REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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DERRY PARACHUTE SERVICE

In 1941 it was a struggling young enterprise, the Derry Parachute Service, Inglewood, but now, ten years later, it can proudly boast that of the dozen or fewer such services in the State of California, it alone has a certificated parachute loft, and further, a clientele which includes the Army, several of the aircraft companies, private flyers, flight operators, and the CAA.

It was in early spring of 1941 that Mrs. Alta Marie Derry decided that with concentrated study, she could carry on the work started by her husband three years earlier. So, study she did--all the manuals issued by the three principal parachute companies--Switlik, Pioneer, and Irving. These manuals told the exciting story of the development of this "life preserver of the air" which genius Leonardi da Vinci, famed painter, sculptor, architect, and engineer, is credited with having designed four centuries ago. They told of the first successful parachute jump by Frenchman Jacques Garnerin in 1797 from a balloon at 3,000 feet. They told of the parachute which in its modern form evolved in 1919 shortly after the Armistice, which was first required by the U. S. Army for all of its flying personnel, and which, in World War II, created a new and vital air arm, the paratroops. These manuals told not only of the development but of the use, the construction, and the maintenance of the parachute. For it is the latter--inspection, repair, and repacking--which is the specialty of the Derry Parachute Service, now operated by Mrs. Derry and her assistant, Mrs. Mary Strunk.

These two ladies, obtaining their Parachute Technician's Certificates in 1941 and 1945, respectively, met the CAA requirements of a written, oral, and practical examination covering construction, inspection, maintenance, and use of, and manufacturers' instructions regarding at least seven types of parachutes--back, seat, and chest. They also met the experience requirement, before certification, of successful packing of at least 20 parachutes of each of these types, and to date, have zoomed that number to well over 11,000!

This important business of assuring that parachutes are truly airworthy is conducted in a modest little building of two rooms--one equipped with two narrow, 40-foot tables, and the other, behind it, the loft, with airing space to accommodate 75 parachutes suspended from its 25-foot high ceiling. Here the parachutes brought in for

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INTRODUCING ~ BILL LEAR

COLLIER TROPHY WINNER

It was unbelievable! The wee, black control box, connected to a mechanism about the size of a grocery basket, was automatically flying the jet with an operation as smooth and efficient as that of the large standard automatic pilots weighing three times more. Destination nearing, a fully automatic landing approach is being made. A glance at the instrument panel shows a needle moving toward the center of one of the dials, an indication that the aircraft is entering the area of an electronic beam extending laterally from the runway's end. A button labeled "Approach" is pushed, and the plane swings around until its nose points toward the runway. The plane sways, swerves dizzily, and finally steadies itself. The little control box has found the exact center of the beam; the automatic pilot is flying along its very middle. As the plane comes into the range of the glide scope beam leading to the runway, another needle swings on the dial. A second button marked "Final" is pushed. The plane's nose again drops, and again the plane rocks and bounces. The little box finds this second beam's very center too, and locks the automatic pilot into it. Fixed in its downward course, the plane descends in a gradual slope direct to the runway. Only at 25 feet does the live pilot, pushing a button on his control stick disengaging the mighty control box, take over and land.

The little 36-pound device? The Lear F-5 Automatic Pilot and Automatic Approach Control Coupler System, which by making it possible to land jet aircraft safely despite extreme weather or visibility conditions, won for its inventor, William P. Lear, aviation's highest and most coveted award, the Robert J. Collier Trophy awarded annually by the National Aeronautics Association "for the greatest achievement in aviation in America, the value of which has been thoroughly demonstrated by actual use during the preceding year."

No more the fear of bad or zero visibility weather responsible for jet crackup after crackup as experienced in World War II, for the Lear F-5 has made safe landing possible by locking into the twin-beam electronic ILS causing the plane to follow the beams almost to the ground itself as described. To quote an Air Force general (who considers this device "the basis of our capability to fend off enemy attack, no matter what the weather"), "It is the guts and core of the air defense of America." Small wonder that it is considered to be quite possibly one of the most notable contributions to the safety of the United States!

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Regional Administrator's Column

Recently we distributed an Administrative Notice requesting everyone to be on the alert regarding proposals on the part of the military services to establish new bases, reactivate others, and increase operations at existing locations. We asked you to report all such instances coming to your attention. The purpose, as you no doubt realized, is to enable the Regional Office to get into the act before it is too late to prevent conflict between aviation activities, the existence of which may not have been known by the agency initiating the new proposals.

The response to our request has been fine and has proven very helpful. As a result of your assistance, we have been able to continue civil aviation operation at several locations on a joint use basis where the military's first intention was to have exclusive use, not recognizing the essential nature of the civil operation. The helpful reports from the field are appreciated, and we ask that you continue to submit this kind of information.

We now propose to take another step in this endeavor to effect better coordination between proposed military expansion and existing or planned civil aviation operations. We plan to invite all the military leaders of known Air Force, Navy, and Army Commands that have activities in the Sixth Region to attend a meeting. The purpose of the meeting is to explain to the Commanding Generals and Commandants of these military activities, the essential nature of civil aviation together with the operating problems connected therewith; then in turn to ask the military leaders to lay before us as much information as possible regarding their plans and operational problems. In this manner, we hope to foresee possible conflicts before the proposed plans are put into effect, and work out coordinated solutions before any given situation becomes critical. The proposed discussion meeting will probably involve primarily the use of bases, airports, and other ground facilities, and the control of traffic incident to operation from these bases. The meeting probably will be held in San Francisco, and is tentatively set for August ninth.

To assure that there is no misunderstanding, I wish to emphasize that the CAA has no intention or desire to impede the necessary military expansion in connection with planned defense mobilization. Rather, it is our desire to assist. The purpose of the whole program is to bring about better coordinated planning with due consideration for the military needs and the civil aviation operations which are vital to our total economic welfare. It is hoped through the medium of this meeting to effect a better realization of all the factors involved by all parties concerned in order that more intelligent planning can be accomplished.

We will advise you of the outcome. In the meantime, please continue to send in any pertinent information on local situations that come to your attention.

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INTRODUCING (Continued from Page 2):

And what an exciting figure its inventor, this William Lear whom everyone seems to know as Bill. Not only did he perfect many of the components at the system's very heart--the new type dry fluid clutch making possible the compactness and lower-power consumption of the F-5--but he practically lived in the air with it. 3,600 hours did he spend flight testing it, in C-45's, C-47's, C-60's, B-26's, Bonanzas, Navions, in every weather condition, day and night, and winter and summer.

Bill Lear is Research Director and Board Chairman of Lear, Incorporated which he founded in 1930. From its very modest beginning, he has developed this organization with the sheer genius of his inventiveness into a vast enterprise with three manufacturing plants located in Grand Rapids, Michigan, Elyria, Ohio, and West Los Angeles, with a payroll of 4,500 people in 1945. Here are produced aircraft radio and special electronic devices, including portable radio receivers used by our CAA MTIC's, aircraft electromechanical actuators, miniature electric motors, precision gear mechanisms, and electronic temperature and positioning controls, at a rate of many many millions of dollars.

Bill Lear's humble beginning and background are the sort of stuff out of which Horatio Alger heroes evolve. A native of Hannibal, Missouri, where he was born in 1902 the son of a carpenter, Bill at the early age of eight years started to add his mites to the meager family income--earned by shining shoes and serving as a Western Union messenger. It was at this significant age that young Lear, observing Lincoln Beachy demonstrate his renowned flying machine, decided that this was what he, too, would be doing some day.

Graduation from grammar school in Chicago at the age of thirteen terminated the formal education of this man who today converses with ease with learned and eminent physicists and engineers in discussions involving electronics and higher math. It probably also explains why he can brush aside objections to some endeavor which skilled engineers assure him simply cannot be accomplished, with the modest comment, "I'm too ignorant to understand why it can't be done,"--then going ahead and doing the impossible. Of the many examples of this sort of logic, the most recent and perhaps most famous is the Lear L-2, the little autopilot which he designed for the light sport and executive's plane and which is manufactured in the West Los Angeles plant.

His first big job after his graduation was as an auto mechanic in a garage, where he was proficient enough to make $6 a week--working ten hours a day at ten cents an hour. Most of this went for room and board. At the same time he was learning other things; and by the time World War I broke out, he had become thoroughly acquainted with radio and aviation. (He had in the interim transferred his mechanic's abilities from the garage to the airport, Chicago's Grant Park.)

Falsifying his age, he enlisted in the Navy, attained the rank of electrician third class, and became a radio instructor at Great Lakes Training Station. Here a lasting friendship was formed with a buddy electrician, Arthur Godfrey, to whom he bears a surprising resemblance. From time to time on his radio and television programs, Godfrey will read poems written by his friend in praise of his products, (Bill Lear is also a poet and an ardent admirer of Omar Khayam) and will talk at length about Lear items with which the star has equipped his own aircraft.

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DERRY PARACHUTE SERVICE (Continued from page 1)

inspection and repacking are hung to air, the first step in the servicing. Length of airing depends upon the period since last repacking; if 30 days, a 12-hour airing is sufficient; if 60 days, 24 hours; and sometimes if the chute has been exposed to damp weather or unfavorable conditions, a week or two. An even temperature of approximately 75 degrees is maintained in the loft to assure proper uniform drying and airing.

Next, after it has been determined that the chute has aired sufficiently, the chute is taken into the other room, spread out on the long table, and subjected first of all to close scrutiny for ripped threads, tears, and spots. Small punctures are darned and tears up to 12 inches patched with parachute material (canopies are either of white silk or nylon, with rip-stop nylon, a soft, dimity-like fabric proving the most serviceable). If longer tears are found, the chute is sent to the factory where the torn panel is removed and a new one substituted. All spots are

suspect, and suspicious ones tested for acid, the chute's dangerous enemy. Here, the spot is dampened, and blue litmus paper placed over it. Acid is present if the blue paper turns pink or orange, and the spot is then washed gently with bicarbonate of soda.

The harness successfully examined for brittleness and abrasions, for broken stitching, acid stains, the pack attachments, rip cord and all of its parts and attachments, the suspension lines, everything checked and cleaned, the chute is ready for packing.

With its suspension lines divided and secured at the end of the table and thus held taut, the center of the canopy is determined by means of expert manipulation of sets of lines, and the folding of the panels begins. Each of the 12 panels on each side is given a quick shake and pleated or folded in half, and placed panel upon panel, and finally both sides are folded in toward the middle, the 24-panel, 24-foot-in-diameter canopy reduced to a 16-inch width. The folding of the canopy accomplished, the harness in place outside, and the harness risers laid in the bottom of the pack tray, the carefully segregated suspension lines (running in a

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PERSONALITY OF THE MONTH

Charles J. Winger

In the eyes of a true Californian, life is just now really beginning for our new Planning and Evaluation Division Chief, Charlie Winger. He is just turning forty and is taking up residence in Southern California for the first time.

The young appearing Winger assumed the Region's top program planning post less than two months ago, but has tied into his new assignment with a zest and a drive that has typified his progressive career.

Since his high school days when he was affiliated with the National Honor Society, Winger has been rather closely associated with law. The yen struck him as an office boy in the Kansas City law firm of a prominent uncle. After high school graduation, he went right to work for that LLB degree, coming out with the sheepskin in 1934 from the University of Kansas City Law School.

The next seven years found the youthful Winger in general law practice in Kansas City including corporation, insurance, real estate, probate and taxation law, with considerable trial work inherent in the process. In 1939, he took a sling at politics running for Judge of the Kansas City Municipal Court and was the youngest person ever to stage such a candidacy for a Kansas City public office. Nope, he had no affiliation with any Kansas City political machine. He was an Independent!

He was appointed as a Special Assistant to the U. S. District Attorney in Kansas City in 1941. Among other duties, he was responsible for handling the acquisition of all properties for airports, glider bases, etc., in the Western district of Missouri. In 1944, he was a commissioned officer in the Judge Advocate General's Department where he drew a special detail to the Real Estate Division of the office of the Chief of Engineers in Washington, D.C. His service in this job threw him into direct contact with the CAA's office of Airports. He was later propositioned to assist with the gigantic program concerned with the disposal of surplus airport properties. He joined the CAA in January, 1946, and in July, 1946, was named as Chief, Requirements Branch in the Washington Office of Airports.

During this 1946-1949 era, Winger drew some fascinating field assignments. On one occasion he was named as a hearing examiner for the famed Fort Worth-Dallas airport controversy. His "associate" examiner in this hearing was R.W.F. "Bob" Schmidt, former Chief, Airports Division, Region Six. On another occasion he was sent to Honolulu to assist the territorial legislature in preparing and passing an Airport Act and establishing an Airport Commission for the territory. On still another one, he was a special examiner for the "Quad City Scrap", featuring the Moline, Illinois-Davenport, Iowa airport controversy.

Immediately before coming to this Region, Winger served as a Special Assistant to the Administrator. He was basically responsible for coordinating matters from the Administrator's Office with Federal Airways, Airports and the General Counsel's Office.

'Tis apparent that he has stepped ahead at a rather fancy pace. This isn't at all hard to understand if you can be around him and work with him for awhile. In his present job, he serves as a staff advisor to the Regional Administrator in evaluating the accomplishment of the Region's broad program objectives. This evaluation serves as the basis for developing long range program plans. (Continued on next page)

PERSONALITY OF THE MONTH (Continued from Page 6)

He is married to the former Billie Owen of Alta Vista, Virginia. They have two "bosses"--Joan, 4, and 10-months old C. J., Jr. (popularly known as Jeff, not Junior). They have all found Southern California very much to their liking.

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THIRTY YEARS AGO IN AVIATION

C. M. Demaree, Aircraft Agent in the Long Beach Aviation Safety District Office, has a library of "collector's items" consisting of aviation publications dating back more than thirty years. In browsing through some of the old issues, it is truly enlightening to observe the accuracy of the early prophets of the air age. At that stage of aircraft development, there was not a single airline operating at a profit; landings could not be made safely in poor weather or at night; and the best aircraft were still World War I war machine versions and could fly only short distances with very little pay load.

In spite of every indication that aircraft were to be limited to the realm of sportsmen, the far-sighted men of that day foresaw nearly all of the uses to which the modern airplane has been put.

It is particularly interesting for us to note that the early leaders of aviation were beating the drums for Federal control of aviation. Nearly every writer on the subject of commercial aviation in the United States made a strong appeal for Government controls and assistance in developing the industry. Following are a few of the interesting items of news in aviation thirty years ago:

There Ought to be a Law!

"A body should be constituted by Act of Congress.....which will have the authority to:

"1. Investigate.....aviation conditions in and with foreign countries.

"2. Establish or supervise aircraft routes.....and the regulations which shall govern the traveling of such routes.....

"3. Grant or refuse licenses for aircraft.....

"4. Grant or refuse operators' licenses to pilots, engineers, or other operators of aircraft.....

"5. Grant or refuse landing-field licenses.....

"6. Revoke licenses for aircraft, operators, or landing fields upon determination..... that requirements and standards are not being complied with."

Thirty Years with the Same Problems! (Resolution of the Chamber of Commerce of the U.S.A.)

"Whereas, the prevailing economic situation demands a reduction of Government expenditure, an increase in business activity, and full opportunity for the development of our

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DERRY PARACHUTE SERVICE (Continued from Page 5)

continuous length up one panel and down the other on the opposite side, with 16 free feet on each side) are brought together and folded and stowed in the pack fabric retainer or hestitator loops or elastic fasteners; this part of the process vital too for if the lines do not release in proper sequence interference with the canopy--sometimes even preventing its opening--may result. The main canopy next is folded in, followed by the pilot chute (a miniature, fitted to the apex of the main canopy to assure withdrawal of the latter from the pack cover), the pack closed, the rip cord placed in its housing, the rip cord locking pins inserted, the pack wrinkles neatly smoothed out, and presto, the parachute is ready for use.

And at least eleven people can vouch for the readiness of these chutes, for two plaques hanging in the office attest that these members of the famed Caterpillar Club, individuals whose lives were saved by parachute jumps from disabled aircraft, utilized parachutes repacked by the Derry Parachute Service!

The Army, also, attested to the dependability of Mrs. Derry's Service, when upon CAA recommendation it contracted with her shortly after the outbreak of World War II to train 493 parachute riggers, who in turn continued their work throughout the world--in this country, in Italy, in England--and when it asked her to manage for a number of months its parachute loft at 29 Palms where she supervised 3 riggers and handled 800 parachutes.

The CAA too, in its use of the Derry Parachute Service to maintain about 40 of its parachutes, is happy to place its stamp of approval upon this vital enterprise which by the pluck, hard work, and ability of a lone woman has achieved a place of recognition in the California aviation scene.

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The way Clancy Schmid described the country around Frankfurt, Germany, in a recent letter--there is little doubt that he is impressed with his European assignment.

Schmid, on military furlough from his job as Chief, Flight Operations Branch, describes all of the scenic spots that he has visited by use of such glowing terms as "picturesque, attractive, etc.". Colonel Schmid also has an interesting assignment as the "C.O." of a Maintenance and Supply Group with 600 airmen and 400 Germans assigned to the group.

Colonel Schmid's address is now: 60th Maintenance and Supply Group, APO 57, c/o Postmaster, New York City.

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Interested in late readings in supervision and administration? If so, you'll find the following quite good: Howard Smith's Developing Your Executive Ability and Donald A. Laird's The Technique of Handling People. Your library may have them!

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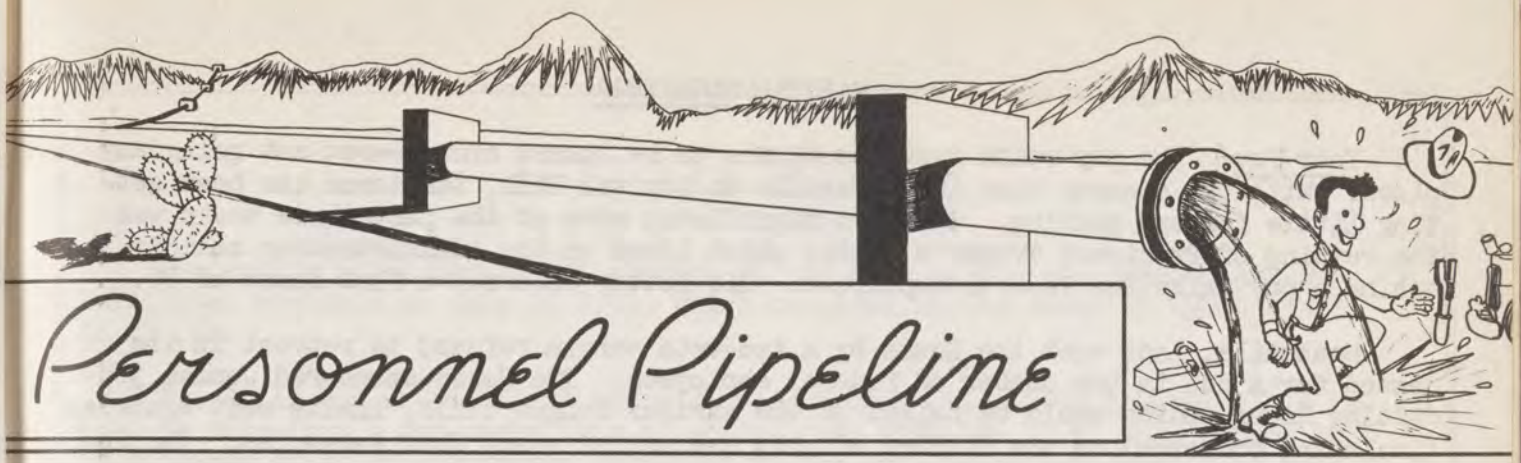

Personnel Pipeline

Many employees have been wondering whether the end of Fiscal Year 1951 automatically cancels the changes in the recruitment and appointment regulations arising from the "Whitten Rider". We understand that all of the interim regulations will continue to operate in the same manner that they have since December 1, 1950. Therefore, employees who have received temporary or indefinite appointments probably will not be given an opportunity to obtain a permanent civil service status for some time to come.

There have been some recent regulation changes pertaining to the restoration of federal employees after service in the Armed Forces. Under the old act, an individual only had restoration rights for a three-year period, and restoration was limited to one enlistment. The new regulation provides that restoration rights will be given to permanent employees who serve not more than four years on active duty in the Armed Forces. The new regulation also provides that the agency must positively identify the position that the employee leaves, but that it will no longer be necessary to provide the furloughee with a detailed job description of the position which he held.

Employees in grade GS-5 and below will be interested in the following regulation change. These individuals can now be promoted or reassigned to a different line of work within three months after appointment rather than six months as heretofore. No change for those above grade GS-5.

We still receive inquiries about those individuals who are eligible for permanent status under Executive Order 10157. (This is the Order which permits an individual who had served two years consecutively, as of August 28, 1950, to obtain permanent status.) The Order is still in effect, and all eligible employees have been recommended to the Civil Service Commission. We understand that a large backlog of work in the Commission has not permitted them to process these conversions as yet. Guess we'll have to be patient!

We have learned that the personnel work preparatory to the reorganization of the Airways Operations Division is in high gear. Standard job sheets for "key" jobs have been written and now are being processed through classification channels. We should be hearing something before long.

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CAPITAL GLEANINGS

Your Pay: The pay raise issue continues to be tossed around--but not going any place. With the economy bloc in the saddle on Capital Hill, the issue has been getting little forward nudging. The most significant move of the past three weeks was the reading of President Truman's letter which lined up the Administration solidly behind a pay raise for Federal employees. His letter endorsed a flat boost of 7%.

Meanwhile, last week the House by a two-vote margin refused to retreat in its demand for a cut in the number of Federal employees. The House-sponsored Jensen job-cutting Rider, which would be nailed to the various budget bills, limits most agencies (including Commerce) to the filling of only one out of every four vacancies. The debate on the Rider will further delay passage of the various agency budget measures. But, with the rapid expansion of the materials and price control system, the President has asked Congress to approve funds to hire more than 17,000 additional employees in the control agencies. Biggest problem is not Government personnel at the paper-handling stage but administrative personnel of good caliber.

Leave: Here's the latest firing at the present leave system: two definite plans are emerging from the many proposals of the various proponents and committees:

(1) A flat-cut plan to cut back all annual leave to twenty days per year; and
(2) A graduated leave system based on years of service.

The two plans are heading for an early vote in Congress. It appears that more backing is swinging to the graduated plan which is sponsored by the Senate Post Office and Civil Service Committee, along with Administration forces.

Business Preview: Economists last week took a good look at the present apathy in consumer buying. This "waiting", they say, is due to a feeling on the part of the public that while civilian goods production may be curtailed under our present dual civilian-military economy, durable goods will nevertheless be available for purchase. Also, prices are too high and will come down. The buying public points to the price wars in petroleum products and price cutting by large-scale merchandisers of consumer goods which give the impression that lower prices are coming.

"'Tain't exactly so!" say the analysts. For one thing, military and military supporting programs are just now beginning to climb toward the projected peak. The rate of civilian goods manufactured will be from 30% to 40% less than 1950 levels. New demand factors are becoming evident stemming primarily from the large sums being expended in payrolls for the production of goods that consumers cannot buy which tend to build up consumer purchasing power and create a new upsurge of consumer buying.

But just as significant are these factors: the increased use of substitute material which means increased production costs which means higher prices; reduction in volume of output of civilian goods; and still another, is the continuing trend toward higher wages.

The price-cutting splurge by the larger merchandisers, they explain, are turnover sales. These merchandisers are interested in turnover, not whether an item priced low

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* IN MEMORIAM *

The entire Sixth Region was shocked at the news of the Los Angeles Airways helicopter accident on July 2, 1951, which resulted in the death of Wyman ("Wy") Ellis, Jr.

Mr. Ellis was on his first official flight inspection trip following his return to duty from a two-weeks tour of active duty with the U. S. Navy, where he held a commission of Lieutenant Commander in the Helicopter Squadron. The accident occurred on a routine mail flight between Los Angeles International Airport and Ontario, California.

Wy had been employed in the Sixth Region since February 22, 1948; and at the time of his death was assigned as a Flight Operations Agent to the Los Angeles Airways and McCulloch Motors as a specialist on helicopters. Previous to his transfer to the Sixth Region, he served tours of duty in the Washington Office, the First, Second, and the Fourth Regions. He was on active duty with the U. S. Navy from 1941 to 1945, spending most of this time in the Carribean-Pacific Theater of Operations.

Wy was born on September 18, 1906, in Helena, Montana, and moved to California in his early youth. After graduation from Monrovia High School, he attended Occidental College and the University of California.

Before becoming affiliated with the CAA, Wy was owner and operator of the Monrovia Airport, and also was later associated with the Lone Star Air Cargo Lines, serving as Vice President in charge of Operations.

All employees extend sympathy to his wife, Sue, and to his son, Robert Clark.

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EMPLOYEE INCENTIVE PROGRAM

William E. Nollenberger of the Airways Operations Division was recently awarded a "Certificate of Commendation" by the Region's Awards Committee. The adoption of Mr. Nollenberger's suggestion did not result in a direct monetary savings to the Government. However, for his observation of a safety hazard and a suggestion for its correction, an appropriate award was made.

The Committee has several suggestions that have either been adopted by the Region and the suggestors recommended for awards or forwarded to the Washington Office for their approval. As soon as final action has been taken on these suggestions and the suggestors notified, more information will be issued. Each issue of the News will henceforth carry a report of all cash award suggestions approved by the Committee. Also, a short digest of the idea will be given.

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THIRTY YEARS AGO IN AVIATION (Continued from Page 7)

transportation facilities; and

"Whereas, the military authorities concede that a strong aerial force is one of the surest and most economical means of national security, if there be built up a commercial aeronautical industry which will make available a reserve in production facilities and trained personnel; and

"Whereas, public safety demands that the rights, duties and liabilities of aircraft owners and operators shall be authoritatively determined; therefore, be it

"Resolved by the Chamber of Commerce of the U.S.A., That Congress be urged to consider at once the aeronautical situation, and that it be requested to prepare and pass legislation embodying an aerial code and providing the necessary machinery for its enforcement."

They Missed on this Forecast!

"The particular legal status of the body which should formulate and administer the necessary rules and regulations.....does not seem to be essential provided it is competent and authoritative..... The fundamental question appears to be, not what shall be the title of the two or three men who will actually do the work, but rather what will be their ability, powers, and functions."

The First Douglas Airplane

"Recent preliminary trials of the Davis-Douglas 'Cloudster' showed a climb of 800 feet per minute the first five minutes. At 15,000 feet its climb was 400 feet per minute. The climb was accomplished in 28 minutes. Not having any oxygen apparatus the pilot did not attempt to find its extreme ceiling. However, from these figures it is safe to assume that its ceiling is 26,000 to 28,000 feet. An attempt will be made in a short time to make an altitude record." (Aircraft now achieve a rate of climb of approximately 15,000 feet per minute and reach altitudes of 50,000 feet or more.)

These old publications, written during the "grass root" era of the aviation industry's evolution, during a period when pilots were considered a reckless, "live-for-today" breed, give an insight into the awesome advances which have been made in aviation. It is still a young and growing industry, and thirty years hence, our present-day accomplishments may possibly appear only as later pioneering efforts in the overall development of a greater aviation industry!

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"First half of the Sepulveda Boulevard underpass project at Los Angeles International Airport has been completed and planes are now using the top of the underpass as a runway....."

--American Aviation Daily

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QUESTION BOX?

Q. What are the benefits to survivors of employees killed in line of duty?

A. To the widow, if there is no child, 45 per cent of the employee's monthly salary; if there is a child, the widow receives 40 per cent, and in addition, 15 per cent for each child not to exceed a total of 75 per cent for widow and children. The compensation is paid to the widow until her death or remarriage. Compensation for children ceases when they die, marry, or reach the age of eighteen.

Q. Many of the promotion plan advertisements carry the experience notation, "One year in GS-11". Can this GS-11 experience be in any line of work, or is it generally restricted to the specific line of work contained in the advertisement writeup?

A. The civil service pattern on experience requirements provides that prior to promotion in a specific line of work, candidates must have had progressively responsible work in that line and must have served a specific amount of time in the grade immediately preceding the grade to which promoted. Therefore, the requirement of "one year in GS-11" means in the same line of work.

Q. Why is it necessary for persons entering military service to leave a forwarding address?

A. There are several reasons: (1) So that their salary checks and bonds may be sent to them promptly; (2) To advise them of any change in their status while in military service; (3) To send them Region VI News and other publications. Without the forwarding address, salary checks would be delayed until places of residence were verified.

Q. What accounting must I make of my travel advance?

A. Standard Form 1039, "Statement of Advance of Funds for Travel Expenses", must be submitted with each expense voucher until advance is liquidated. If Standard Form 1039 is not submitted with the expense voucher, the Regional Office has the alternative of returning the voucher or applying the full amount of the voucher against the outstanding balance of the advance.

Q. When may the field expect information regarding new fiscal year contracts for such commodities as batteries, gasoline, etc.?

A. The following commodity contracts are now available and are being typed for distribution to the field: coal, white gasoline, Butane fuel oil, kerosene, and aircraft rental.

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CAPITAL GLEANINGS (Continued from Page 10):

on the current market may sell at a higher figure six months hence. And, they add, lessening of the military tension could scuttle the whole Defense Mobilization Program; but right now, it looks as if consumer durable goods will become more scarce.

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REGION SIX CREDIT UNION NEWS

Financial Statement as of June 30, 1951

ASSETS		LIABILITIES	
Loans Outstanding	$202,620.49	Shares	$183,014.61
Cash in Bank	10,122.67	Notes Payable	26,000.00
Change Fund	1,000.00	Reserve for Bad Loans	1,911.95
Furniture & Equipment	328.19	Undivided Profits	3,456.03
Unamortized Org. Cost	39.25	Accounts Payable (Withholding Tax)	116.05
Other Assets	363.06		
Accounts Receivable	25.00		
	$214,498.66		$214,498.66

Number of Accounts	672
Number of loans made since organization	874
Amount of loans made since organization	$417,986.80

We wish to express our appreciation for the continued support of all our members. It is the cooperation which has made possible the service that we are now able to render. We welcome all CAA Region Six employees to join the Credit Union and to participate in the advantages it offers.

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"G.I. flight training air for Korean veterans will be included in a bill now being drafted by the Administration. The bill will propose an educational air program for the Korean veteran which will be a substantial extension of the present Act. Flight training will still be categoried as an avocation. The House select committee investigating G.I. training is drafting a proposal in an effort to remove the 'avocation stigma.' This proposal is to be a radical departure from the present plan, in that a scholarship certificate would be provided the student which he could cash for educational training at his own responsibility."

--American Aviation Daily

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DIVISION HIGHLIGHTS

Aircraft Division:

Representatives of the Aircraft Division participated in the investigation of the accident to one of Los Angeles Airways" S-51 helicopters. A considerable amount of time was spent examining every part of the wreckage in an effort to find the cause of the accident. The cyclic pitch control was reported to have jammed by the pilots, but no cause for the freezing could be found.

The ADF calibration on transport category aircraft is being studied by the Douglas Aircraft Company, as well as by Lockheed Aircraft Corporation. The Douglas Company Report No. DEV-812 entitled "Calibration of ADF Loops in DC-6A and 6B" describes a method of calibration employing transit and photoscope techniques. Results appear to be somewhat more accurate than past methods. The Lockheed Co. is reducing their flight test data applicable to the Model 1049 "cone of reversal" characteristics. As a result of this test, the ADF sense antenna installations will definitely be re-designed in order to bring about more accurate results.

En route from the Aircraft Division Chiefs" conference in Washington, the Chief of the Aircraft Division in this Region stopped at the Thalman Aircraft Co. at Salt Lake City. Mr. Thalman acquainted him with his plans regarding the future construction of his Model T-4.

Safety Operations Division:

Agent William N. Hudson served as CAA Coordinator in the investigation of the Los Angeles Airways helicopter accident of July 2, 1951, in the vicinity of Pomona, California, in which Agent Wyman Ellis, Jr., was fatally injured. Although an extensive investigation was conducted by CAA, CAB, the air carrier, and manufacturer, the cause of the accident has not been determined.

Agent Perry, Burbank, and Mr. Rinker, CAB representative from Washington, participated in en route demonstration flights conducted by Slick Airways in connection with its request for a waiver of current crew requirements for a flight engineer on its DC-6A cargo operation.

Mr. W. B. Sprague, Chief, General Flight Branch, Flight Operations Division, Washington, recently visited the Regional Office and the Burbank Aviation Safety District Office to discuss irregular air carrier and general flight operations problems.

The following operators of large aircraft, who held irregular air carrier or commercial operator certificates, did not renew their certificates which expired on June 30, 1951. These operators have been inactive for varied periods, from the last few months to a year or more.

Associated Airways, Inc., Burbank
C & M Enterprises, Oakland
Henry Price Air Service, Burbank
Robin Airlines, Burbank
Royal Air Service, Oakland
Standard Airlines, Long Beach
Western Airlines of California

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This Region has assumed responsibility for the domestic operations of Transocean Airlines utilizing Martin 202 aircraft. A meeting is to be held this month with personnel of the International Region regarding the nonscheduled activities of Transocean and a revaluation of the joint activities of the two Regions.

The major portion of T.W.A.'s overhaul has been absorbed by Lockheed Aircraft Service, Grand Central Airport Company and Allen-Scott Company. This has resulted from the deactivation of T.W.A.'s Fairfax base by the recent floods in the Kansas City area.

A study of the structural failures to the floats and attaching structure of the aircraft used by the tuna fleet has been made. A high rate of failure is experienced and is probably due largely to the unusual service conditions to which the aircraft are subjected.

In cooperation with Mr. Robert H. Sommers, Manager, Aviation Department, Los Angeles Chamber of Commerce, the Airman Standards Branch has arranged for assistance in the issuance of airman identification cards and new type airman certificates. Clerical assistance is furnished through the Chamber of Commerce. This action is relieving the pressure on our District Offices and enables pilots located in downtown Los Angeles to take advantage of the service offered with minimum time lost from work. On July 16 and 17, over 200 identification cards and airman certificates were issued. Plans are under way for this service to be continued as long as a need for it exists.

A quick survey of enrollments in the approved flight schools has shown quite an upward trend, principally due to the fact that July 25 is the "cutoff" date for the vast majority of applicants for flight training and other Veteran's Administration courses.

Meetings are being held in the District Offices to acquaint the examiners and public with the new private pilot requirements, effective on and after August 1, 1951. These requirements consist of a written examination, to be given under the supervision of CAA Agents; also, there are several changes in flight test requirements.

Airports Division:

The Planning and Evaluation Officer and the Airport Management Consultant attended a meeting at the Yuma Municipal Airport at which the reactivation of the control tower was discussed with representatives of the Western Air Defense Force. The conferees were informed of the CAA position as reflected in the Air Space Subcommittee Minutes of Meeting No. 58. It was tentatively agreed that no action would be taken until the Air Force member of the Subcommittee could once again present this issue for reconsideration.

The Controlled Materials Plan, which was effective July 1, has presented new problems in assisting FAAP sponsors to obtain critical materials, due primarily to lack of information and established procedures. This has been particularly true on those projects where construction was active or ready to start on July 1 and the sponsors had already submitted Request for Directive Forms, which usually proved improper under CMP. Most of the confusion has been cleared up, and as procedures are furnished and clarified, it is expected that assistance to FAAP sponsors in this respect will become routine.

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Preliminary field review of Humboldt County's request under Section 17 of the Federal Airport Act, covering damages to Arcata Airport by agencies of the United States, was conducted by Regional and District Office personnel on July 17. This was a joint inspection of the Airport Engineering and Operations Branches, the NOCAL District Office, and representatives of the County, and will form the basis of the CAA recommendation to the Congress for an amount to cover the claim for rehabilitation and damages.

Final inspection was made on the San Francisco Airport of the paving project in the International area, consisting of reconstruction of aircraft parking apron utilized by trans-Pacific air carriers. This area, which was considered of inadequate design for heavy aircraft, is now available for use.

The Grant Offer in the amount of $156,400 for remodeling of the present airport terminal building, flight, and engineering buildings into an administration building, and construction of an aircraft parking apron at Lindbergh Field was accepted by the City of San Diego on June 28.

The District Airport Engineer, SOCAL, made a supplemental final inspection of the Palmdale Airport administration building project and the building is now ready for occupancy.

Final plans and specifications for construction covering ventilation buildings and appurtenant work of the Sepulveda Subway at Los Angeles International Airport have been approved with the exception of a few minor discrepancies. Authorization to advertise for bids has been given upon correction of the aforementioned discrepancies.

The District Airport Engineer, SOCAL, assisted the City of Long Beach in preparing a master plan of the airport with special attention to warm-up pads at runway ends to reduce details in handling aircraft.

Grant Offers were issued and accepted on the following projects:

Imperial County Airport, California	$58,471
Construct administration building, runway extensions, loading apron, connecting taxiways, entrance road, auto parking area, lighting, lighted wind cone, electrical power supply, fencing.	
Shasta Sky Ranch Airport, Fall River Mills, California	8,156
Land acquisition	
Ukiah Municipal Airport, California	2,500
Resurface N/S runway	
Brigham City Airport, Utah	10,295
Land acquisition	

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Airways Operations Division:

Because of installation difficulties, the consolidation of the Reno Tower and Station has been postponed from July 23 to July 26.

Messrs. Van Horne and Zentmeyer, Senior Controllers at the Oakland Center and Tower, respectively, were detailed to the Regional Office for one week on a radar training program.

The Los Angeles Center and Tower are conducting training courses for eight USAF personnel. The second group of eight officers is expected the first part of August.

The 30-day detail to the Washington Office of Chief Aircraft Communicator H. T. Timmons has been indefinitely postponed due to shortage of personnel at the Needles Station.

Mr. Barnabei, W-343, visited San Francisco OFACS for the purpose of observing frequency utilization and radio circuit operations.

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INTRODUCING (Continued from Page 4):

Lear learned to fly in surplus Jennies after the war, and kept active in the field of radio. Many of his developments earned for him nothing, but netted others millions. However, at this time he established himself as a pioneer, designing one of the first nonbattery home radio receivers, the first popular-priced home radio with built-in dynamic speaker, a superheterodyne receiver using grid tubes, and with engineer Howard Gibbs, a midget radio which was developed into one of the first and best auto radios.

It was from these earnings that Lear started his company, concentrating on aircraft radios. But depression doldrums descended. Aviation and radio were hit hard. No money--but still plenty of ideas. And one hit him so hard that in two hours he had plans for a single, simple, standardized radio frequency amplifier for various home models. Two weeks later, April 13, 1934, RCA purchased for a tidy figure the plans for this device which became known later as the "Magic Brain"; and since then money has been no problem to Bill Lear.

A cigar-box size automatic radio direction finder and other inexpensive gadgets for small private planes and midget copies of larger devices followed, until by about 1940 it was estimated that Lear radio and navigation equipment was being used in more than half of the country's private aircraft.

World War II found him producing for the Air Force $100,000,000 worth and more of miniature cowl flap motors and other products, one motor no larger than a pencil eraser. By this outstanding production feat, accomplished after the failure of another manufacturer, B-29's were enabled to raid Japan on schedule instead of as had been feared eleven months later.

His current endeavors for the Air Force concern electronic-control equipment for guided missiles. And on this score he has some interesting and noteworthy comments:

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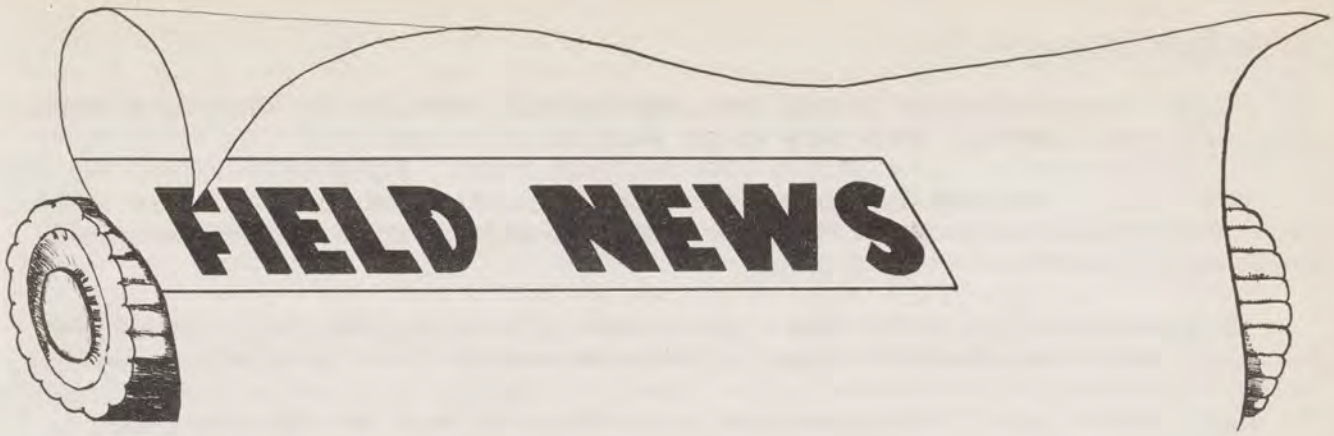

Salt Lake City, Utah:

ARTC: Proudly we quote below a letter received from the Deputy-Director, Japanese Civil Aeronautics Agency in Tokyo relative to the on-the-job training of Japanese Nationalists. This training was supervised in the Center by Senior Air Route Traffic Controller A. D. Carter and in the Tower by Chief Airport Traffic Controller T. R. Martin. Personnel of other offices who devoted considerable time and effort to discussions with respect to their specialties are H. T. Bean, District Airport Engineer, E. J. Leimantine, Supervising Agent, Aviation Safety District Office, Roy Pyburn, Maintenance Technician-in-Charge, and A. S. Hall, Jr., Senior Aircraft Communicator.

"Mr. H. C. Howard
Chief Controller in Center
CAA
Municipal Airport
Salt Lake City, Utah, U. S. A.

"Dear Sir:

"The three trainees from our agency, who were undergoing a two month on-the-job training period in air traffic control at Salt Lake City, arrived safely back in Japan on June 6, 1951.

"These three trainees have returned here with considerable knowledge pertaining not only to air traffic control, but also aviation in general, and we feel that this knowledge will be invaluable to us in the establishment of aviation in Japan in such a manner as to meet world standards.

"We wish to take this opportunity to express our deepest gratitude for your kindness and attention to these trainees, for it is only through your unending patience and sympathy that they were able to absorb the knowledge they have, thus making a great contribution to future aviation in Japan.

"Trusting that the occasion may soon arise whereupon close relations may be maintained between the Civil Aeronautics Administration and our agency,

"We remain, very truly yours,"

/s/ Tatsuo Oba

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Phoenix, Arizona:

ASDO: As a prelude to Powwow Days at Flagstaff, Arizona, the Chamber of Commerce of the City of Flagstaff sponsored an Air Fair which featured the utility of the present-day aircraft. 2,500 people attended this event! A fly-in breakfast was held for those pilots arriving by private airplanes at 9:30, after which all were invited to view the static displays of civilian and military type aircraft, cut-a-way jet engines, and other interesting displays.

Dedication of Flagstaff's new airport and administration building was held at 1:00 p.m., after which sight-seeing flights were made by Frontier Airlines featuring all the conveniences of modern-day air travel, including hostesses serving refreshments. Mr. Carl Guthrie also flew sight-seers in his Beech Bonanza over the Grand Canyon. Two Navy pilots, just back from Korea, gave a demonstration of fighter and dive-bombing tactics used against the Chinese Communists. Indians, dressed in their native costumes, were present and were given a ride in the modern version of the "Iron Horse"--a DC-3. Hot dogs and refreshments were featured all day long for tired sight-seers who went home that day with a better understanding of air progress.

Mr. W. O. Johnston, Assistant to the Regional Administrator, Mr. C. B. Worthley of the Phoenix Airports Section, and Floyd M. Johnston of the Phoenix Aviation Safety District Office were present to assist the sponsors in the conduct of the show.

Winnemucca, Nevada:

INSAC: It is necessary to explain to practically every pilot using the Sod House VOR facility, for the first time, the connection between that facility and Winnemucca INSAC. All are finding it confusing to hear it called "Winnemucca - Sod House Radio."

For the information of all, the Sod House VOR facility, located 36 miles northwest of the Winnemucca Airport, was commissioned September 29, 1949. It was originally intended that the INSAC was to have been commissioned at the same location. Later, it was decided that in view of the large improved airport at Winnemucca, which was built and used briefly by the U. S. Navy during 1944, the INSAC should be located at Winnemucca in order that the interests of the flying public be served best.

This entailed the construction of a control line between Winnemucca Airport and the Sod House facility, 44 miles in length, which was completed in August, 1949. Subsequently, the Winnemucca INSAC was commissioned September 15, 1949. After a brief period of testing, and flight checking, the Sod House - Winnemucca combined facilities were commissioned on a full-time basis September 29, 1949.

We boast of one communicator with a Commercial Pilot Certificate and Instructor Rating, who also owns his own airplane, and one communicator who holds a Private Pilot Certificate. Two other communicators are currently taking flying instruction and hope to earn their wings soon.

During the less than two years our facility has been in existence, the local activity has gradually increased until all locally-based airplanes have been moved to this airport. A recent landing count shows that more than 160 transient aircraft landed here for fuel or business within a 30-day period.

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The Winnemucca Flight of the Civil Air Patrol was organized March 26, 1951, under control of the Nevada Wing. Two members of the Winnemucca Communications Operations are taking an active part in the organization: Les Pearce holds the rank of Captain and serves as Flight Commander ably assisted by Janet C. Donahue, 2nd Lieutenant, who serves as Flight Adjutant.

MTIC: Winnemucca is one of the few sectors in this region where the VOR range is located at a different point than the INSAC. The range is at Sod House, Nevada, and is approximately fifty miles from the control station which calls for 300 miles of driving every week for routine maintenance and an unscheduled trip now and then for failures. Control line troubles are quite frequent, especially in connection with the voice-operated relay circuit, but the local TELCO personnel are very cooperative; and between them and the MTIC, trouble is reduced to a minimum. Power at Sod House is supplied by a pair of Duplex power units, and they are maintained by AMT Fischer along with his other sites along the airway.

Santa Barbara, California:

INSAC: This station is in receipt of a letter of appreciation from Mr. John H. Connelly, President of Southwest Airways Company, for the efficient and cooperative manner in which the station handled the accident involving SWA7 on April 6. Credit goes to Al Moltzer who was on watch when the accident occurred and to Bill Sturtz, Max Landes, and Jimmy Copp who handled the air-ground position so efficiently during the subsequent search and rescue activities in which the airlines, Coast Guard, Air Sea Rescue Service, and several local pilots participated. Copp and Sturtz made their debut in television during the news coverage of the accident.

Santa Barbara is perhaps unique in having an MRL, VAR, and VOR serving the area, and an ILS nearing completion. Since the VOR has been in operation, reports have been received on the excellent utility of this mountain-top VOR facility.

Two of our communicators have taken the pay raise situation into their own hands. Ed Vessey has a 40-foot Ketch and Al Moltzer has a 26-foot fishing boat equipped and ready for the annual Albacore run. If they "hit", a pay raise will be just pin money.

TOWER: At the present time, three of the controllers at the Santa Barbara Tower are busy making necessary arrangements to obtain Veterans' Administration approval for pilot training. When pilot certificates have been obtained by these men, all controllers and the chief will be pilots.

It is almost a daily occurrence at Santa Barbara to assist a strange pilot in locating the airport due to low visibility caused by fog.

Effective August 1, 1951, Mr. William T. Swain, formerly manager of the Nevada City Airport, becomes the new manager at Santa Barbara. Mr. Swain replaces Mr. Richard A. Harding, recently recalled to active duty with the Air Force.

Something unusual about this location is the fact that the airport is located so close to the ocean that a pilot can land and taxi to within 500 feet of the Goleta Beach. This brings numerous pilots and their families to the airport to enjoy the use of the beach in a minimum transportation time.

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MTIC: Without trying to be facetious, we are too busy to write about the usual happenings, and the unusual happens so often-that we have come to accept it as routine.

A small sample is the hurried installation and commissioning of the mountain-top BVOR facility. We think this places Santa Barbara in the category of being the only Sixth Region station having both the BVAR and BVOR facilities fully commissioned at the same place at the same time--maybe the only spot in any region.

Incidentally, the Sixth Region Facilities Division can take a "small bow" for putting together the Santa Barbara VOR facility in record time with Force Account, Installation Engineers, and Maintenance personnel cooperating to meet Washington's deadline.

With help from the power and telephone companies (account of--don't laugh--foggy weather; they couldn't see between adjacent poles to slack the lines for about a week), the facility was placed on the air June 28 and fully commissioned July 17, completing 2½ months of expediting.

Next month we look forward to the reallocation of the Camarillo SRA facility from the Camarillo flight strip to the middle of a bean patch about a mile South Southwest of the present location. From here, it looks as if we will keep the old one in operation until the new range is built.

Santa Monica, California:

TOWER: The improved flying weather of the late spring and early summer months, plus the closing of Culver City, Central, and Whiteman Airports, has brought greater flight activity to the remaining Los Angeles metropolitan airports. Added to this greater concentration of aircraft is the ever increasing military and civilian production together with the acceleration of the G. I. Flight Training Program and its increased flight activity.

The tower personnel at Van Nuys and Santa Monica are now enjoying traffic operations that are near to exceeding the highest flow ever to be handled at these facilities. Traffic at Santa Monica during the month of June was 100% greater than in the month of February, and the daily average for the first portion of July indicates that the June high of 13,000 operations may be exceeded by several thousand flights.

The operations at these facilities are a composite picture of aviation--with student pilots and test pilots, small light cubs and large heavy transports, slow training planes and fast military fighters--all using one runway in a flow of the most varied types of aircraft and pilots in the world.

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INTRODUCING (Continued from Page 18):

"Man eventually will be eliminated completely from fighter-plane interception missions. He is an impediment; he holds back the machine. He can't breathe at high speeds and altitudes, and his blood boils. Because he is an imperfect machine, he must be supplemented by many other machines to correct his errors and deficiencies in combat operations. Also, he wants to live, so he may not get close enough to the target.

"In my lifetime, I expect to be working on pilotless fighter planes, flown in satellite formations from a single mother ship. The human pilot in the mother ship will simply bring the satellites within range of the enemy--and take off. The satellites then will track the enemy down and fight him to destruction--all with completely automatic controls."

Many stories are told about this engaging six foot, forty-nine year old genius who thinks nothing at all of flying his friends all over the country the way others might take them for a short automobile drive. It might be Fred Waring flown from New York to North Carolina for a game of golf. It might be his father-in-law Ole Olsen (of Olsen and Johnson fame) from Chicago to Mexico for a quick trip. Or it might be a toolmaker at the Grand Rapids plant who wanted to see relatives in California. For these jaunts which average 3,000 miles a week, Bill Lear utilizes one of his five vivid yellow planes ranging from jet fighters to big transports. His Lockheed Lodestar is equipped with all sorts of devices, many in the secret stage, and during his trips he is always experimenting with them trying to improve them. An Air Force general is said to have remarked, while flying with him and watching him buzz all over the plane with pliers and screwdrivers, "Bill Lear doesn't fly a plane; he rebuilds it in mid-air."

To add to its comfort, the Lodestar is outfitted with a television set built into the cabin's blue quilted forward wall, and is further made cozy with six red upholstered armchairs. Legend has it that Bill Lear when flying alone will doze off on the divan and let the miniature robot fly until his wristwatch alarm clock wakens him, and he takes over for landing. Stories like this, even though probably true, Bill Lear jokes off.

Other true stories, however, include the one about the Los Angeles Airport Traffic Controller who, peering out of the tower window into the peasoup fog, heard a voice coming in on the radio. Startled, he yelled to the pilot, "You can't land here! What's your position?" To which the unperturbed Bill Lear replied, "I've already landed. My position is on the runway, directly in front of your tower."

Another time, at New York's fog-bound LaGuardia Field, Lear radioed the airport traffic controller for take-off instructions. The amazed controller could only gasp, "Take off? Why this fog is so thick I can't even see out of the tower!" With the classic answer, "Look, mister, you're not flying the tower," Bill Lear took off, and 200 miles away, made a perfect landing at an equally closed-in Maryland airport.

Lear, the ten cents an hour days long past, has not lost the common touch. He thinks nothing of personally helping to solve a customer's problem, as he did for example recently as he was about to take off from a Reading airport. A pilot in a Cessna had just landed, and seeing Lear, called to him that his L-2 autopilot was giving him trouble. Lear climbed out of his Lockheed, took off with the other pilot

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INTRODUCING (Continued from Page 23):

in the Cessna, and in half an hour returned, the L-2 autopilot functioning properly, the customer happy.

And the relationship of his employees with their boss is perhaps best indicated by the trophy presented to him shortly after the Collier's Award, and which touched him deeply. Its inscription in part reads: ".....members of local UAW-CIO are proud of your outstanding achievement.....we congratulate you for the prestige you have brought to (our) community....."

Yes, Bill Lear's story is a Horatio Alger-like story, but one which is remarkably true--the story of man's desire and determination to take the stress and strain out of flying, and his faith in the mechanical devices which his God-given genius and persistence and hard work are developing to this end.

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ARE YOU A VISITOR?

It is common knowledge that the parking area in the front of the Regional Office building is reserved for visitors. Could it be that some of our CAA people consider themselves to be visitors? Certainly they have been observed parking in the reserved area. It is pointed out that visitors do not labor in CAA's vineyard. Neither are they on our payroll. The former might be quite acceptable to our CAA employees (visitors), but it is doubtful that the latter would be looked upon with favor by them. "Sauce for the goose may burn your tongue."

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