REGION VI NEWS

~A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. IV, No. 6 JUNE 1, 1951

CAA'S NEW ADMINISTRATOR

Mr. Charles F. Horne has been appointed by President Truman to be the new Administrator of CAA and has been confirmed by the Senate. On May 18th, he was sworn into office by Secretary of Commerce Sawyer. Mr. Horne succeeds Donald W. Nyrop, who is now Chairman of the Civil Aeronautics Board, filling the vacancy created by the appointment of former CAA Administrator Delos Rentzel as Under-Secretary of Commerce for Transportation.

Mr. Horne is no newcomer to the CAA, since he has been serving as Acting Director of the Office of Federal Airways since 1949. During this interval, he was on loan to the CAA from the Navy Department. With his appointment to succeed Mr. Nyrop as Administrator, he has resigned his commission as Captain in the Navy to accept the civilian post.

Mr. Horne graduated from the U. S. Naval Academy in 1926 and in 1932 returned for post graduate courses. Following this, he studied communications and electronic engineering at Harvard University where he received an M.S. degree in 1945.

After four years in Navy electronic work, he was made Radio Material Officer for the Mare Island Navy Yard and the Twelfth Naval District, where he was responsible for radio station design and construction. Later, while on the staff of Rear Admiral Walter S. Anderson, he had an important role in development of the shipboard radar plot and communications system.

As a communications officer in the Pacific area during the war, he participated in the historic landings from Tarawa to Okinawa. He was made Deputy Chief of Naval Communications in 1946. It was while serving in this capacity that his services were requested by the CAA to administer the program of modernizing the Federal Airways system. (Continued on page 5)

INTRODUCING ~ STANLEY HILLER, JR.

PRESIDENT, HILLER HELICOPTERS

Stanley Hiller, Jr., President of Hiller Helicopters, at 26, is one of the youngest and yet one of the oldest names in the rotary wing field. He established the largest commercial helicopter manufacturing firm in the years 1949 and 1950. Behind this achievement lies twelve years of extensive helicopter research, experimentation, and manufacture.

Commencing in 1935, Stanley Hiller, Jr.'s mechanical bent first evidenced itself in the form of one-passenger, man-carrying automobiles constructed out of washing machine engines. From 1937 to 1940, he designed a midget racing automobile which used a one cylinder gasoline engine. This model, known as the Hiller Commet, became very popular and was manufactured by the thousands and started a national fad which still exists today for this type product. To produce these machines an organization known as Hiller Industries came into being, which, during the war years, turned its newly conceived methods of diecasting, formerly used for the toy automobiles, into the manufacture of magnesium bombs and aircraft parts for the war effort.

In 1939, Stanley Hiller, Jr., commenced research with the single purpose of designing and building a productionable, stable helicopter. The initial milestone in this evolution came in 1944 with the flight of Model XH-44, the world's first successfully flown co-axial helicopter (a model is now in the Smithsonian Institute). For this and other successful developments, such as all-metal rotor blades and the development of control mechanisms to be used in both teetering and rigid rotor co-axial rotor systems, Mr. Hiller was awarded the Fawcett Aviation Award in 1944 for "major contribution to the scientific advancement of aviation".

During the war, while affiliated with industrialist Henry J. Kaiser in Hillercopter Air of Kaiser Cargo Company, development on a large co-axial rotor system and small electronic signal device helicopters was carried on experimentally for the U. S. Navy.

In 1945, Mr. Hiller formed United Helicopters to continue research toward his original goal to produce helicopters commercially. For the successful engineering and manufacture of a number of streamlined, two-passenger, co-axial helicopters - called the "Commuter" - Mr. Hiller won the grand award and first prize in the World Inventor's Congress in Los Angeles in 1947. (Continued on page 25)

Regional Administrator's Column

Your Regional Administrator arrived back in the Regional Office on May 14. For the past two weeks, we have been busily engaged in reviewing the proposed fiscal program for fiscal year 1952 and preparing the budget estimate for FY 1953. This has kept me glued to the desk more than I would like because I do want to get around to see as many of you as possible in the near future. It now appears that that pleasure will necessarily be further deferred in that a Regional Administrators' Conference has been scheduled for June 11, 12 and 13. So, for the time being, all I can say is that I am mighty glad to be home again.

As you all know, the Sixth Region has not had an Executive Assistant since January 15 when Gordon Bain left to accept a promotion with the Civil Aeronautics Board. One of the reasons for the delay in filling this position has been our desire to ascertain who the qualified candidates were, and to select the best qualified one. After some study of possible ways and means of accomplishing this objective, and with the cooperation of the Administrator and the Washington Office, a special and somewhat unique procedure for this agency was agreed upon. The procedure consisted of a written examination, plus an oral interview type examination, plus evaluation of each candidate's experience and promotional aptitude.

The written examination was one prepared by a Civil Service expert in this field. It was a situation type examination in which a problem is outlined and the applicant required to select the multiple choice answer which, in his judgment, best solved the situation.

The oral type examination was of two kinds. One was a group examination in which six or eight of the candidates jointly discussed a problem and endeavored to arrive at a solution. This technique permits an Examining Board to observe the conduct of individuals in a group discussion, and the qualities of reasoning, judgment, personality, and leadership which the candidates display. The second portion of the oral interview consisted of individual interviews with the Examining Board, and was designed to determine the candidate's subject knowledge of business management and his method of approach to specific type problems.

The Examining Board was made up of the Washington Personnel Officer, Mr. Harvey; a Regional Administrator, Mr. Jurden of Region V; and an Executive Assistant, Mr. Batchelder of Region I. The Board rated the applicants on the oral examinations, and a mechanical scoring system was used to arrive at the final grade from the scores in the written and oral examinations and the experience and promotional aptitude factor.

This examination created quite a good deal of interest, and the Board members were enthusiastic about this type of selection approach. There were 31 applicants and it is anticipated that the register established by this examination may provide a source of candidates for other similar positions within CAA. (Continued on Page 11)

PROGRESS OF CIVIL AVIATION

On April 17, Mr. D. W. Nyrop, former CAA Administrator and newly appointed Chairman of the CAB, made an interesting talk before the Los Angeles Chamber of Commerce. Statistical excerpts from Mr. Nyrop's address should serve to remind all of us of the amazing progress made in civil aviation in the last twenty-five years.

"In 1926, the domestic scheduled airlines of the United States carried a grand total of 5,782 passengers. By 1945, the figure had reached approximately 7,600,000. But during the last five years, almost 10,000,000 passengers were added, for a total of 17,300,000 in 1950.

"If we look at the air freight picture, the volume was too tiny to record before 1935. In that year, domestic air express and freight ton-miles totaled a little over 1,000,000. The total worked up to 22,000,000 in 1945, but by 1950, it had zoomed past 150,000,000 ton-miles....."

".....In 1928, only 1,400 passengers were carried in U. S. international operations, which meant for the most part trips to such nearby places as Cuba. By 1945, the number of passengers was up to 493,000, and of course, more extensive routes were served. In the last five years, however, the number of international passengers has more than tripled, reaching 1,676,000 in 1950.

".....In 1930, there were 28 fatalities for every 100 million passenger miles flown by the U. S. domestic airlines. In 1950, this rate had been chopped to only 1.2 fatalities for every 100 million passenger miles. That means I was far safer taking an airliner for my trip here than I would have been driving my car.

".....In 1926, navigation aids consisted largely of rivers and railroad tracks--and you flew only when weather allowed you to see them. Experimental work was being done on a radio range that would send out four low-frequency beams to guide flyers, but this daring idea was still a couple of years from practical realization. We had 2,000 miles of so-called Federal airways, their chief equipment being beacon lights.

"Today, we have more than 70,000 miles of airways..... The nine low-frequency ranges put in on a trial basis in 1929 grew to more than 300, but already are yielding to something better, the very-high frequency, omnidirectional range. We have commissioned 297 of these new facilities.

".....During the last five years, we have gone far toward eliminating cancellations and delays caused by traffic congestion or low ceiling and visibility at airports. From nine instrument landing systems in 1945, we have 96 today, making possible landings with ceilings, on an average, 300 feet lower. We have installed radar at eight locations, and find it most useful in speeding traffic in and out of airports.

".....Just before the war, in 1940, we had less than 18,000 civil aircraft and less than 70,000 civil pilots. Today, we have 93,000 civil aircraft and 550,000 civil pilots, and they are using the airplane as a utility vehicle in the most diverse ways."

CAA's New Administrator (Continued from Page 1)

Our new Administrator has been Vice Chairman of the Radio Technical Committee for Aeronautics, Chairman of the Air Coordinating Committee's Sub-Committee on Aeronautical Communications and Electronics Aids, and Chairman of its Air Traffic Control and Navigational Aids Panel. He was selected to head the United States delegation to the International Civil Aviation Organization's Communications Division third session, and has been chosen for the same post in the coming year.

Mr. Horne has been acknowledged as a capable administrator by both Government and industry, and, with two former CAA Administrators in the key aviation jobs in the Government, everyone is looking forward to complete harmony and more cooperation and coordination than ever before.

Good luck to our new Administrator! Let's all pull together and help our new boss to do an outstanding job!

* * * * * * * * * * *

ONCE A SOUTHERN CALIFORNIAN, ALWAYS A SOUTHERN CALIFORNIAN

At least this title can be partially justified when one takes a look at all the new faces in the Regional Office staff of Aviation Safety.

The following are off to the Military Services: Lt. Col. Armer Alcorn and Col. Robert E. Dake, respective heads of the Aircraft and Aviation Safety Operations Divisions. Also among the missing in the office are Col. Clancy Schmid and Major Al Gammon of Safety Operations; Lt. Col. Charles Hawks, Lt. Col. Jack Bussey, Lt. Col. Dick Bache, Major Bill Williamson and Major George Bogert, all of the Aircraft Division.

As replacements for the above, the former Southern Californians who have recently returned include W. A. Klikoff, new Chief of the Aircraft Division, who transferred from Region Seven; Rocco Lippis of Region Seven and Stan Yagiela of the Washington Office, who will head the Aircraft Engineering Branch. Engineer David M. Geeslin from Region Five has also reported for duty.

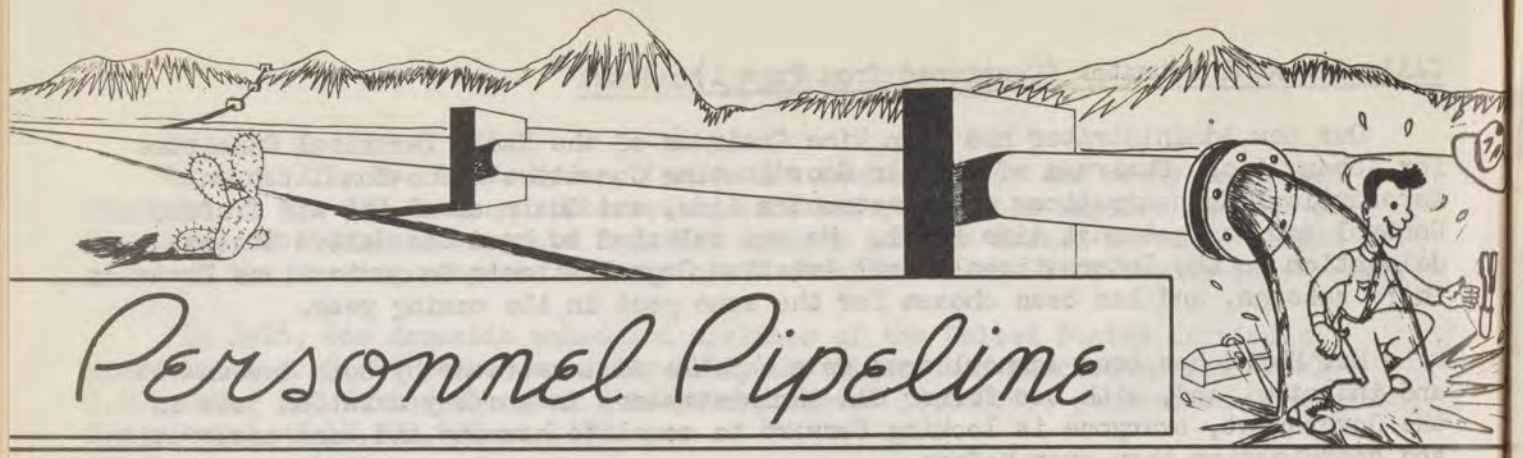
Bryan Jacobs has been advanced to replace Col. Dake as Chief, Safety Operations Division. Len Ashwell and Lee Bishop returned to the Southland from Region Seven. Jack Brown has been promoted to Major Gammon's vacancy as Inspector in charge of Western Airlines.

The Sixth Region welcomes its returnees!

* * * * * * * * * *

ORIN A. WILSON PASSES

The many friends of Orin A. (Doc) Wilson will hear with deep regret that he passed away at 11:30 a.m. May 17, 1951. Cause of death was a heart attack. Doc was born on August 10, 1897 at Humbird, Wisconsin. After graduating from high school, he was employed by Western Union for four years. In 1923, he organized a 12-piece orchestra which he directed and managed for 12 years. He came to the CAA on January 7, 1937 as an Airways Keeper at Jackson, Michigan. After varied assignments in several regions, he was stationed at Salinas in September of 1946. All our sympathies go to Mrs. Wilson and other members of his family.



Personnel Pipeline

CHANGE IN SALARY POLICY: The CAA recently made a significant change in salary policy regarding changes to positions of lower grade. Previously the salary of a person changed to a position of lower grade was fixed so as to allow him credit for the number of years he had been in the lower grade plus any time spent in a higher grade. The new policy states that in all cases of a non-disciplinary nature, involving changes to lower grade the change will be made with as little loss of salary as possible, as follows:

1. In changes to lower grade when the previous rate is not a standard rate in the lower grade and the change is for the purpose of acquiring probationary status, reclassification or reallocation of the employee's position or reassignment under reduction-in-force procedures, the employee will be paid at the higher rate of pay.

   For example: Employee in grade GS-5, $3350, is demoted to GS-4. There is no comparable salary rate at GS-4 level. Because it falls between $3275 and $3355, the employee, in this instance, would receive the higher of the two rates, or $3355.

2. In all other cases when the previous rate is not a standard rate in the lower grade, the employee will be paid the lower rate of pay.

   For example: Employee in grade GS-4, $2955 is demoted to GS-3. There is no comparable salary rate at the GS-3 level. Because it falls between $2890 and $2970, in this instance, the employee would receive the lower of the two grades, or $2890

A person whose salary rate before demotion is above the maximum of the lower grade can only receive the maximum rate in the lower grade.

EMPLOYEE AWARDS PROGRAM: The Field Secretary of the Employee Awards Committee has informed us that the suggestion program needs new impetus. With summer vacations approaching, it may be well to concentrate on new gimicks or ideas that will save the government time and/or money. A winning suggestion will help to pay for your vacation. In submitting your suggestions, be sure that they give a clear picture of the suggested change.

EMPLOYEES COMPENSATION: Several questions have been raised recently concerning eligibility for Employees Compensation of those employees participating in Familiarization Trips. This Region has just received correspondence from our Washington Office which answers these questions.

It has been confirmed that employees making a familiarization trip during the regular tour of duty and also outside of the regular tour of duty are covered by the provisions

(Continued on next page)

of the Employees Compensation Act.

It is necessary that you receive prior authorization from your supervisors if travel orders are not issued. Otherwise you may be denied compensation and all other benefits of the Act.

Under the Act, employees are entitled to medical, surgical, hospital services, and supplies, and transportation to the medical facility, if necessary.

What you should do to protect your rights:

1. Report every occupational injury to your immediate supervisor without delay. If others are present at time of accident, get their names as witnesses. All injuries must be reported within 48 hours.

2. Secure first-aid treatment first. Infection is painful and costly. Even under compensation, you lose at least one-third of your pay check.

3. Consult your supervisor for the proper forms needed to secure adequate medical treatment. Be sure to file a CA-1.

4. Advise your family of your rights under the Compensation Act so that in the event of death due to job injury, they will know what benefits accrue to them.

5. Be a safe worker. A safe worker draws full pay regularly. Avoid the accident which causes the injury. If you are insured abide by the rules that assure full protection to yourself and your family.

* * * * * * * * * * *

ATTENTION, CAA SERVICEMEN!

We are curious to find out from CAA employees now in military service something about their unusual experiences and exploits while on military duty.

Any adventures, special awards, promotions received, unusual assignments, or significant achievements would be of interest to your former associates. Sit down and address a letter to the Editor of the Region Six News in the Regional Office and tell us about it.

So that our mailing list may be current at all times, CAA servicemen are asked to notify us of any change of address.

* * * * * * * * * *

BUSINESS CARDS

Business Cards are now available to CAA personnel @ $3.50 per 250 cards. Check should accompany order made payable to Frank De Andrea (Branch 6-551)

QUESTION BOX?

Q. The contractor for the storage of my truck (or passenger car) has sold his business and wishes to cancel the contract. What action should I take, if any?

A. Notify the Procurement Branch (6-593) at once furnishing name and address of the new owner in order that they may prepare "change of ownership" papers or check into the legal standing of our contract. Legally, unless the contract specifically states that it may be cancelled by the contractor, the new owner must continue to furnish storage under the same terms and conditions as the former owner.

Q. What is the length of time after which a person may not receive refund of Retirement Deductions?

A. Twenty years of creditable civilian service. Any person who has had twenty years of creditable civilian service may not receive refund of retirement deductions.

Q. What happens to the two weeks salary withheld when I entered on duty with the CAA?

A. Let's assume you entered on duty April 15, 1951 and terminated four weeks later or at the close of business May 11, 1951. Your first salary check would be issued May 11th covering the first pay period (4/15/51 - 4/28/51). On May 25th, which is two weeks after your last day of duty, you would normally receive a salary check for your second and final pay period (4/29/51 to 5/11/51).

Q. How do I obtain a travel advance and how much time should I allow for the check to reach me?

A. A travel advance may be obtained by application to the Regional Office (6-589) on Form 1038. Application should be made at least ten days prior to the date the contemplated trip is to start.

Q. When must the travel advance be repaid?

A. When specific trip is completed for which advance was obtained; when no further travel is contemplated for the near future; when transferred to another Region; when there is a break in continuity of travel in excess of 30 days; In any event, on or before June 30th of each fiscal year (except is special cases). Refer to Paragraph 2240 of travel manual.

CREDIT UNION NEWS

In an effort to provide more prompt service to field personnel in view of various credit regulations now in effect (Regulations X and W), it will facilitate matters if applicants for loans will include in their request the purpose for which the money will be used. This is the controlling factor for the repayment schedule and will enable the Credit Union officials to prepare the necessary forms in one exchange of correspondence.

The Credit Union is still enjoying a rapid growth, 111 new members joining since the first of the year. Employees who are not presently members are urged to write to the Credit Union for any information desired.

Recently, the Credit Union received report of the death of a member. Because the account had been made in joint ownership with the deceased's wife, the Credit Union was able to immediately honor the request for withdrawal from the shares account. This is mentioned merely to point out the importance of having all accounts in joint ownership whenever possible, because of ease of payment to the survivor. The Credit Union also wishes to reemphasize that your Credit Union loan is insured against your death or complete disability. Your Credit Union shares are also insured against your death and will be matched dollar for dollar to a maximum of $1,000.

* * * * * * * * * * *

ATTENTION FORMER MORSE TELEGRAPHERS

The Morse Telegraph Club of America is formed for the purpose of the promotion, renewal and continuance of the friendships and fellowships made during the progress of the telegraph industry, recalling and perpetuating the facts and traditions attached to the development of the telegraph industry and telegraph systems.

There are Chapters of the Club in all parts of the United States, Alaska, Canada and the Canal Zone. Any Morse Telegraph operator who has had one or more years of actual working Morse telegraph experience shall be eligible for membership.

Any qualified employees interested in becoming members should contact George A. Hall for membership application blanks.

* * * * * * * * * * *

GENERAL WHITEHEAD OUTLINES CAA's IMPORTANCE IN PRESENT EMERGENCY

General E. C. Whitehead, Commanding General of the Air Defense Command, recently expressed his views to the Administrator on the CAA's importance during the present emergency. A copy of the General's letter has been distributed to all Air Force Reserve personnel in the Region. General Whitehead's letter, in part, stated that "The CAA, in effect, is an integral part of the Air Defense System of the Continental United States". He has asked that all military boards be closely guided by the current list of critical CAA positions when recalling reservists so as not to deprive the Air Defense System of highly specialized support personnel when such personnel are so necessary to the national defense.

CAPITAL GLEANINGS

Teeter-Totter:

Materials: Mobilization Director Charles E. Wilson outlines a cheering prospect: 1951 and '52 are the big "take" years for the defense program. Even so, he says there'll be enough material for producing autos, appliances and other "non-essentials" at the 1948 rate. Coming on the heels of months of shortages and mushrooming controls this smacks of better things. Industrial leaders are viewing Wilson's appraisal cautiously however. The whole mobilization program is so delicately balanced that a slight raising of military production targets, resulting from any new Kremlin threat, would practically wipe out hopes for continuing output of automobiles, refrigerators and television.

Leave:

A Right or a Privilege? The Administration is cooking up plans to cut back and equalize annual and sick leave. The plan, affecting all Federal employees, proposes to allow leave on a graduated basis. For example: 13 days leave for employees with less than 5 years service, about 19 days for those with between 5 and 15 years, and 26 days for those with over 15 years---no annual leave to be accumulated. Leave is to be used during the period earned or the employee is to be paid in cash for any unused amount at the end of the year.

The new CSC Chairman Robert Ramspeck, who enjoys considerable influence in both Congress and Executive Branches, is mustering his forces against the present leave system. He argues, "The annual leave bill was guided through Congress in 1936 at 26 days, since time off to go to doctors and dentists for checkups were charged to annual leave. Today they are charged to sick leave. In 1936, the government was on a 5½ day, 39 hour week; today it is on a 5 day, 40-hour week which, in reality, gives employees 26 additional full days off in that they don't have to work Saturdays. Ramspeck further adds ". . . . older employees have earned and are entitled to more leave than new and younger employees."

Any way you look at it, you can expect some shuffling of the leave picture.

Eye Opener:

Federal Pay Increase: Here are the proposals. An average boost of 6.97 percent: 7.5 percent on the entrance rates of the first 15 GS grades, plus within grade salary advances earned; an average increase of $255 annually ranging from $115 for CPC-1 to $800 for employees in GS-16, 17 and 18. CSC Chairman Ramspeck recommends this plan, with Administration blessings. A 10 percent average boost is favored by the Senate Committee while the House Committee believes that the panacea is a temporary cost of living bonus between $300 and $350.

This can mean the stalemate on the pay issue is over. The final bill, say some opinionists, will probably carry some leave changes.

Control: Plans are shaping up for a "limited" controlled materials plan, rather than a "total" CMP. The "limited" plan takes care of military and essential users and then sets up a "free pool" for the rest. Non-essential users will fight it out for this "rest". There appears to be almost unanimous doubt among industry circles that CMP would help anyone unlucky enough to be caught in the non-essential classification. (Continued on next page)

Business Dipsy-Doodle:

Harold Moulton, Prexy of Brookings Institute, recently told a conference sponsored by the Society for the Advancement of Management, that the trend of agricultural prices during the coming year would indicate whether inflation had been licked. His argument: hold food prices and you lessen the pressure for increased wages.

Meanwhile, the current hesitation in the price spiral has not pressed down the cost of living. Reason: Inflationary pressures continue, employment is increasing, personal income holds steady, the Iranian situation and other Kremlin moves. Administration salve for the ill: increased taxes.

* * * * * * * * * *

Regional Administrator's Column (Con't from Page 3):

This Region selected the top ranking candidate. He is Morris Plotkin, known to us as "Morrie" because he started his CAA career in this Region, and now after some two years' experience in the Washington Office is returning to be our new Executive Assistant. He will be a welcome addition to our Regional Office staff.

* * * * * * * * * *

PERSONALITY OF THE MONTH

Morris Plotkin

Likable, friendly, Texas-born Morris Plotkin assumed the role of the Region's Executive Assistant on May 28th. He succeeded Gordon M. Bain who recently transferred to the Civil Aeronautics Board as Director of the Bureau of Air Operations.

It was like homecoming to the burly, humane, ex-Californian. He returned to his former homeland after a two year hitch in the Washington Budget and Organization-Methods Offices.

Plotkin's progression to a government executive position has been a rather rapid one. Born in 1916, deep in the heartof _ _ _ _ _, he migrated to the Golden State with Mom and Pop in 1931 and his yearning for a good education came the hard way. After graduation from Eagle Rock High School in Los Angeles, he spent the next seven years doing part time college work, part time gardening, waiting on tables in college cafeterias, etc. in order to make ends meet while he picked up a Bachelor of Science and Master of Arts Degree from UCLA with a major in Political Science.

Morrie spent a short time in 1941 with the Civil Service Commission as a Junior Rating Examiner, at which time he received his greetings from - - "My Friends and Neighbors".

After serving a year as an enlisted man, he was selected for Officers' Candidate School and commissioned a Second Lieutenant in the Adjutant General's Office. He was assigned to duty with the Air Force as a Classification and Assignment Officer, trying to avoid putting square pegs in round holes. (Continued on next page)

He cites as a highlight of his state-side military experience that of working with "Illiterates". The Air Force had to set up a school with the basic objective of providing the equivalent of a fourth grade education in 13 weeks. He still recalls one Indian lad who could do nothing more than grunt when they got him. 13 weeks later, all he could do was grunt - only the instructors could now grunt too!

Plotkin came with the CAA in 1946, being assigned as Management-Budget Analyst in the Sixth Region. He moved into the Washington Office as Organization-Methods Examiner in 1948. At the time of selection for his present position, he was serving as Chief, Estimates Division in the Washington Budget Office.

Plotkin recently obtained his private pilot's license, soloing on St. Pat's Day, March 17, 1951. He expects to go on through until he obtains his commercial ticket.

As for hobbies, he is sports minded, spending most of his leisure time in some form of athletics or fishing. He often finds time to do a little oil painting, a talent which he came by quite honestly - his father is a professional artist.

He is married to the former Marge Watkins, with Larry, age 3, as the real family boss.

* * * * * * * * * * *

American Aviation Daily for May reports:

"TENTH ANNIVERSARY OF FIRST JET FLIGHT

Ten years ago this week, a jet-propelled plane made its first flight. Power plant was Sir Frank Whittle's W-1, a centrifugal turbojet rated at 850 pounds thrust. The place was the Royal Air Force college at Cranwell, Lincolnshire, England, and the plane was the Gloster-Whittle E-28/39. Flight lasted 17 minutes. "

* * * * * * * * * * *

"NEW SUPERSONIC PROGRAM FOR XF-92A

The Air Force and the National Advisory Committee for Aeronautics will start a new supersonic research program with the delta-wing Convair XF-92A. The plane, which made more than eighty flights in the initial stage of its flight test program, has recently been modified to incorporate a more powerful engine; the original Allison J-33-A-23 jet engine has been removed in favor of a new, more powerful version of the same engine, the J-33-A-29, fitted with an afterburner. The plane is now en route to Edwards AFB, Muroc, California, where the test program will be conducted."

OGDEN, UTAH:

Insac: About a year ago, Ogden INSAC installed a 2' x 16' sign, "Flight Assistance Service" above the door of the outside entrance to the station and painted a 4' x 32' sign "Flight Plans - Weather" on the roof of the building. These signs are clearly visible to pilots in the pattern, on the taxiways and from the ramps. Another sign, 2' x 6', "CAA Communications, Flight Assistance Service" was erected above the entrance door on the highway side of the station quarters. These signs have had a good effect. Many more of the pilots, especially itinerants, are coming into the station in person instead of using telephone and radio to contact us.

C. Max Orton, Ogden Maintenance Technician, has completed a G. I. course and is now a full fledged private pilot. He has made his first flight to Promontory point in the contract aircraft for emergency servicing of PPU radio beacon.

Dom DeCasas, GS-5 ACCOM, who joined us in January, is on his way toward becoming the next pilot among communicators at Ogden.

Ole Marse Jerry (J. W. Broudy), former ACCOM at Ogden, returned to the scene of his former crimes. He is now Relief Maintenance Technician.

Ogden INSAC, Tower and Maintenance personnel went all out to assist in the unsuccessful search for the Besso brothers in missing Cessna 2269V enroute from Ogden to Denver. Expressions of appreciation were received from Search & Rescue, Civil Air Patrol and Ogden Flying Service for CAA cooperation.

Carefully nursed along by CAPTC Earl Bate, the Weber Sheriff's Aerial Squadron organization is nearing completion. Patterned after similar units in California and Nevada, Ogden's squadron is Utah's first. Congratulations to Weber County Sheriff Mac Wade.

At a recent safety meeting at Ogden Airport, a little judicious needling by CAA representatives regarding "rushing to the scene" has produced results. People have actually been seen to pick up fire extinguishers before dashing out to see what the siren meant.

Ogden Aviation Day is set for June 10, breakfast flight included. If Southern Utah's rainmakers will let well enough along, we expect a big day at Ogden, with

(Continued on next page)

participation by Hill AFB expected to draw a big crowd from the general public. A well rounded program is planned continuing throughout the day. All you private fliers in CAA are expected to show.

MTIC: As always, Ogden is a busy place. At the present time Buck, Orton and Relief Technician Broudy are handling the maintenance. Rotramel is down at Oklahoma City striving to keep up with the ILS/VOR dope they hand out down there. On last reports he was making out pretty well. Galloway, RMT with headquarters at Ogden is at present on assignment at Wendover resting up from school.

Since last report, the only new construction has been in the change of transmitters and other improvements at Promontory. We now have units capable of putting out an easy 100 watts and with most of the bugs cleaned out of them and the power plants squared away, it is a pretty reliable facility.

Speaking of Promontory Point, with Orton joining Rotramel in the pilots ranks, our travel to that facility by plane has turned out possibly even better than expectations. After a trip by truck yesterday on an emergency and to familiarize Broudy with the road, we're more convinced than ever that it's the only way.

Our LF Marker at Corinne is and always has, worked pretty fair. Earlier, we had no transfer unit to permit the full advantage being taken of dual equipment, but that has been licked and we think it is one of the neatest little stations around. Construction had their eye on the transmitters to put in LF voice at Bryce and Hanksville, but big-hearted Vaughn Clayton had pity and rounded up something else.

Ogden tower is still an example of what good installation does. The equipment works fine. About the only improvement might be better ventilation of the racks which are located in the tower.

Didn't have to use snowshoes to get in to the ranges this year, as we did the previous two winters. Didn't even have to call for the plow at Salt Lake.

Due to the fact the Promontory and Corinne Marker Monitors were put in without instruction, they were put in with our own concept of what they should be and we liked it so well we made a suggestion on it. So far without results. Anyway, the red light was controlled by the squelch "CONS" relay in the RCQ receivers first provided and the green one (on Standard Console Compass Locator Panel) was fed with audio. It followed the keying of the identification making continuous monitoring very handy. With receipt of replacement RIS receivers, it was different to hook up, but we are hoping they will approve the change.

Ogden has tried something a bit different. We've worked on a scheme to work the station from all sites except Huntsville, on VHF. We rigged an antenna at Layton and Corinne, works pretty good too. Tried to parasitically excite an antenna without the coax, but it was too erratic. Even ran tests on Huntsville. On one trip, we were able to work the station all the way up Ogden canyon right to the town of Huntsville but it must have been a rare condition as we've never scored since.

The gang at Ogden are still looking longingly at the new Administration Building here. At one time, quarters were all lined up in the drawings for it, but the war curtailed the building before it was completed. So we are still in what used to be the army pilot training building. Guess we do better than some, at that.

RED BLUFF, CALIFORNIA:

MTIC: The Maintenance Technicians at Red Bluff are happy to report that the new quarters at this facility are shaping up in great style and we are anxiously awaiting the completion of the building.

The VOR school at Etna April 17 and 18 was certainly a step in the right direction and everyone who attended not only enjoyed themselves but also gained much useful information, especially in the use of an oscillograph for checking the monitor. Mr. Givens and Mr. Herrold did an excellent job of demonstrating the various experiments which they had learned at the ILS-VOR school. The adjustment of VOR equipment, actually performed before your eyes, leaves a deep and lasting impression. Classes of instruction, such as this VOR school, are bound to improve the techniques and efficiency of the men who attend.

No report would be complete without mentioning at W6OMR is operating regularly on 3854 kc, the Mission Trail Net, from Red Bluff and W6KQF is doing the same from Mount Shasta. W6OMR/W6KQF also operates mobile on 10 and 75 meter fone.

WILLIAMS, CALIFORNIA:

Insac: On the evening of April 6, a call was received from a pilot who stated he was unsure of his position, but thought he was over the City of Williams. The pilot was advised that Williams Airport was 3.7 miles South of Williams and lighted. He was further asked to describe terrain, lights, and if North or Southbound. The pilot said he was West of railroad tracks, was southbound, and observed an abundance of neon lights to his right. This report indicated he was West of Williams and north bound. The pilot was advised to reverse course and shortly thereafter he advised he saw rotating beacon and was given landing information.

The above paragraph contains the helpful part; the interesting part came when the pilot made a standard approach and executed a landing in a freshly plowed field adjacent to the airport; this, in spite of boundary lights and approach lights to three different runways. Fortunately, there was no damage to the aircraft nor injuries to the pilot.

On May 1st, the CAA Intermediate Field at this location was officially closed and the lights and beacon turned off. On May 2d, the pilot of a Cessna 195 ran out of cloud-free space to fly in, one mile South of this field, but was able to reverse course and land on the CAA field without incident. About two days later, a small aircraft without radio equipment spotted the field, landed, and obtained directions to continue his flight.

Having trained quite a few people for duty as Aircraft Communicators and having found it was a full time job, experiments in training were devised with a view toward increasing the efficiency and decreasing the time involved. A study guide, with headings, subheadings, etc., was discarded as a time waster in most cases. By spending the first couple of days thoroughly explaining what the CAA is, what it does, why, the reason for air traffic control, how it is controlled, how approaches are made, flight plans, their use and value, teletype systems, how dispatch traffic is controlled and funneled, where wanted, etc., a better understanding of the instruction books are obtained. The trainee is then given the books and instruction starts in a predetermined order. When he starts scraping his feet, squirming, scratching

(Continued on next page)

his head, etc. you can casually drop by and start a conversation relative to the merits of a 5½oz. split bamboo against one of those new-fangled glass rods. Each week he is given a short quiz, not to determine how hard he has studied, but to seek out those parts he does not understand. His ability to whip out a contact, a clearance, or a weather observation with dispatch during his training is not as important as a thorough understanding of the act and why it was done. With this understanding he will, with experience, develop into a competent operator with high initiative qualities. It is believed that initiative is a direct result of understanding the work to be done.

ST. GEORGE, UTAH:

Insac: With fishing season just around the corner, the boys here may be seen tossing the line on the lawn, polishing the pop gear and putting the camping gear in A-1 shape.

Tommy Shea and Johnny Cartwright took part in an air search for a plane that had crashed northwest of St. George a few weeks ago.

We hear that ex-communicator Macki is now with Hill AFB at Ogden as inspector on radio and radar equipment; Mac was one of the original complement since 1946 at this station.

AMT: As of April 30, the Mormon Mesa field was discontinued and all lighting equipment is in process of being installed at the Clark County Airport at Overton, Nevada.

We have all our spring cleaning done and the decks painted and are now getting the air conditioners in shape for summer.

MTIC: A little history of this station might prove to be of interest. We do have one claim to fame. On December 1st, 1945, the St. George VAR was commissioned, the first facility of this type in the Sixth Region. The INSAC opened for business at the St. George Municipal Airport at 12:01 a.m. January 1, 1946, with operator Einer W. Macki having the honor of firing the first shot.

It was in 1948, that the INSAC facility was moved from the Municipal Airport to the present site on the St. George Intermediate Field, about eight miles Southeast of town.

Along in September or October, 1949, a crew arrived to resurface and extend the North-South runway at the field, and in November or early December, Mr. Paul Allee arrived with his crew to modernize the station and convert to Console operation.

SAN FRANCISCO, CALIFORNIA:

C & LMO: The arrival of General MacArthur and party at the San Francisco International Airport, San Francisco, was proceeded by unprecedented activity on the part of CAA personnel. The Maintenance Staff of both OFACS and Domestic assisted Television and Broadcast Engineers in installation of inter-unit wiring, placement of equipment in the OFACS and Control Tower to provide maximum efficiency and not obstruct scheduled

(Continued on next page)

operation and maintenance of CAA equipment. The American Broadcasting Company was permitted to establish the Master Broadcast Control in the Equipment Room of the OFACS Station. All control and monitoring lines were terminated at this point. Television cameras and associated lighting equipment were established in the Air-Ground operating room. Splendid cooperation on the part of Engineering personnel and the Press was prevalent throughout the two days of activity. The lighting requirements of television broadcasting and Tower operation lighting were far from the same and reaching a workable arrangement was not immediately forthcoming. This condition was satisfactorily cleared up after several alternate methods were tested. We are all quite gratified in the smooth manner in which the entire project was carried out. All equipment operated efficiently, with additional maintenance personnel, both OFACS and Domestic, remaining or reporting to the facility to assist in making this much-publicized event a demonstration of the efficiency existing at one of the CAA major facilities.

Tower: The modernization project here came to a close on April 30, when Ed Penfield and his men received the final nod of approval, and packed their tools for a project at Oakland Airport. Behind them, they left a dandy new operating desk complete with a million lights, buttons, and a mechanical interlock system; new type overhead spotlights for the positions of operation; and an equipment room below the tower that is a beauty. The tower receivers are now remoted to this room. Cables, conduits, etc. for the radar installation are also complete, the only thing lacking being the scope itself.

The April 29 step-up of airline schedules, after record breaking winter traffic, has necessitated more parking gates. Four gate positions for twin-engine aircraft have been added, and the two cargo positions will also be used for passengers. Eighteen gates are now in use, but more are needed. Another schedule increase is slated for late in May.

Bids for the new 7-million dollar terminal building are to be opened late this month (May) and work on the structure is to start in about a month. It is to be completed in 500 days. The tower will be the seventh floor. An elevator will come to the sixth floor. Absence of the winding, puffing pull to reach the tower cab will mean more golf to keep in condition (for the annual physical, that is).

MTIC: On Wednesday, April 18, General Mechanic Quinten Benotto and Maintenance Technician Malcolm Nickerson, after studying the tide book carefully, departed for the Middle Marker at 9:00 a.m. High water that day occurred atound 10:00 a.m. and low tide at 4:00 p.m. They calculated that if they left the marker just after lunch, there would be plenty of water to float the motor surf boat back to the landing. They left the site about 1:00 p.m. as planned, and were about half way back when they noticed their wake was just a little bit muddy. A few soundings with the boat hook confirmed their suspicions. Before they could turn around and head out to sea again, they went aground. After rocking the boat and pushing the the boat hook they again got underway, and headed for Coyote Point where they thought there would be enough water. After several narrow escapes, they got within a hundred yards of their new destination and went aground again. Using the same procedure as before, they got out of the mud, but this time it took them a good fifteen minutes to free the boat. It was getting late in the afternoon, and the wind had really started to blow, so plenty of water was coming over the bow. They were also anxious about their gas supply. They figured their only hope was to get out into the channel and head for

(Continued on next page)

the Coast Guard base. Around 4:00 p.m. they arrived at the Coast Guard base near San Francisco Airport and found that they had been under close surveillance by the OD and his staff, who were prepared to put to sea and rescue them if this became necessary. They were welcomed aboard and allowed to tie up their boat at their dock until the following high water, which would allow them to return their boat to its berth at the Holland Boat Works near Old Bayshore Highway in Burlingame.

* * * * * * * * *

DIVISION HIGHLIGHTS

Legal Division:

The Regional Attorney is presently in San Francisco representing the Administrator in two hearings before the Civil Aeronautics Board. One hearing is in connection with a petition for review of the refusal of the Administrator to issue a First-Class Medical Certificate to a person afflicted with a mild case of diabetes mellitus. In the past, the Board has consistently denied medical certificates to applicants afflected with diabetes to the extent that insulin is required to control the disease.

On May 21, this office filed with the Civil Aeronautics Board a 51-page brief in retort to the appeal of Royal Air Service, a non-scheduled air carrier, from an order of revocation of its air carrier operating certificate.

During the month, offers in compromise totalling $1,900 were received by the Regional Attorney's office in response to civil penalty letters sent to violators of the safety regulators.

Airways Operations Division:

The hours of operation of the following towers have been changed to 0700-2300: Santa Barbara, Fresno and Ogden.

During the month of May, the modernization of the San Francisco Tower was completed, including the new mechanical interlock between the Oakland Center and the San Francisco Tower, which was installed and placed in operation.

CAA assumed the cost of operation and maintenance of the Van Nuys Tower as of April 1, 1951.

Three Foreign Nationals were assigned to Salt Lake City for a period of eight weeks' on-the-job training in airport and air route traffic control. The training they are receiving is in connection with the CAA's Foreign Nationals Training Program through grants sponsored by the U. S. Department of Defense, with all costs being paid by the Japanese Government.

On April 12, Aircraft Communicator L. W. Schilling of the San Diego INSAC spoke before a group of fifty Civil Air Patrol pilots and observers of the San Diego Wing on the flight assistance services rendered by our airway communications stations. Of interest is the fact that fifteen members present stated they had never filed a flight plan. Several who had been flying ten to fifteen years advised they realized during the lecture the many opportunities missed through their lack of knowledge of the flight plan system and the advantages afforded by its use. (Continued on next page)

After nine years of conscientious service to the Air Traffic Control Branch, Mrs. Rose Warne, nee Christenson, has submitted her resignation. Rose started with the ATC Branch way back in March, 1942, in the Training Center, and has since occupied various desks in the Branch. In the early part of 1946, she became secretary to the Chief, Air Traffic Control Branch.

Facilities Division:

Construction and installation of radio equipment at the Santa Barbara VHF omni-range is nearing completion. Extension of power and control lines has been delayed by Forest Service requirements but we hope to have the range on the air by June 1 or shortly thereafter, as scheduled.

Construction and radio installation is completed or nearing completion for VHF omni-ranges at Cochise, Hassayampa and Thermal.

Construction has been started for the relocation and conversion of the Las Vegas VHF Range, the establishment of the Mormon Mesa VHF Range, the relocation of the loop range and fan marker at Inyokern, and grading for site test on the VHF range at Fort Jones.

Relocation of the localizer at Los Angeles was completed and commissioned on May 18. Flight Inspection personnel report an excellent back course.

The flight check on the original site selected for Needles was unsatisfactory with the result that the site was relocated three miles farther north from which location successful flight check was obtained. Proposal for this facility has been issued and bids will be opened on June 12.

Aerial and reconnaisance surveys were completed and mountain top sites selected for VHF ranges at Reno, Nevada and Fort Jones, California. The existing ranges will be relocated at these sites as soon as grading and flight checking can be accomplished.

The INSAC crew completed the relocation of the INSAC at Winslow to the new tower structure and are now engaged in consolidating the tower and INSAC at Las Vegas. They will next proceed to Reno, Nevada and then to Red Bluff, California.

Work on modernization and relocation of tower equipment at Oakland, Phoenix and Los Angeles is proceeding. The relocation of the ASR/PAR radar from the old to the new tower is scheduled to be accomplished during the period June 15 to June 30.

As soon as we receive tentative approval of our 1952 S & E operating budget, we plan to call in our District Supervisors for a two-day conference to review and discuss division operation program for the coming fiscal year. (Continued on next page)

Airports Division:

During the period since the last activity report, a great deal of effort has been expended by both Regional Office and field Airports Division personnel in revising detailed work programs of current projects to ensure completion within determined schedules and to free funds not urgently required at some locations for use on projects of greater urgency. This has necessitated a number of contacts with local authorities to firm up definite commitments.

The Chief, Airports Division; Chiefs, Airport Engineering, Planning and Operations Branches, and all District Airport Engineers attended a three-day conference at Denver with the Director, Office of Airports, and members of his staff, and the representatives of Airports Divisions, including the District Airport Engineers, of Regions IV, V and VII. The conferees discussed planning, engineering, and operations problems arising at field level in the various activities of the CAA in connection with airport development, perpetuation, and management. Conclusions reached and decisions made were recorded for guidance of future activities.

The Chief, Airports Division, the Chief, Airport Operations Branch, and the District Airport Engineer, Utah, met with the Airports Subcommittee of the Aviation Committee of the Salt Lake City Chamber of Commerce and the Salt Lake City Commission. Matters pertaining to existing deficiencies and lack of planning in connection with required development of Salt Lake City Municipal Airport No. 1 were discussed at length. The Chamber of Commerce presented the Commission with a written proposal for establishing an airport authority to operate independently, but responsible to the City Commission. The Commissioner of Parks indicated that the various proposals submitted by the group would be given consideration in a report made to the Chamber of Commerce.

A conference was held with the Chairman of the Utah Aeronautics Commission and the District Airport Engineer, Utah, discussing the perpetuation of existing Utah airports and the coordination of management and compliance problems.

The Chief, Airports Division, conferred with Colonel Ray T. Elsmore, Executive Vice-President of Transocean Air Lines, concerning the drafting and execution of a lease option between Mojave County, Arizona, and Transocean Air Lines for use of the Kingman Airport, formerly the Kingman Army Airfield. This use will necessitate the removal of private flying from this field to Port Kingman, Arizona, which field will be rehabilitated by Transocean as part of its agreement with Mojave County. Under the proposed arrangement commercial flying into Kingman Airport will be permitted in accordance with the present procedures. Upon receipt of notice from Mojave County that Transocean Air Lines has been awarded the anticipated training contract, negotiations will be undertaken for consummation of a formal joint use lease.

Authorization was given to the Oakland Municipal Airport high intensity lighting project for public advertisement of bids.

Project application has been received for the following additional work on the Los Angeles International Airport:

Construction of ventilation structures, subway approaches, repaving of Sepulveda Blvd. from Century Blvd. to Imperial Highway, furnishing and installing ventilation equipment and miscellaneous items of work necessary for the completion of the Sepulveda Subway project ready for use.

(Continued on next page)

Work was started on the eighth Los Angeles Airport project on April 12, 1951. The work to be accomplished under this project is construction of extension of runways 7R-25L and 7L-25R and connecting taxiways; fence; removal water tank, pump house, frame house and concrete slabs within runway extension areas.

Final inspections were made of the lighting projects at Oroville and Jackson.

Funds were made available for the following project applications:

Imperial County Airport, Imperial, California Construction of administration building, runway extension and lighting, entrance road;	$51,564
San Francisco Airport, San Francisco, California Apron, warm-up pads, roads, lights;	583,212
San Francisco Airport, San Francisco, California Administration Building	500,000
Tucson Municipal Airport, Tucson, Arizona Improvement access road, fence	11,059
Tucson Municipal Airport, Tucson, Arizona Repair cables in NW/SE and NE/SW lighting systems;	13,370
San Diego (Montgomery Field), California Land acquisition;	22,373
Provo Municipal Airport, Provo, Utah Land acquisition.	95,930

Previously issued Grant Offers were accepted for the following projects:

Phoenix Municipal Sky Harbor Airport, Phoenix, Arizona Administration building and modify control tower;	509,252
Oakland Municipal Airport, Oakland, California High intensity and taxiway lights;	75,402
Oakland Municipal Airport, Oakland, California Install fire protection system and extend drainage;	114,307
Clark County Public Airport (McCarran Field) Las Vegas, Nevada Grade, drain, oil aprons, modify power vault	20,437

Safety Operations Division:

Slick Airways, Inc., Burbank, recently transferred its general offices from San Antonio, Texas, to Burbank, California, where its operations and maintenance bases are located. Agent. W. B. Perry, Burbank, participated in the initial flight of its DC-6 airplane to New York City. Slick Airways has recently purchased three additional DC-6's, making a total of six to be operated in all-cargo service. (Continued on next page)

Stewart Air Service, Los Angeles, California, has received an exemption from the CAB, authorizing carriage of passengers into Mexico. The Company is currently transporting fishing parties to La Paz, Mexico, for Sportsman's Travel Club, Inc.

Transocean Airlines at Oakland, California, currently operating on the Tokyo Airlift under the jurisidiction of the San Francisco International District Office, has initiated a domestic irregular air carrier passenger operation utilizing two Martin 2-0-2 aircraft under lease arrangement with Northwest Airlines. The International Region is supervising the operation for the 45-day trial period; however, if the company decides to continue the operation, supervising responsibilities will be transferred to Region Six.

The annual renewal of 181 Part 42 and 45 certificates of Sixth Region operators has been initiated. The majority of these certificates was issued prior to July 1, 1950, and they expire on June 30, 1951.

The 1950 safety record of the large irregular air carriers, to which CAA personnel have measurably contributed, represents a major accomplishment. Civil Aeronautics Board statistics show that large irregular air carriers flew 761,000,000 passenger miles with a fatality rate of 3.7 per 100,000,000 passenger miles, compared with a fatality rate of 18.2 in 1949 and 20.4 in 1948.

Mr. C. A. McKay arrived on May 21 via TWA Flight 1 in accordance with the new Washington policy of providing personnel of Aviation Safety access to aircraft and travel by same throughout the Regions to observe air carrier training programs.

Mr. L. W. Ashwell reported to the Sixth Region during this period and assumed the duties of Chief, Flight Operations Branch.

Six Agents participated in the Sixth Region's Flight Refresher Training Program this month, which consisted of 36 hours of solo flight time in twin-engine Beechcraft, 36 hours of observer and co-pilot time and the remainder in ground school and Link. As first pilot, each Agent made a three-hour cross-country flight "under the hood", simulating actual instruments under full storm conditions. As a means of sharing the experience and to promote interest in aviation, four passengers from other Divisions were carried, all of whom showed considerable interest in the flight, the scenery and, not least, the proficiency of the Airman Agents and the Airways Communicators who manned the ground stations enroute.

The Helicopter Training Program of this Division is completed, with two Agents in the east taking refresher work from Sikorsky and Bell and three Agents completing their work with west coast operators. Approximately 40 hours in three different makes of helicopters were flown during the month, which completes the program, involving a total of 75 hours.

The issuance of the new type airman certificates and airman identification cards is well launched. There have been numerous inquiries on the validity of military identification cards and other documents to substantiate information required for the CAA identification cards. The issuance of these cards and certificates is placing a heavy workload on the District Office Agents and stenographic personnel.

Mr. Harry B. Pickering, Airman Standards Specilist, Technical Personnel Branch, Airman Division, visited Region Six during the approximate period May 2 - 6, 1951.

(Continued on next page)

During the period May 4 - 6, he attended the California Aviation Education Association's First Annual Conference at California State Polytechnic College, San Luis Obispo, California. The title of his address, delivered May 5, was "Coordination of Aviation Education in the High School, Junior Colleges and Colleges, Viewed on the National Level".

Agent J. S. Quick of the San Francisco Aviation Safety District Office attended the ATA Engineering and Maintenance 1951 annual conference held on April 24 - 26 at the Drake Hotel, Chicago, Illinois.

Aircraft Division:

Consolidated Aircraft Corporation is producing the Model 340 in three phases; that is, a mock-up, a prototype, and a production airplane. The mock-up is being built chiefly of metal and will be a perfect replica except that it will not fly. With this mock-up, Convair hopes to solve the bulk of the installation problems. At the same time, Convair will be building a Model 340 prototype which will have Model 340 dimensions but will incorporate Model 240 and Model T-29B parts in order to save time. The prototype airplane is scheduled to be ready for flight in October which will allow for three months of CAA flight testing while the actual production airplanes are on the production line.

The use of CB type fire extinguishing system on the Model 340 has been discussed at length due to the fact that NACA tests have indicated some question regarding the flammability of CB when in contact with hot surfaces. It has been reported that the Air Force is completely satisfied with the use of CB on their T-29B aircraft and Convair is proceeding with the design of a CB system.

The Convair Turboliner has been sold to the Allison Division of General Motors who are requesting an experimental certificate for the continuation of flight tests.

The Douglas Company is requesting certification of their Model DC-6B airplane under ICAO requirements. The first airplanes to be so certificated are scheduled for delivery to Swissair on or about June 22, 1951. Miscellaneous structural data to substantiate the differences between ICAO and CAR 4b requirements have been received and our comments are being submitted to the Douglas Company. This certification will also entail some additional flight tests and Airplane Flight Manual revisions to show compliance with ICAO requirements. Douglas is also requesting ICAO certification of late model DC-6 airplanes. This will be processed in the near future.

Data has been received from Douglas for increased take-off weights for the DC-6B and DC-6A, as well as additional design criteria for the Navy Models R6D-1 and R4D-8. These data are in the process of being reviewed at the present time.

Technical data have been submitted by the Aerojet Engineering Corp. for the installation of their Model 14AS-1000 JATO unit on DC-6 aircraft.

Douglas submitted preliminary data covering the re-designed heating provisions for the Super DC-3 stall warning indicator. These data were examined and discussions held with Douglas personnel regarding this matter. Douglas forwarded a test installation to Capital Airlines for flight test demonstrations. These tests have been satisfactorily completed and approval granted Capital Airlines to dispatch Super DC-3 airplanes into icing conditions.

(continued on next page)

Reconversion work on the third Constellation for Intercontinental Airways is progressing slowly. Due to the incorporation of high density seat loading, this aircraft will be subject to Type Certification Board review. Discussions are being held with Intercontinental Airways regarding evacuation test procedures and other engineering problems.

Discussions are being held with Intercontinental Airways representatives in connection with the reinforcement of the fuselage of their fourth Constellation to make it comply with strength requirements for heavier airplanes. This fuselage reinforcement is an unusual procedure which involves adding another thickness of skin over the entire outside of the fuselage which had the original skin spot-welded to the stiffeners.

Intercontinental Airways has acquired North American P-51 aircraft, parts, and assemblies which they are overhauling and re-assembling into aircraft for export through the Purchasing Commission of the Government of Israel. A Dealer's Registration Certificate and a special identification number has been assigned to them which they will use for delivery of these aircraft.

The 100 hour rotor drive endurance test for United Helicopters Model UH-12B helicopter with a 200 hp engine installed started on April 26th and has been completed. Teardown inspection now is being made.

United Helicopters has undergone a complete reorganization. As soon as organization charts and other required data are ready for submittal, it is expected they will make application for a Production Certificate.

McCulloch Motors Corporation hope to complete the running of the 100 hour ground test on their Model MC-4 this week.

Business Administration:

A memorandum was distributed to all Staff Officers and Division Chiefs explaining the functions and objectives of the Records Storage Centers being established by the General Services Administration. It is believed that a number of types of records are being retained in the region merely for the purpose of meeting legal requirements with respect to retention. It was requested that a survey be made and recommendations for the transfer of any files in this category forwarded to the Executive Assistant's office by May 25th.

An Automotive Supplies Price List was distributed to all operators of Government vehicles. This form will furnish operators with the information required in preparation of the Monthly Automobile Report, and will also eliminate the necessity for the Warehouse to price each requisition containing automotive supplies. Although the Property Records Section will continue to maintain the "cuff" record of issues in this category, the prices can be obtained directly from the Price List.

A survey report was forwarded to the Washington office for approval of transfer to the City of Santa Monica of a beacon, tower, and associated airport lighting equipment surplus to regional requirements. This property is presently located at Lone Mountain, Arizona, Site 28.

Item 6-51-288 for installation of air filters, intake fans, wiring and roof ventilator in equipment room in control tower, Los Angeles International Airport was mailed to prospective bidders on May fifteenth. Bids will be opened May 25, 1951.

(Continued on next page)

Notice to proceed effective May 21st. was issued to Vic Martin, Pasadena for construction of a YA-2 Localizer and Fan marker at Inyokern, California. (WFC)

Military Report:	Total number Ordered
Airways Operations Division	51
Facilities Division	18
Safety Operations Division	6
Business Administration Division	3
Aircraft Division	6

Introducing - Stanley Hiller, Jr. (Continued from page 2):

During the construction of the "Commuter", development of an extremely simplified direct control rotor system was undertaken by Mr. Hiller - this mechanism was flown for the first time in the form of the first jet torque compensating helicopter in 1946. Following the successful test of this simplified rotor system on the jet torque flying test stand, there evolved late in 1946 an addition to this simplified mechanism, a method for achieving basic stability. This new system, which brought inherent stability to the helicopter, today is known as the Hiller Rotor Matic system of control and is exclusively patented. This entirely new aerodynamic system of helicopter control consists of an overhead control stick connecting through a simple linkage to small air foils or paddles. The pilot flies the paddles and the paddles, in turn, fly the main blades. Based on many successful flights and hundreds of hours of air time on a small one passenger test frame incorporating this new design, the Hiller 360 was engineered and built with the first actual production model flying in the fall of 1947.

Following the certification of the 360 in 1948, Mr. Hiller introduced to the world the first production helicopter designed from the ground up to meet the utility demands of agriculture, industry and commerce. United Helicopters became the only company organized solely for the production of helicopters to receive its CAA approval and the first rotary wing manufacturer west of New York State to achieve commercial production.

First deliveries of the Hiller 360 commenced in the spring of 1949. In the years 1949 and 1950, Mr. Hiller's organization quickly grew to a position of world leader in the field of commercial helicopter sales with more helicopters being sold commercially than all other manufacturers combined. Also established during 1949 and 1950 was the world's only operating distributing organization for helicopters which has now placed Hiller machines on all but one of the world's continents, and in every conceivable utility application.

United Helicopters became Hiller Helicopters late in 1950 in order to avoid confusion with other manufacturers and to better associate the name of the company with its product.

With the outbreak of hostilities in June 1950, the company converted its entire commercial production toward the military and became a U. S. Navy facility manufacturing HTE-1 trainers for the Navy and H-23A air evacuation type helicopters for the Army.

Independent of the Hiller commercial production, Mr. Hiller personally undertook the research towards a still more advanced helicopter when in 1948, unknown to the public and the aviation industry, he started an extensive jet development program in the form
(Continued on next page)

of the Hiller Experimental Research Division. This program led to the awarding of a Navy contract to Hiller for the development of an unusual and greatly simplified jet power plant for rotary wing aircraft.

BAROMETER OF AVIATION PROGRESS

By: Stanley Hiller, Jr.

Doctor---we, the aviation industry, have a problem.

Since the birth of the knowledge of flight, an illness has nurtured itself on our unique ability to gain greater technical knowledge and "know how" with each succeeding design. Today, this illness---which we may call the disease of "complication"---has continued to grow to alarming proportions.

Consider: We now have basic design divisions, stress divisions, armament divisions, testing divisions, hydraulic divisions, electrical divisions, and many others all working together to produce the most beautiful pieces of machinery known to man---the most complicated and expensive devices developed by man.

The "complication" germ is, of course, essential to certain types of flying equipment. Conversely, it is probably one of the greatest stumbling blocks the helicopter industry now faces.

When the helicopter division of the aviation world became strong enough to stand on its own two feet, it walked blindly and unknowingly into worst depths of this "complication" disease.

Example: We have been faced with the problem of transmitting power to the tips of a rotating blade. To accomplish this, we have in the past gone as far away from these blade tips as possible, developing a high r.p.m. power within the craft's body, transmitted through gear trains to low r.p.m. drive shafts through heavy-duty slow-turning rotor heads, finally returning to high r.p.m. high speed rotor tips. This body-based power has created other problems: torque compensation, cooling, vibration isolation, and many more associated difficulties.

Since our entrance into the helicopter field in 1940, those associated with this organization have endeavored to overcome the "complication" disease. The first real step in this direction was taken in 1948 with the certification of the Hiller 360---the lowest priced helicopter yet marketed. However, this was recognized by our company as "just a step" toward the goal sought.

During the Hiller 360 production program, independent research continued and it was not until two years later, with the development of a practical ram jet power plant that the ultimate simplification goal was within sight.

The results to date have been obvious - vastly reduced initial cost, coupled with almost entirely reduced operational costs. In years to come, ram jet propulsion may not be the complete answer, but today, and for many years to come, it will be recognized with increasing popularity as one of the most effective remedies in the helicopter industry for aviation's most dangerous disease--"complication."