. However, in order to carry out the function of the position, the operating official immediately makes another selection to fill the position until Henry Smith returns from military duty.

In order to be eligible for restoration, an employee must apply within ninety days of his discharge and, of course, the discharge must be under honorable conditions. The CAA must, within 30 days after application for restoration to duty, restore the employee to the specific position which he left and in the same location, if that position still exists. If that position does not exist, he will be given a position of like seniority, status and pay elsewhere in the Region. If the employee would rather be placed elsewhere and there is a vacancy, such a re-assignment is possible.

If the position was one to which an employee had been temporarily promoted and a final date for termination of indefinite promotions has not been set, and if it is vacant, or occupied by a temporary employee, the returning veteran may be temporarily restored to such position.

If, because of disability sustained during service in the armed forces, an employee is not qualified to perform the duties of the position to which he is entitled to restoration, he may be restored to another position for which he is qualified. The restoration must provide him with like seniority, status and pay or the nearest approximation thereof consistent with the circumstances in the particular case.

In case two or more persons are entitled to be restored to the same position, the person who would have greater retention preference in such position will have the prior right to be assigned thereto. The second person will be assigned to a comparable position of like seniority, status and pay for which he is qualified.

You can readily see by the above that Congress has tried in every respect to protect the rights of Veterans.

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CAPITAL GLEANINGS

The Cost of Living:

Bigger and better Federal pay checks or not? The House scheduled hearings on the various postal and classified pay bills to start the latter part of April..... The Administration has informed Congress that it will not object to an average pay boost of about ten percent for all classified and postal employees.

Meanwhile, prices of food at retail has climbed to an all-time high according to Bureau of Labor Statistics. It's now roughly 6.9 percent higher than the pre-Korean level of June 16, 1950. However, it appears that the frantic upward movement that has prevailed for months has been halted, temporarily at least.

Manpower:

Real manpower controls are a year off, at least. We mean such measures as a mandatory 48-hour week, job freezes, manpower ceilings. Meanwhile, the Civil Service Commission is readying plans for a broad-scale work utilization program aimed at having each Federal employee placed in a job he can do best. First will be a move to have stenographers and typists better utilized; for Government officials to make more use of dictating machines and similar measures... "The 48-hour week may not have to be imposed for a long time" told Secretary of Labor Maurice J. Tobin to members of the Preparedness Sub-Committee of the Senate Armed Services Committee. He further stated that he did not think it efficient or desirable to increase the average work week much above World War II levels. The 48-hour week was the maximum then but the average was 45-1/2 hours. This included manufacturing employees. The F.B.I. has been on a full 6 day, 48-hour week, for some time now and expects to continue these hours through June 30, 1952.

Controls:

The Master Plan for Defense Mobilization is about set. A Controlled Materials Plan is scheduled to hit on or about July 1, 1951. Mechanics of the Plan will be similar to World War II -- controlling essentially the same materials, carbon and alloy steel, copper, brass, and aluminum. But present indications are that CMP-1951 will be an "open end" plan. That is, CMP-1951 will issue authorizations for materials only for military requirements and essential supporting activities, such as freight cars, new steel, and power plants, etc. Whatever is left over will be a "free pool" for civilian production.

Under the plan, civilian users will have to scramble for some supplies. It adds up to a rough time for 1951-52. One item--copper--may well disappear from civilian markets for a while.

Employment:

In a talk at Columbus, Ohio recently, Michael V. DeSalle, Director of Office of Price Stabilization, said that by June 30th the Agency will have a total of 16,000 employees. Four thousand of these will be enforcement agents. The OPS now has 3,874 employees. It has been estimated that 20,000 employees will be required by NPA to administer the new CMP. ...

Otherwise Congress is on an economy splurge. The House Committee slashed forty-four percent from the 843 millions in supplemental funds urged by the President. Several thousand jobs are involved in the Justice, Federal Security, Agricultural, Labor, Interior, and Commerce Departments. Grouched the Committee quite logically: "It is unreasonable to assume that it takes 2,300,000 Federal civil employees to govern us".

Miscellany:

Robert Ramspeck, the new Civil Service Commission Chairman, has proposed a plan whereby more retention credits will be given the non-veteran employee with many years of service. Under his plan, all employees would be placed in four different retention groups. In the first two groups would be preference and non-preference employees, respectively, with 11 or more years of service. In groups 3 and 4 would be preference and non-preference employees, respectively, with less than 11 years of service. In each group points would be awarded for length of service and satisfactory or better ratings. However, he enunciated that veterans would be given preference over non-veterans in each category.



MILFORD, UTAH

INSAC: The Milford INSAC is in the twentieth year of continuous operation as an airway facility, having been commissioned in January 1932. During this time, Milford has performed just about every type of duty that a CAA station could be called upon to accomplish with, of course, exceptions to the major relay and OFACS facilities. Milford was originally on a radio-telegraph point-to-point circuit from Los Angeles to Strevellie Ida and in more recent years was again called upon for point-to-point radi-telegraph - teletype-tie-in duties when Red 6 airway was commissioned before teletype service to Hanksville, Bryce Canyon and St. George were available. In the dim past our records indicate that Milford received weather reports from 8 or so reporting points by telephone and relayed them into CAA circuits. Even as of today many of our esteemed fellow townsmen refer to and consider us as the Weather Station, and this in spite of our best propaganda efforts to acquaint them with the duties of Aircraft Communicators. Some 75 Communication and Maintenance personnel have served a duty tour at Milford. Some stay a few weeks and move on to greener lands, others, take root and just seem to stay on and on.

The West Beaver County Sheriff's Emergency Committee, with the CAA as backbone and sponsor continues to function and of course the CAA is well represented in the upcoming Civil Defense Organization and program.

The economics of Milford City center primarily on the communications, mining and agricultural industries. The main line of the Union Pacific Railroad has a division point in Milford and in addition to some 75 yard, shop and office employees, carries on the local board between 75 and 100 train crews of 5 men each who maintain homes in Milford. The American Telephone and Telegraph Central Office Repeater Station with a crew of 8 men and the CAA with a crew of 6 men round out the heavy communications activities. The Horn Silver mine, 15 miles west of Milford was opened in 1879 and in the intervening years has produced one hundred million dollars in silver and lead. The Horn is one of many rich Holes in the Milford mining district. The agricultural industry is devoted mostly to dairy and beef Cattle with some sheep grazing, and for the past 5 years considerable irrigated acreage in potatoes and small grain, the total accounting for an annual gross income between 3 and 4 million dollars to the ranchers and farmers of the area.

Among our recreation and pastimes are many an expedition into the desert looking for and uncovering arrow-heads, pottery and other evidence of early Indian civilizations.

MFIC: We have experienced some very unusual weather this past year. The winter turned out to be extremely mild and we did not find it necessary to use chains on the truck all winter. For three weeks in December, the station was socked in by a dense fog which presented us with an antenna problem due to the freezing moisture on the whips and wire.

The Milford VOR has been operating as a commissioned facility since last August.

Ron Morley's (MT) application for GI flight training has been cleared by the Veterans Administration and he expects to solo this month.

We packed up the console equipment, which was stored at the low frequency range building, and shipped it to Cedar City for installation in their new INSAC.

LOS ANGELES, CALIFORNIA

INSAC: Los Angeles INSAC-being situated as we are, between four or five various airline offices and two post offices, the sanity of the communicators on watch is repeatedly jeopardized. We pacify the public on all questions from "What will the weather be a week from tomorrow?" to "What are the airmail rates to Yugoslavia?".

On April 10th, the day watch had the most recent perplexing situation. A gentleman approached the counter at LAX INSAC. When one of the communicators stepped up and asked the usual question, "May I help you?," the man indicated by sign language that he was deaf-mute. The communicator proceeded to give him a pencil and paper upon which the man stated that he was a pilot who owned his own plane and business necessitated that he make daily trips down from Las Vegas, Nevada. He wondered if he might land at LAX International Airport. The communicator explained to him that it was a requirement of the City that all aircraft landing at LAX International Airport, except in an emergency, must be equipped with two-way radio. The man wrote that on several previous occasions he had landed at LAX with the aid of light signals. The communicator upon checking with LAX tower was informed that it would be necessary for the pilot to obtain permission for such landings from the airport manager. The communicator then requested in writing that the gentleman follow him and they both proceeded to the airport managers' office, where the communicator explained the whole situation. The airport manager then asked the communicator to explain to the gentleman that, due to the heavy flow of traffic in and out of the Los Angeles Airport, combined with his inability to receive any instructions other than light signals, it would be too hazardous for him and all other aircraft concerned. It was pointed out to the man, that should he fly over the airport and receive a green light giving him permission to land, and then an emergency should arise, the tower would have no way of advising him of the situation or of impending danger. After this explanation, the man signified that he understood, and thanked the airport manager and the communicator for their help and cooperation. Although such situations are somewhat difficult at times, it is part of our job and everyone must admire a man who can be a successful pilot despite his handicaps.

PASO ROBLES, CALIFORNIA

INSAC: We have two airports serving this community; Wherwood Field, where the INSAC is located, which is 2.4 miles ESE of Paso Robles and Paso Robles, San Luis-Obispo County Airport, 4.5 miles NE of town. At present, most of the private flyers use Sherwood, while Southwest Airways, other larger aircraft, and the military use the County Airport.

Southwest Airways is planning to stop all their flights at Paso Robles, effective May 1st. They now land two of their flights each way daily.

USAF is flying in patients from Korea for the Camp Roberts Hospital.

Bids for the new Administration Building for the County Airport will be let next month. They are providing quarters for the INSAC, and the MTIC. This construction is under the CAA Airports Program.

The County is starting construction on 15 Tee Hangars at that field. The foundation is now being poured for the first units.

The Airport Manager at Sherwood Field has started an aviation educational program every two weeks showing CAA training films.

A Civil Defense Communications Net has been established between CAA, CAP, Camp Roberts and local radio amateurs of this area.

New Personnel here have had considerable difficulty obtaining housing, even if buying a house. One ACCOM had to buy in Atascadero. The extreme shortage is due to the reactivation of Camp Roberts. There is a long waiting list of military people, as well as civilian employees of the camp, for housing. They have caused towns or cities within 50 miles to be overcrowded.

RED BLUFF, CALIFORNIA

INSAC: The idea of requesting news items from field facilities, as advocated by the Editor, certainly meets with the approval of this particular facility.

The carpenters are busily hammering and sawing overhead these days in the process of constructing new station quarters for the INSAC. This construction is a most welcome effort, as we now have fond hopes of moving our station into adequate space to accommodate the installation of necessary equipment and provide office space for the CAC and MTIC. The modern-day contractors certainly understand their business. In order to construct this addition to the present administration building, it was necessary to construct the roof of the new quarters before the walls and floors. This is the first time anyone at this facility has had the opportunity to watch this type of construction. They constructed a series of trusses, mounted on the rear wall of the present building and on posts set up on the front wall, then built the roof on top of these bridged trusses. Upon completion of the roof, they removed the old roof and constructed the floors and from this floor they cut in the interior walls before removing their bridge work under the roof.

The design of the new quarters provides an excellent view of both runways and the parking area immediately in front of the administration building.

The ADF VHF equipment has not yet arrived. It is believed that this equipment will be of great value in assisting lost aircraft and determining the location of all aircraft operating on the VHF channels. It is our understanding that this installation is one of the three within the United States being installed for evaluation purposes.

This station is happy to take this opportunity to welcome two new Aircraft Communicators; Mr. Francis J. Paulissen and Mr. Hugh E. Rea and sincerely hope their tour of duty will be pleasant. Mr. Rea comes to us from previous duty in Alaska. The climate may possibly be a little different than he is used to. Loyd McCoy is still on the

sick list after undergoing a serious operation las month. He is expected to return to his regular duty within the next four or five weeks.

Everyone is checking over their fishing equipment and anxiously awaiting the opening of the season. For the uninitiated; this is considered one of the best locations on the West Coast for searching for those things that are commonly termed TROUT.

We just received word from Communicator Mark Hope that he has arranged a swap with John Rook from Seattle. Mark tells us that he can purchase ten acres within sight of Lake Washington at a very reasonable price. We wish Mark all the luck on his swap.

MTIC Astmann has been a very busy boy these past weeks worrying about those little pieces of conduit that are necessary to prevent cutting holes in the floor of his new equipment room upstairs. So far, he has thought of nearly every conduit, he hopes.

DIVISION HI-LITES

Legal Division

In response to civil penalty letters sent to violators of the safety regulations, offers in compromise totalling \$3,325.00 were received in the office of the Regional Attorney during the month.

\$2,500.00 of the above amount was submitted by Central Air Transport, Inc., Burbank, California, as a result of alleged violations of flight time and weight limitations. Action was also taken against ten employees of Central Air Transport, Inc. who were involved in these violations.

As a result of Complaints filed with the Civil Aeronautics Board against violators of the safety regulations, final action was taken by the Board resulting in the revocation of five certificates issued by the Administrator, a six month suspension of one certificate, and a three month suspension of one certificate.

Airports Division

The Chief, Airports Division, visited the Governor of Arizona and discussed with him and members of his staff the compliance problems which had arisen through State ownership of the Ryan Field at Tucson. Due to the failure of the lessee company to comply with the terms of the agreement between the State of Arizona and the CAA, the Governor issued instructions that the lease be cancelled at once and that other arrangements be made for operation of this airport. Negotiations toward that end are now in progress.

The Chief of the Division consulted with members of the staff of the Western Air Defense Force concerning policy as to the training of military cadets by civil contractors at airports within the Aircraft Identification Zone. A part of the conference was attended by representatives from Riverside County, who presented their specific problems in connection with Blythe, Hemet, and Thermal. The Western Air Defense Force recommended against the use of both Hemet and Thermal for cadet training purposes. Decisions concerning the Blythe Air Base are as yet indefinite, as this airport is better suited to aircraft modification or similar heavy aircraft activities.

A letter was received from the Administrator instructing that the Chief of the Airports Division contact representatives of the Eleventh and Twelfth Naval Districts

to discuss plans for coordination of the Navy air facility expansion program. In compliance with this instruction, the Chief of the Division has discussed the problem with Admiral Moeller, Director, Pacific Division, Bureau of Yards and Docks, preliminary to detailed discussions with the Eleventh and Twelfth Naval Districts. Further meetings will be held after Admiral Moeller has arranged coordination within the Navy units concerned.

On April 22, the new airport administration building at Cedar City, Utah, was officially opened, the Chief of the Division making the dedicatory address. In addition to citizens and officials of Cedar City, various departments of the State of Utah government were represented.

The Chief, Airport Operations Branch, with the Deputy Chief of the Facilities Division attended a meeting at Arcata, California, with representatives of the Navy and Humboldt County, relative to the Arcata Airport. The meeting resulted in the Navy agreeing to release all interest in the approach area for the instrument runway to Humboldt County, thereby clearing the way for CAA negotiations with Humboldt County for the operation of the approach lights. It was ascertained that the Navy, however, cannot release their lease on the landing area due to recent legislation prohibiting such surrender without Congressional approval. It has been ascertained that CAA, Washington, has recommended appeal of the restriction which is contained in Public Law 910.

Airport Management Consultant, J.K. Hicks, and Chief, Airport Planning Branch, T.E. Flaherty, are attending a meeting of the AAAE in Minneapolis, Minnesota. Phillips Moore, Director of Office of Airports, Washington, D.C. and Joe Hicks are to act as moderators of a panel discussion on airport management practices.

The Chief Lighting Engineer was loaned to the International Region for a six-week period for a technical review of airport lighting in the South Pacific.

Tentative allocation for the Sacramento Municipal Airport was increased \$35,320 to cover Project Application for land acquisition.

Tentative allocation in the amount of \$3,125 was withdrawn from Goldfield, Nevada, as the sponsor is unable to proceed with the development of the airport at this time.

Arizona District Office forwarded Project Application for \$509,252 Federal Funds to cover administration building construction at the Phoenix Sky Harbor Municipal Airport.

SOCAL District Office forwarded Project Application for \$156,400 Federal funds to cover estimated cost of construction of the administration building, parking apron, expansion of auto and aircraft parking areas at Lindbergh Field, San Diego.

The following Grant Offer was accepted:

Los Angeles International Airport	\$404,184
Runway extensions.	

The Assistant District Airport Engineer, SOCAL attended a meeting in Death Valley on April 10 together with representatives of the Park Service, Pacific Coast Borax Company and California Aeronautics Commission at which time a suitable site for development of an air carrier airport at Death Valley was selected. The project is to be accomplished as follows: The State will provide detailed engineering, land will be

transferred to the Park Service by the Pacific Coast Borax Company, and the Park Service will provide the sponsor's share of funds.

Final plans and specifications on the Paso Robles-San Luis Obispo County Airport administration building project were approved by SOCAL District Office and authority granted to advertise for bids.

San Francisco Project 105 plans and specifications received for the new Terminal Building. Sponsor was authorized to advertise for bids. Estimated cost \$6,500,000.

Remodeling of existing administration building, Red Bluff Municipal Airport, for INSAC, started March 21, 1951, is 75% completed.

Planning Engineer Midkiff of the NOCAL District Office addressed the University of California Institute of Transportation and Traffic Engineering on air traffic control and navigational aids, April 18.

On April 11, the Deputy Chief, Airports Division, the Airport Management Consultant, and the DAE - UTAH met with the Airport Manager, Robert L. Bridge, and the Parks Commissioner, L. C. Romney, in connection with non-compliance activities, as related to the Deed Agreement, in connection with the disposal of airport property that had been transferred to the City of Salt Lake.

Aircraft Division

Type certificates have been issued to the Douglas Aircraft Company for the Models DC-6A and DC-6B. Douglas has delivered 4 DC-6B's to United Airlines and 3 to American Airlines, and one DC-6A has been delivered to Slick Airways.

McCulloch Motors has completed 5 hours of the 100-hour ground tests required by CAR 6. They expect to complete these tests within two weeks and begin their flight tests. They hope to have all tests completed and the helicopter ready for type certification by the end of June.

re: United Helicopters, Inc. expects soon to begin the 100-hour tests on the Model UH-12B, which is the 200 HP version of their Model UH-12 series. This model incorporates a number of design changes, and will be produced in large quantities for the Armed Forces. Personnel from this office participated in a meeting with Army, Navy, Air Force, and United Helicopters, Inc. engineering personnel at Palo Alto on April 9, 10, and 11.

Consolidated has received orders for approximately 100 Model 340 airplanes although this airplane is still in the experimental stage.

Consolidated has started work on the Model T-29B for the Air Force. This is a redesign of the Model T-29A with increased gross weight and other structural changes.

Safety Operations Division

The special inspection of all air carriers based in this Region has now been completed and, with the exception of Bonanza and Southwest Airways, the reports have been submitted and are now being consolidated. As a result of the special inspection of Bonanza Air Lines, major corrections within the organization of Bonanza are presently being undertaken. Additional Agents from the Burbank Aviation Safety District Office were assigned to police the operation pending complete and satisfactory changes.

A public hearing on the Southwest Airways April 6 accident will be held in San Mateo on April 26. Agent H. R. White, San Francisco, is serving as CAA Coordinator in connection with the accident investigation.

Slick Airways received its first DC-6A on April 16 and is in the process of training its four-engined crews, contemplating early operation of the aircraft. United Air Lines' situation is the same with its DC-6B.

Slick Airways Operations Specifications were recently amended to authorize operations into Mexico. At the present time, vegetables are being transported from the vicinity of Los Planes, Mexico, to San Diego.

The Flying Tiger Line, Inc., scheduled air cargo certificate was amended on April 17, 1951, authorizing the company to carry passengers on charter and special service flights. The initial operation conducted under this amendment was for the transportation of Mexican laborers from Nogales, Arizona, to Seattle, Washington.

Agent T. A. Fydell, Burbank, participated in the Airline Transport Carriers' inaugural flight to Honolulu on April 19. The company plans to make one flight a week utilizing DC-4 equipment.

Agent Fred W. Pratt has been detailed to the Burbank District Office to assist in the special inspection of large air carriers based there.

An investigation has been made of the Oakland Aircraft Engine Service, a repair station, in view of certain malpractices employed by them, and corrective action has now been taken.

Mr. W. Buriel Barclay, Chief, Non-Air Carrier Pilot Section, Airman Division, visited Region Six for the period April 5 - 10, 1951, to discuss the testing and certification of private and commercial pilots and the new proposed private pilot written examination. Mr. Barclay and the Chief, Airman Standards Branch, had several interesting discussions regarding the above subjects. During his visit, Mr. Barclay also visited several schools and airports in the Los Angeles and Long Beach districts for the purpose of inspection.

The Stall Recovery Reindoctrination Program was launched in Region Six on April 11, starting in Salt Lake City. Demonstrations were conducted daily in Salt Lake City, including Saturday and Sunday. A total of 22 hours and 20 minutes was flown by the Agents, covering as much area as time would allow. The majority of flight examiners and instructors was flown during the seven-day period. The program was enthusiastically received by everyone concerned. It is believed that discussions brought about by this program will prove educational and beneficial in the months to come. One Agent has been assigned to indoctrinate District Office personnel until further notice.

Mr. J. R. Hoyt, Airman Standards Agent, served on the Naval Policy Board in Washington, D. C., for the period April 9 - 13, 1951.

Airways Operations Division

The annual Chief Controllers' Conference, Sixth Region, Air Traffic Control Branch, was held at Regional headquarters during the week of April 16-20, 1951. The Washington Office was represented by Clifford P. Burton, Chief of the Air Traffic Control Division, and R. A. Taylor from the same Division.

A total of 45 Indonesian flight students based at Minter Field visited the Bakersfield Tower during the month of March for familiarization purposes.

The Tonopah, Nevada Communications Station was commissioned on April 2, 1951.

The Winslow Communications Station was moved to the tower structure April 16, 1951.

The annual meeting of OFACS Chiefs from Regions Six, Seven, Eight and Nine was held in San Francisco April 17-19, inclusive. Mr. Claude Smith represented the Regional Office. Messrs. Lloyd Simson, W-343, and R. T. Manhardt, W-382, also attended the OFACS Conference and visited the Regional Office during their trip to the West Coast.

Facilities Division

Engineering: Site selection and testing for VOR facilities are being expedited. A successful test was obtained on the airport site for Las Vegas. The relocation and conversion of the VHF range will be carried out as scheduled. The site test at Needles adjacent to Kingman No. 5 Flight Strip was marginal. A new site approximately 4 miles north was selected and satisfactory flight test obtained and we will, therefore, proceed with the establishment of a VOR range on this site. Next on our schedule for site selection and testing are Mormon Mesa, Elko and Reno.

Surveys are proceeding for the relocation of the VOR ranges at Reno, Fort Jones, and the establishment of a new facility at Camarillo.

The low bid for the runway extension at Bryce Canyon was recommended for acceptance with work scheduled to start May 1.

Revised plans for the consolidation of tower and INSAC at Las Vegas have been completed. Plans and specification for relocation and conversion of the VHF range at Las Vegas, construction of the VOR range at Mormon Mesa, and erection of a surplus remodeling at Las Vegas Airport for AMT headquarters use was completed and proposals issued to bidders.

Construction: Work on the Santa Barbara VOR is proceeding on schedule. Access road is constructed, grading is nearing completion, concrete has been poured and building construction is under way for the range building and antenna shelter. Radio equipment and installation is ready to start May 1. Construction of the VOR facility at Ontario is complete and modification of the buildings and towers at San Diego and Bakersfield for modernization of these ranges is nearing completion. Equipment installation at Thermal VOR is completed, tune up is under way, and flight check is scheduled on or about April 30. Equipment installations at Hassayampa and Cochise is substantially completed. Commissioning of the Cochise facility will be delayed due to the lack of power service line for which REA is unable to obtain needed copper. Installation of the new localizer equipment at Arcata was completed but troubles are being encountered in the tune up and adjustment of the new localizer transmitters which are the first of the new type we have received.

Flight Inspection: Jack Webb returned to duty on April 16. A flight test to determine whether the San Fernando Valley tower and the Ontario tower and middle compass locator could be operated on the same frequency was made with marginal results. In addition to routine flight checking, special flight checks were conducted at Palmdale, Las Vegas and Needles in connection with VOR establishment.

Maintenance: Jay Taylor completed a 30 day detail to the General Electric factory where the ASR-2 equipment is being manufactured. Neal Jolley is now attending.

Most of the vacancies in the Maintenance Branch have now been filled. We hope to be back to a normal basis of operation in the near future.

General - Facilities Division: Messrs. Hadfield, Campbell and Zeigner proceeded to Malad on April 16 and participated with representatives of Washington and the 7th Region in a joint inspection of the Malad mountain-type VOR range. As a result, agreement has been reached on layout and construction details for this type of facility. Flight check indicates that this facility is an excellent range giving unusual coverage with a minimum of vertical and scalloping.

Regional Administrator's Column (Continued from Page 3):

The House Committee hearings have been completed. Hearings before the Senate Appropriations Committee were held on April 24 and 25. However, we do not yet know what our final 1952 appropriations will be. The House Committee has not submitted its report and recommendations for action by the House. So at this time, it is impossible to predict whether our budget will be approved as requested or where it will be cut. It does appear likely that it will be the end of this fiscal year or even into the beginning of fiscal '52 before we have the final answer. Of this you can be sure, CAA will continue to try to do the best possible job under the limitations of the funds made available.

See you soon!