



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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SEPTEMBER 1, 1951

THE VERSATILE NINETY-NINES

We've all heard about the Shriners and Forty-Niners - now let's hear about the Ninety-Nines, an energetic group of women pilots. They went out to prove (and they're still out proving), that air space can be utilized and navigated safely, not only by the fair sex, but by everyone else as well. It all leads up to August 15, 1951, when seventy-five women pilots took off on the Fifth Annual Ninety-Nines All Woman Trans-Continental Air Race. Being curious about the whole thing, we sought out a member of the Ninety-Nines, Mardo Crane, Chairman of the Los Angeles Chapter, who told us of the background and activities of the Club.



MARDO CRANE, CHAIRMAN, L.A. CHAPTER-"99's"

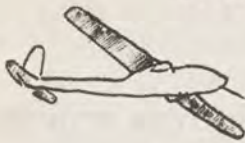
Back in 1929, a group of gal pilots were gathered at a California airport hashing over the latest aviation developments and events. Amelia Earhart suggested that some sort of a women's flying club be formed. It was agreed on the spot and invitations were sent out to the 139 then existing licensed women pilots. Ninety-nine enthusiastic replies were received, the club was started, and was appropriately named the "Ninety-Nines" in favor of the original charter members. Since its inception, the club has grown to a membership of 1,200.

The organization of the Club includes local chapters in 37 states, Canada, Hawaii, Alaska and Puerto Rico, with future local charters to be established in France, Africa, and England. All local chapters combine to form the International Ninety-Nines.

The local chapters meet monthly to report and continue the Girl Wing Scouts activity, a device to further flying interest among youngsters, and the dissemination of aviation information to people in aviation, through the medium of the National News letter. The international organization, of course, arranges and executes the annual all-woman transcontinental Ninety-Nines Air Race with the yearly meeting at the finish. This activity has grown to be one of the big annual attractions. This year, the fifth race was flown from Santa Ana, California, to Detroit, Michigan. Fifty planes
(Continued on page 4)

INTRODUCING ~ Vic Saudek

PAST PRESIDENT AND PRESENT BOARD
MEMBER OF THE SOUTHERN CALIF.
SOARING ASSOCIATION.



"We made a little coleslaw on the way in, but we had 75 feet left." That's the manner in which Vic Saudek, Commercial Glider Pilot and ardent protagonist of the sport and science of gliding and soaring describes an emergency glider landing made in a 200-foot long cabbage patch bounded on the far side by a hill and on all sides by trees. "The tow line broke just as we were crossing a church steeple which was very close, and there was nothing in view available for a landing but this cabbage patch. We put the wing down, slid in over the trees, dropped it, and rubbed its nose. The total damage was a broken nose skid and a broken tail skid."

When he speaks of his avocation, Vic contagiously sparks a desire in the most ground-bridled person to experience the perfection of soaring skill, the aloft freedom, the soundless omnipotence of the sky, the satisfaction of accomplishing a good flight by attuning oneself to the atmosphere.

Brown-haired, blue-eyed, stocky, modest, 35-year old Vic, a 1939 Aeronautical Engineering graduate of Carnegie Tech, has been a soaring enthusiast for almost twenty years. In fact, his interest dates back to a magazine ad for gliders which listed an address in his home town, Pittsburgh, Pennsylvania. The natural curiosity with which most young boys are endued prompted him to investigate. The sailplanes he saw and the people he met that memorable day were the beginning of an absorbing and fascinating hobby. What particularly impressed him were the ultra clean aerodynamic lines of the sailplanes.

Today, soaring is a Saudek family project. Anna, Vic's diminutive and gracious wife, is also a soaring enthusiast and a Student Glider Pilot. In fact, their romance began on a glider field. And, in time, 5½ year old Glen, their only child and a miniature Tom Sawyer, will undoubtedly join the family participation.

Both Anna and Vic are active in the Southern California Soaring Association, an organization of approximately 200 members from all occupations and professions - lawyers, rainmakers, doctors, magicians--including 70 or 80 certificated glider pilots whose overall objective is the promulgation of the sport and science of motorless flight. Vic was President in 1948 and 1949, was elected "Member of the Year" in 1950, and, at present, is one of the Directors of the Association and Project Supervisor for the Sierra Wave Project, a scientific study financed by the Air Force and being conducted by the Association. An elementary explanation of this project would involve the fact that the jet stream generates huge, powerful, up and down currents in the lee of mountain ranges when a strong wind crosses them. Such currents extend high into the stratosphere, and they are particularly powerful over the Owens Valley in California. It is suspected that this wave, generated by the Sierras,
(Continued on page 6)



REGIONAL ADMINISTRATOR'S COLUMN

During the past six months, there has developed within CAA an increased interest in the use of refined personnel selection techniques. This is particularly true as such techniques may apply to key supervisory positions. This process is illustrated in the procedure which was followed in the selection of an Executive Assistant for our Region. The applicants were given a written examination to determine their executive and administrative capabilities and they were given individual oral examinations and group interviews. The results of all these tests, added to the experience and knowledge background of record under the National Promotion Plan, were taken into consideration in the final selection of the best qualified candidate.

This process is again illustrated in the selection process being utilized in connection with the integration program of our Airways Operations Division. In this instance, in addition to the information of record in the personnel files of each individual, a personnel selection board composed of the Regional Administrator, the Deputy Regional Administrator, the Chief, Airways Operations Division and the Executive Assistant, is conducting oral examinations of all Regional Office personnel of the Division, plus such field personnel as it may be necessary to interview to fill the key positions. At least one Region is also using a written examination and possibly group interviews to augment the minimum procedure prescribed by our Washington Office. We, in this Region, expanded the pattern suggested by Washington to include exploration of the applicants' interest and knowledge of administrative practices and organization problems in an effort to determine his executive capabilities. Because of the limited time available, we did not take the separate action to give a written examination.

The trend toward the use of these additional techniques is significant. It indicates a distinct effort on the part of the Agency to do everything possible to ensure selection of the best qualified people to fill vacancies, whether by transfer or promotion, and it assures each individual of fair and equitable treatment. Incidentally, it has been suggested that it might be advantageous to use at least the selection board interview process to select the best qualified Chief at our combined tower-insac facilities and we may do that.

There is one other area in connection with the overall subject of personnel selection which I would like to discuss briefly. You may or may not know that the Regional Promotion Plan, like the National Promotion Plan, makes provision for the use of promotional appraisal credits. Up to date, this feature has not been implemented in the Sixth Region, but we have been working for nearly a year to develop what we considered would be an adequate promotional appraisal system. The Administrative Order is in the final draft stage and will be released shortly. It will provide for the submission of a promotional appraisal form by the immediate supervisor of an individual and by the next supervisor in line at the time the individual applies for consideration for a given vacancy. We confidently expect that putting into effect this additional authorized feature of the Regional Promotion Plan will overcome the objections which have become apparent in our experience to date with the RPP. Those of us who have worked with it this far believe that use of the promotional appraisal factor in conjunction with the present factors will provide a distinct improvement. After a period in which to gain experience in its use and with your constructive suggestions, we may be able to institute additional refinements.

The Versatile Ninety-Nines (Continued from Page 1):

flew a dog-leg course a distance of 3,248 miles making 13 airports en route. The race was again sanctioned by the NAA, and handsome awards were tendered the winners while banquets and activities were given at both ends and free accommodations and prizes at every stop along the course.

Interest in the air race has grown each year. The first race was flown between Palm Springs, California and Tampa, Florida, with two contestants competing; the second from Palm Springs, California, to Miami, Florida, with seven competitors; the third San Diego, California to Greenville, South Carolina, with seventeen; and the fourth was again San Diego to Greenville with thirty-three planes flying the airway. Contestants are usually sponsored by manufacturers, civic groups or individuals. The winner of the race is chosen by a system of time keeping determined by mechanical time clocks which record elapsed time at each designated airport. A handicap is given to the contestants based on the manufacturer's advertised cruising speed for the individual plane. In past races, the following types of light planes have raced: Cessna, Ryan, Navion, Mooney, Luscombe, Bonanza, Taylorcraft, Piper Clipper, Waco, Trojan 90, Swift 125, and Ercoupe. The contestants hail from all 48 states and include housewives, mothers, and business women.

The Ninety-Nines organization's purpose is to highlight to the general public the fact that all commercial and private flying is safe and practical and to provide activities in private flying which are competitive, enjoyable, and safe. We are truly in the air age and flying is as safe as you, the pilot, wish it to be, analogous to the fact that you're limited to being a good automobile driver to the extent that the other fellow is careful. The Ninety-Nines aim to somehow lead more people to believe in flying as much and ardently as they do and also, to physically show such belief by utilizing the many planes and facilities available. Flying is no longer for daredevils or heroes; it's just a natural activity added to the progress of humanity. The air age is here, witness to the fact that a young child of seven will call your attention to that F-86 going over.

The Ninety-Nines is a great organization. They deserve a lot of respect and praise for the fine job they are doing.

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PUBLIC SPEAKING JITTERS

Most of us can find some encouragement in the advice of authorities in the field of effective public speaking who state that some degree of fear of addressing an audience is not only natural but probably desirable. The man who lacks fear may not appreciate his responsibility to his listeners and consequently may be satisfied with an indifferent performance. Many great speakers admit to nervousness and a fear of failure which has led them to careful preparation for every occasion, large or small.

MERCY IS NOW AIRBORNE

As time goes by, we find that we're slipping faster and farther into the air age. A great deal of what was once done with horses, and then automobiles, is now done better, faster and cheaper with airplanes. Wars, too, bring out methods and applications faster because the needs are greater and born of necessity. Evacuation of wounded personnel was a big problem during the last war and air evacuation came to the rescue. This technique was not to be solely a military undertaking however; for in Los Angeles, an air ambulance service has been established. We visited the Schaefer Ambulance Service, located at Beverly Blvd. and Western Avenue, and obtained the following story on its missions of mercy for those in distress.



Twenty-three years ago, Schaefer's Ambulance Service was born. Since that time, the business has grown to include twenty-five Cadillac land ambulances operating out of four Los Angeles Offices and a pilot and plane based at Burbank. The air ambulance was added to Schaefer's operations two and one half years ago and it consists of a twin-engine Beechcraft specifically designed and executed for the combined living-room comforts and hospital-room necessities of the patient. The patient-cabin in the plane is soundproofed and built so that the temperatures are controlled. An adjustable bed is provided and a supply of oxygen is available. Also, extensive medical supplies are carried and a trained attendant administers to the needs and comforts of the patient while en route. The plane is equipped with the latest radio facilities and navigational instruments and certified by the CAA for all types of weather and instrument flying.

Operations of the Air Ambulance Service are very flexible. For instance, if you live in Long Beach, California and require special medical care and hospitalization at the Mayo Clinic, Rochester, Minnesota, the plane will pick you up at the Long Beach Airport and take you to your destination in Minnesota. More and more cases are being handled where a person accidentally hurt or ill with a strange malady in Arizona, Utah, Colorado or some outlying out-of-the-way location, requires the services of specialists far removed. The hospital plane is dispatched to the patient for transportation to that specialized care anywhere in the United States, Canada and Mexico.

The Air Ambulance operation has already grown to 5,000 patient miles per month. This is expected to steadily increase in future months as the need for this service grows. Schaefer's reports it to be a profitable venture, which is another indication that "proof of the pudding" is shown by the profit and usage involved.



causes persistent low-pressure areas and that it may give false altimeter readings of as much as 2,500 feet. Therefore, participants in this project are exploring this probability by devices including radar hoping to describe the hazards of this wave to air navigation and to aid meteorologists in plotting the wave itself.

The tremendous energy generated by this wave was illustrated recently by a P-38 pilot who was also a glider pilot. He soared his P-38 with both engines dead and the propellers feathered for more than an hour in the Sierra Wave, climbing to 31,000 feet. At times, his rate of climb reached 3,000 feet per minute!

To know Vic better, one must know his hobby better. The history of gliding can be traced back to approximately 1855 when LeBris, a French Sea Captain, almost succeeded in gliding a contraption resembling a rowboat fitted with crudely-made, albatross-like wings.

Between 1891 and 1896, Lillienthal, in Germany, was definitely successful in his gliding attempts by using a pair of wings from which he hung supported at the armpits.



Pratt-Read glider with 55-foot wing span. This type holds the 2-place world altitude record.

Photographer: Warren Watson, member, Southern Calif. Soaring Assn.

Other successful glides were made during the period, but it was Lillienthal who inspired the Wright Brothers to build several successful gliders before they added an engine to make the first controllable airplane in 1903. Approximately eight years later, the Wright Brothers built another glider and flew it at Kitty Hawk because, as Orville Wright confided to Vic, "It was more fun to fly a glider than a power plane."

In 1911, Orville Wright made the first soaring flight--total time, ten minutes. In 1921, ten years later, Doctor W. B. Klemperer broke this record with a 21-minute flight in Germany. Doctor Klemperer now resides in Brentwood, California, is Chief Engineer of the Sierra Wave Project, and is very active in local, national and international soaring circles.

Thus, the pioneers in aviation opened the era of modern soaring. This era is still more or less in the developmental stage. But soaring pilots have gone as high as they can in the stratosphere without pressurized cabins, and the next development undoubtedly will be such cabins.

Good naturedly, Vic Shrugs off such chiding admonitions as, "Your crazy fool - flying a glider! Isn't it a kite without a string?" Although there are no actuarial figures to prove his theory, he considers soaring much safer than skiing. There are several factors in glider flying that promote the safety of the sport. No motor -- no gasoline -- no fire! Gliders are more controllable than airplanes, and therefore, can land more accurately in a very small field if necessary. They are structurally stronger than power craft, as the weight which is normally allowed for a motor and for gasoline in an airplane is built into the structure of a sailplane to give it greater strength for storm flying and for the violent currents sometimes experienced in wave flying. (Continued on next page)

Vic's philosophy is that any danger is inherent with the glider pilot - if he attempts to fly beyond his ability or the limitations of the glider - if he flies in a subnormal physical state - if he violates a Civil Air Regulation - and that safe thinking should prevail whether an individual is driving an automobile, flying a sailplane, or crossing the street.

The creative factor in glider flying appeals to Vic. Every flight in a glider is different. The pilot creates to make a good flight. He searches for power in the atmosphere. He becomes attuned to looking for up currents and thermals. A good thermal gives him a feeling of achievement that he cannot attain in power flying. Similar to an artist, he must first recognize the factors necessary for success and then put these together with real talent and skill to make a good soaring flight.

Frequently, these pilots get up to 10,000 or 12,000 feet, get their airspeed up to 85, and just sail around without sinking a foot for 20 miles. Many higher performance craft with pilots using the ultimate in aeronautical knowledge have attained the remarkable performance of travelling 40 feet horizontally in still air for every foot that the sailplane sinks through the air.

Is it any wonder then that power flying is too prosaic for most glider pilots-- and that sailplanes are too sensitive for many power pilots? To a power pilot, the loss of an engine is a real emergency. But the first thing that a soaring pilot learns is that the power in the atmosphere is far greater than that in a motor. And with this knowledge, he must combine skill to utilize this different energy source.

Without exception, every German power pilot in World War II was required to first fly a glider; and, in many South American countries, a requisite number of gliding hours must be flown to maintain a power certificate.

Most of the glider pilots in the Southern California Soaring Association can fly power craft, but do so very little. Since gliding is a sport for them, they wish to get the most enjoyment out of every dollar they spend. The cost is not excessive-- comparable to that of owning and flying a light airplane.

The expense is in the preparation for a glider flight and in the rental of a tow plane. The BT-13 is most frequently used for towing, as the tow plane must have a fair rate of climb at a low speed--at least 700 feet per minute at 80 miles per hour, or less.

It has been a common experience for Vic to load his glider on his trailer, drive to the desert, assemble his glider which takes approximately one-half hour, make all the final preparations for a flight, and then have a bystander blandly query, "Why don't you put an engine on it?" His standard reply, which typifies the "flying for the sport of it" attitude prevalent among soaring pilots, is, "You don't put an engine on a horse. When you want to ride a horse--you ride a horse!"

Although the weight of a glider pilot is not too important, Vic amusedly confides that 85-pound Anna uses a Studebaker flywheel to weight her glider. High-performance sailplanes have water ballast tanks so that they can make a takeoff with full tanks when updrafts are the strongest. Toward the end of the day when thermals are weaker, the ballast is dumped, and the pilot keeps soaring.

Vic is very proud of the records held by the membership of the Southern California Soaring Association--eight world and ten national records. (Continued on next page)

At the yearly contest for the West Coast Championship, sponsored by the Association, (second largest contest in the country; National meet is the largest), the flying is most impressive and illustrates the pilot's skill and the glider's controllability. In the spot landing contest, the "spot" is a nail driven into the ground. A glider's stopping point is marked by a plumbob, and the distance is then measured from the plumbob to the nail. In 6 of the last 7 such contests, the winner was less than $\frac{1}{4}$ " from the nailhead. Those more than 18" from the nailhead were disqualified.

Distance flying requires a great deal of skill, but altitude flying is considered the most dangerous. The most recent distance record of 550 miles (Odessa, Texas, to Salinas, Kansas) was made August 5, 1951, by Dick Johnson of Palm Springs, and is now in the process of being declared official by NAA. Bill Ivans of San Diego holds the altitude record of 42,100 feet accomplished last winter while flying in the Sierra Wave from Bishop, California.

Vic's garage, contrary to ordinary usage, hangars his Pratt-Read glider which, at present, is in the process of being recovered. Even Anna, when her household work is completed, spends her time sanding the wood hoping to hurry the day when they can again get back in the air.

The sensation of speed aloft is more prevalent in a glider than in a power craft, but the degree of speed is governed primarily by the structure. The speed range on Vic's glider is typical--40 to 100 mph. Of course, the 40 mph speeds are attempted only at altitude.

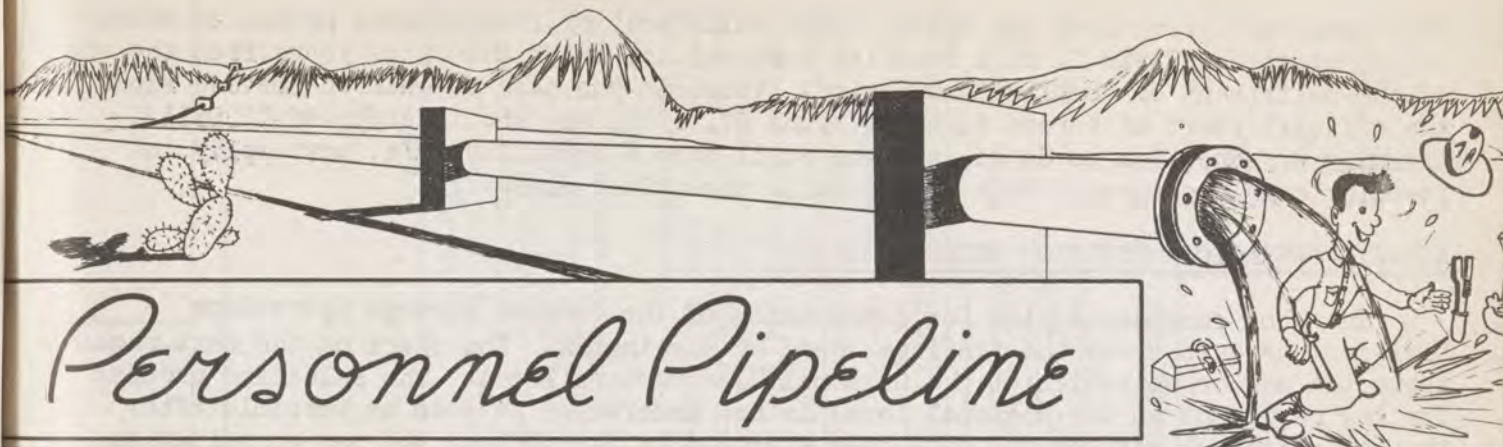
Even though gliding enthusiasts like Anna and Vic Saudek and the membership of the Southern California Soaring Association are enjoying soaring as a sport, they are simultaneously, through their interest, hard work, and research, reinforcing the human dike in man's consideration for his civilization and advancing the technological knowledge of aviation.

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SUGGESTIONS TO DISCUSSION LEADERS

The following general suggestions should be kept in mind at all times by a good discussion leader:

1. Keep the discussion impersonal.
2. Don't talk too much. A leader merely guides, stimulates and summarizes. He avoids dominating the group with his own opinions.
3. Don't immediately answer questions that are asked. Throw them back to the group.
4. Encourage free discussion by "edging in" suggestions.
5. Assume enough leadership to keep discussion under control. Keep the group on one point at a time and discourage side discussions in which the whole group does not take part.
6. Be alert to "catch" opinions and contributions and, if necessary, to restate them so that they are clearly understood by all.
7. Do not allow controversy to continue on a point which can be briefly settled by stating an authoritative fact, the later presentation of which would embarrass one of the disputants.
8. Try to get everyone to take part in the discussion, but avoid persistent questioning of individuals by name.



PROMOTION RESTRICTIONS:

Civil Service Regulations have been amended to abolish the time-in-grade requirement on promotions at or below grade GS-5. However, the requirement that three months be served per appointment before promotion is still in effect. For example: Employee "A" is appointed to a position of Clerk-Stenographer, GS-3. It is necessary that she serve three months in grade GS-3 before she is eligible for promotion to Grade GS-4. However, no further waiting period is required for promotion from GS-4 to GS-5.

A six months waiting period after appointment is still required for grades above GS-5 before eligibility is acquired for promotion, and an additional period of six months must be served prior to each subsequent promotion, except that the revision permits promotions of two grades to positions in grades GS-6 through GS-11 to be made within one waiting period of six months, either at one time or one grade at a time.

RESTORATION AFTER MILITARY SERVICE:

The difference between Statutory and Regulatory restoration rights after military service does not appear clear to many employees. Employees who possess a competitive civil service status who leave the CAA to enter the military services have statutory restoration rights to the position they leave. Employees serving under an indefinite appointment who leave the CAA to enter the military services have regulatory restoration rights to the position they leave, subject to civil service regulations governing restoration at the time they return to duty. The principal difference between these two types of restoration rights is that permanent competitive status employees are assured return to their former position, whereas indefinite employees are restored to the position they left only if the person occupying that position at the time they return, possesses less retention points as computed under reduction-in-force procedures.

G.I. EDUCATION AND TRAINING BENEFITS:

The Veterans Administration Information Service advises many veterans are still eligible for educational and training benefits. World War II veterans who were separated after July 25, 1947 have four years from date of separation in which to start GI Bill benefits. They are advised to consult the nearest Veterans Administration office about their educational or training programs. End of GI Bill benefits for them is July 25, 1956.

Among those who may still apply are more than a million World War II veterans who either enlisted or re-enlisted in the armed forces under the Voluntary Recruitment Act, returning to service between October 6, 1945 and October 5, 1946. If found eligible,
(Continued on next page)

they have four years from the end of their enlistment or reenlistment period in which to get started. Their GI Bill benefits must end not later than nine years from the end of the enlistment or reenlistment period. Veterans who have re-entered service since the official start of Korean fighting, June 27, 1950, and who interrupted GI Bill training or education to do so, and who still have eligibility left, must apply to re-enter such a program within a reasonable time after discharge.

AIRWAYS OPERATIONS DIVISION REORGANIZATION:

The long considered plan for integration of the Federal Airways Operations Division has been given the final go ahead by Washington. The chart on the next page shows the new organization at the Regional Headquarters level. The selection process for key positions at the Regional level is now underway. As soon as possible after the key personnel assignments have been approved by Washington, the new organization will be implemented. The probable date is sometime in October.

The integration was considered desirable in view of the fact that the activities within the Airways Operations Division fall into two basic categories:

1. Supervision of operating facilities to assure that established policies and procedures are properly carried out.
2. Staff activities directed at evaluating operational effectiveness, developing improved policies and procedures, and coordinating divisional activities with those of other Divisions in the Region.

The plan provides that line and staff activities be separated so that each will receive proper attention. The two fields require specialists of different sorts, and it would be difficult to combine the two without weakening each.

The separation of these two types of activities by formal reorganization should provide a degree of expertness in each field, which, in the long run, should result in better service for the effort expended.

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A. J. LaBAIE RETIRES

The many friends of Joe LaBaie, formerly Deputy Chief, Maintenance Engineering Division, Washington Office, will be interested in the following letter, received by the Regional Administrator:

"I am stepping out of the CAA picture on July 31 and I thought I should be leaving some unfinished business if I failed to say 'so-long' to my old-time friends in the Sixth Region and let them know that I have appreciated the ever present cooperation and courtesy that was extended to me at all times when business called me to your Region.

"I hope you can find it convenient to read this letter to your boys at one of your staff meetings and let them all know that although I won't be seeing them in the future, I won't be forgetting them.

Sincerely

'Joe' LaBaie"

ORGANIZATION PLAN FOR THE INTEGRATION OF REGIONAL AIRWAYS OPERATIONS DIVISION ACTIVITIES

AIRWAYS OPERATIONS DIVISION

Chief, GS-14
Deputy, GS-14

AIR DEFENSE LIAISON BRANCH

GS-13
Maintains liaison with military agencies on air defense plans & procedures to be administered through Federal Airways facilities

PROGRAM REQUIREMENTS BRANCH

Chief - GS-12
Training and Performance Standards
Develops performance standards and promotes employee utilization and proficiency. Assists in development of, and coordinates training programs for area supervisors and facility personnel.
Requirements
Coordinates development of fiscal work programs and performs budgetary, personnel & housekeeping activities essential to the administration of the Division's responsibilities; performs related duties as required.

FACILITY OPERATIONS BRANCH

Chief GS-13
Deputy* GS-12
Directs and coordinates the activities of District Supervisors.

TECHNICAL SERVICES & PLANNING BRANCH

Chief GS-13 Deputy* GS-12
Responsible for developing long-range plans for a more efficient and effective Airways Operation system. Plans & recommends the establishment, relocation, realignment, or removal of facilities to meet the changing needs of the Region. In cooperation with other Divisions & Agencies, studies the problems of space allocation and the developing of new equipment and procedures.

GEOGRAPHIC AREAS

DISTRICT SUPERVISORS (7)
GS-12
Supervises & inspects facility operations to insure compliance with established policy & procedure and recommends modification thereof as appropriate.

VARIOUS TYPES OF FACILITIES

TOWER

INSAC

CENTER

OFACS

(COMBINED FACILITY)



Editor's Note:

Chief Aircraft Communicator Ashley, Burbank INSAC, (and several others) has called our attention to an error appearing in the last issue of the News under the Santa Monica Tower field news. We stated that Whiteman Airpark in the San Fernando Valley had been closed. It not only has not been closed, it is expanding. Mr. Ashley reports the runways have been widened, lengthened and surfaced recently. Whiteman reports their business is booming. We extend our apologies to Whiteman Airpark and our thanks to all who called this to our attention.

ARCATA, CALIF:

INSAC: Conditions have been pretty much routine for almost a month now - just the usual morning and evening fogs - sweating out ILS approaches and instrument departures - trying to locate a hole in the stratus or a valley that might permit VFR departures or arrivals for some of the fellows not quite qualified for instrument operations or else trying to talk 'em into staying on the ground and then once in a while we see the sun - so we're pretty happy. We're anticipating some changes in the form of new airways through this area before snow falls??? and the integration question continues to keep us interested so possibly we won't get into a rut.

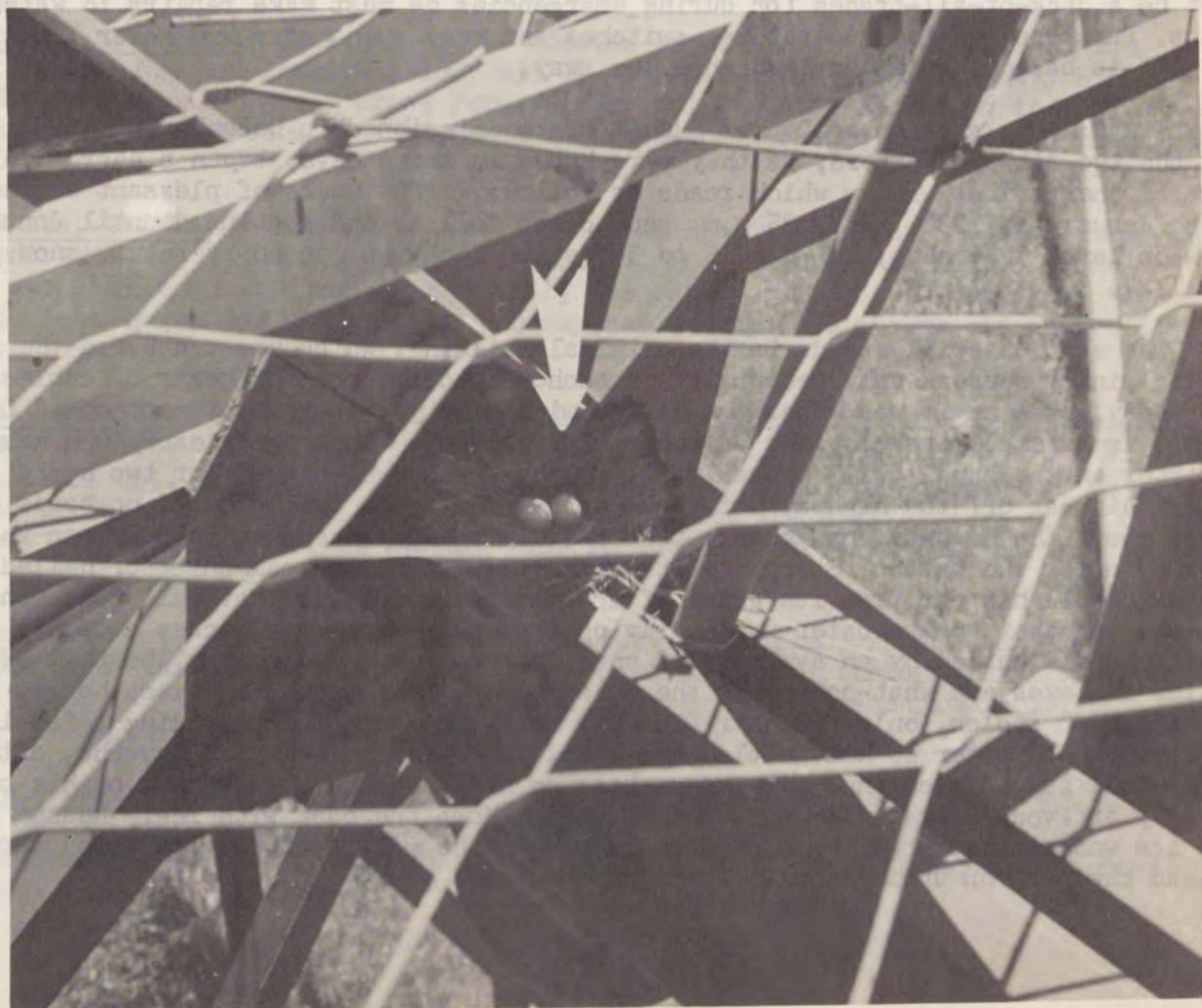
The station has been operating in the tower structure for a year now and has been handling instrument operations under the lowest weather minima in the United States. From an operational standpoint and from the viewpoint of pilots using the facility, the move has proved very successful - we have encountered numerous problems, but so far have been able to come up with satisfactory answers. The station is providing airport advisory service along with normal INSAC duties, and, from necessity, since the station is not located within a control zone or area, known traffic information is forwarded to all contacted instrument traffic. Some of the new omnirange receiver equipment, particularly NARCO and Lear, have built-in features allowing use of VAR ranges and ILS localizers and the 75mc markers. With this equipment some of the qualified local pilots are making localizer approaches with their single-engine aircraft.

The fishing around here is always a subject of interest. Larry Payne leads the salmon parade, having picked up two on his first trip out. Rex Hicks is the fishing expert, but he confines his activities to fly fishing on the streams for trout and steelhead and you'll find him at it every weekend. (Continued on next page)

When you consider the population of this area, there is quite a bit of civil flying in progress. The local operators are kept quite busy with forest fire patrols, ambulance services, charter and student operations and are occasionally called upon to transport food to fire fighters or make a fast trip to pick up some urgently needed equipment part. Highway travel into or out of the area is slow due to the twisting of the roads through the forests and railroad service is slow and infrequent, so more and more people are either turning to private aircraft or using the airlines both for business and pleasure. Some of the local lumber operators are using light aircraft to visit their operations, for the hauling of equipment parts and to bring ambulance cases out of the woods; since the lumber industry suffers from a high accident rate and poor communications, they are finding it a good investment. The station personnel also are not doing too badly in so far as getting airborne is concerned. Approximately 65% of them are in a flying status and all liaison and familiarization travel is accomplished by aircraft.

OGDEN, UTAH

HOME ON THE RANGE - - OGDEN RANGE, THAT IS!



Mourning Doves

DONNER SUMMIT, CALIF:

MTIC: The only items of interest from the Maintenance Section would come under the heading of unusual facts about the facility and its location. It is situated on top of Donner Pass at an elevation of 7188 feet overlooking Donner Lake which lies two miles to the east and 1200 feet below.

During the winter, the snow pack ranges from 140 to 243 inches (the latter recorded during the winter of 1937-38). In November, 1946, a severe icestorm took down all the antennas at the station, as well as telephone and power lines. While this was in progress, Maintenance Inspector E. C. Stentz and the Sector Technician, who was then based at Reno, were at the station and had to watch helplessly as the range loops and other wires fell one by one. Immediately following the cessation of the storm, they were restored by maintenance personnel with the assistance of some of the Communicators. During the repairs, the Maintenance Technician nearly acquired a permanent headache, when a large chunk of ice broke loose from the pole and fell, grazing his forehead. (it only weighed about fifty pounds and fell about thirty-five feet) Because of this storm it was decided to place all the VHF antennas possible within the attic of the INSAC building.

The facility is unique from a maintenance standpoint in another way. The MTIC must be a jack-of-all-trades for during emergencies he must make repairs to water pumps, furnaces, engine-generators, switches and yes, even water and sewer lines, for the AMT is based nearly one hundred miles away.

INSAC: The station at Donner Summit was commissioned in December of 1929, and the two Airways Keepers, as they were known in those days, began a narrative report of their first winter which reads as follows: "Few weeks of pleasant weather up to January 4, 1930. At 7:35 a.m. snow began falling and continued until January 17. Snow on level 72 inches, in cuts 15 to 30 feet. Highways opened by rotary snow plows April 27.

The station still stands in the original building, which has weathered the intervening winter seasons only because it is anchored to the rock by means of cables. And today, even as it was after that first winter 21 years ago, any mention of Donner Summit immediately evokes tales of the winter weather. Any communicator who has spent a winter on the Summit will probably tell you how he shoveled snow for two hours just to get his car off the highway before reporting for duty, then crawled on hands and knees above the highway, and then repeated the digging process to get back on the highway after the watch. Story has it that one enterprising communicator hailed a tow-truck to pull his car from its grave of ice and snow, only to leave all four fenders behind. Another communicator while driving from the Summit to Truckee suddenly found himself buried by an avalanche of snow, and sat in the darkness possibly meditating on taxes and what-not until the rotary found him. Still another thought his car had been stolen, only to later find the car radio antenna protruding a few inches above the snow after it had settled somewhat. And then there's the guy who, after a nasty fall in powdered snow with snow-shoes on his feet and a pack sack on his back, finally arrived covered with snow and plastered down the back with ice. Reason for the ice was evident when the pack was opened and the milk cartons were found empty. He had the pack on upside-down. (Continued on next page)

OAKLAND, CALIFORNIA:

ASDO: This office is cooperating with the Palo Alto District Office to have an Agent available at the San Francisco Chamber of Commerce, Aviation Division, to speed up issuance of the Airman Identification Cards. The local papers are giving this publicity.

PHOENIX, ARIZONA:

DAE: The Office of the District Airport Engineer in Arizona has long felt that airport information should be on hand in offices where fliers file their flight plans, or receive weather briefing. In light of this we have made a practice of furnishing all Communications Stations, and the Flagstaff Weather Bureau, in Arizona, with copies of the facility cards, in order that they can make them available to pilots.

We have had requests for information on airports in Mexico and have made an effort to secure such data from Mexican sources. We have received considerable information on some important Mexican airports. Since it is felt that the data received is of such a nature as to be of interest to all Sixth Region personnel for their own use and for answering inquiries, it is written up for the Region Six News. The data presented below came chiefly from Aeronaves, one of the airlines terminating in Nogales, Arizona. We believe it to be quite authentic.

Acapulco, Guerrero: This airport is located adjacent to the Oceano Pacifico, at latitude $16^{\circ} 57'$ N., and longitude $100^{\circ} 03'$ W. It has an E/W asfalto runway 5346' long by 197' wide, and a NE/SW cross runway 1771' x 110'. The elevation is 20'. It has an illuminated wind cone and antorchas de petroleo (kerosene flares) are available upon request.

Culiacan, Sinaloa: This airport is located at latitude $24^{\circ} 42'$ N., longitude $107^{\circ} 25'$ W., near the Sud Pacifico De Mexico Railroad. Its elevation is 159'. It is a N/S dirt strip 130' x 3600' and is apparently adequate for DC-3's in daylight. It appears to be only partially fenced so you may have to chase the cows off before landing.

Dimas, Sinaloa: The airport at Dimas is also near the Sud Pacifico Railroad and Oceano Pacifico. It is at latitude $23^{\circ} 42'$ N., and longitude $106^{\circ} 43'$ W., with an elevation of 26'. The airport consists of an E/W strip 98' by 3018', with no sign of a fence or other improvements showing. Approach from the East appears to be over some trees, but from the West it appears that if you clear the railroad all you have to worry about is the Pacifico.

Guaymas, Sonora: The airport at Guaymas (shrimp and fish) is at latitude $24^{\circ} 08'$ N., longitude $110^{\circ} 18'$ W., with an elevation of 32'. The airport consists of a gravel runway 98' wide by 4231' long. It apparently is good enough for DC-3's in daylight. There is considerable development around the airport.

La Paz, Baja California: This airport is located at latitude $20^{\circ} 10'$ N., longitude $110^{\circ} 18'$ W., and is a N/S graveled strip 164' by 3608'. Elevation is 160'. It also appears to be used by DC-3 aircraft during daylight conditions. (Continued on next page)

Los Mochis, Sinaloa: This airport is located at latitude $25^{\circ} 48' N.$, and longitude $108^{\circ} 57' 06'' W.$ It consists of a NE/SW asfalto runway 130' by 3440'. Elevation is 55'. It has luces do contacto (contact lights) and is apparently used by DC-3 aircraft. It has enough fences and pole lines around it to look familiar to the average Americano.

Mazatlan, Sinaloa: This airport is located at latitude $23^{\circ} 13' 49'' N.$, longitude $106^{\circ} 25' 26'' W.$ at an altitude of 19'. It consists of a NW/SE gravel strip, 130' by 3280', with contact lights. It also has a couple of cross strips with a good assortment of fences, pole lines, and roads around it. It is apparently used by DC-3 aircraft.

Mexicali, Baja California: This airport is located at latitude $32^{\circ} 39' 12'' N.$, longitude $115^{\circ} 27' 03'' W.$, east of Mexicali, and just south of the border. It is at an elevation of 10'. It has three dirt strips, the longest being the NW/SE, 4130' in length. It is apparently used by DC-3's. The airport is surrounded by a fence with only pole lines in evidence.

Navajoa, Sonora: The airport at Navajoa is located at latitude $27^{\circ} 45' N.$, longitude $109^{\circ} 25' W.$, at an elevation of 297'. It appears to be well equipped with contact lights and used by DC-3 aircraft. The landing strip runs NE/SW and is 3580' in length by 196' in width.

Obregon, Sonora: This airport is located at latitude $27^{\circ} 30' 19'' N.$, longitude $109^{\circ} 55' 04'' W.$, at an elevation of 131'. It has three strips, the longest of which is 130' by 3280', running in a NE/SW direction. The strips are dirt but are apparently adequate for DC-3 operations.

Tepic, Nay: The Tepic airport is located at latitude $21^{\circ} 30' N.$, longitude $104^{\circ} 53' 35'' W.$, at an altitude of 3123'. It consists of a NW/SE gravel runway 1600 x 35 m. (5249' x 115'). It does not have lights, but apparently is adequate for DC-3 daylight operations. It appears to be fenced in, but no serious obstructions are shown.

Tijuana, Baja California: The Tijuana airport is located at latitude $32^{\circ} 31' 30'' N.$, longitude $116^{\circ} 58' 30'' W.$, at an elevation of 450'. It has an asfalto runway (10-28) 4854' long by 118' wide, with a gravel cross strip (4-22) 2624' by 100'. It appears to be well lighted with contact lights and is fenced. It apparently is able to handle DC-4 aircraft.

We have been corresponding with the Mexican Civil Aeronautics Authority and it now appears that agency will soon be in a position to furnish additional information. Also, we expect to receive some additional information from a pilot who does a great deal of charter flying into Mexico. This will be information concerning small strips not used by the airlines, but available for small aircraft. As this information becomes available, we expect to forward it for the News, and hope that other Sixth Region personnel will do likewise in order that we all may know more about our neighbors' airports.



QUESTION BOX ?



- Q. Assume an employee had sixty days accrued annual leave on January 1, 1951, and earns 26 days in 1951. If no leave is to be forfeited, must the entire 26 days be used by the end of the calendar year?
- A. Yes, 26 days must be used by end of calendar year or be forfeited.
- Q. In the event that the Congress passes legislation to the effect that all leave earned in 1951 must be used by June 30, 1952, would that also apply to employees who had sixty days or more accrued on January 1, 1951?
- A. Legislation passed in 1950 to the effect that all annual leave earned during 1950 must have been used by June 30, 1951 had no effect on employees with the maximum of sixty days or more on January 1, 1950. It would therefore be assumed that similar legislation passed in regard to 1951 leave earnings would have no effect on employees with the maximum annual leave as of January 1, 1951.
- Q. With 23 years of Federal service, average annual basic salary for highest five consecutive years \$5,000, how much annuity would an employee receive at age 62?
- A. All annuities are computed under a basic formula. The formula is: one per cent, plus \$25, or $1\frac{1}{2}$ per cent, of the average annual basic salary for the highest 5 consecutive years multiplied by the years of service. The 1 per cent, plus \$25 is used for average salaries up to \$5,000, while $1\frac{1}{2}$ per cent is used in all others. In the above case, the annuity would be computed by taking $1\frac{1}{2}$ per cent of \$5,000 and multiplying by 23 (the number of years of service) or \$1,725 per annum.
- Q. Why are payments for field purchases frequently delayed?
- A. Field purchasers fail to render sufficient assistance to the vendors in the preparation of the Form 1034 at the time the purchases are made. As a result, insufficient copies of the Form 1034 are submitted whereas the original and two copies are required to process the voucher for payment.
- Q. If an item of personally charged property is purchased in the field by means of Form 660, Expense Voucher or Petty Cash Voucher, need I advise the Property Management Branch in order that my personally charged records can be altered accordingly?
- A. An invoice, Form ACA-1660, with a personal incoming invoice number, must be prepared to cover purchases in the field, and the invoice should include the vendor's name on the "From" line ordinarily filled in with the consignor's name.

Send in your questions addressed to the Editor, Region Six News, Regional Office.

CAPITAL GLEANINGS

Pay Raise Merry-Go-Round:

The House has voted itself a recess until September 12, but not before reporting the committee action on its recently approved bill to give Federal employees a \$400 permanent raise retroactive to July 1. However, since this approval was given sans ailing Committee Chairman Murray (Democrat of Kentucky), who favors a \$300 per year raise temporary for two years only and not retroactive, the bill seems destined for reconsideration.

Meantime, the Senate is rocking along with its 8.4% increase, and on the sidelines, the Administration is rooting for a 6.97% increase "as a bare minimum". It is passing the word along that it would go with a bigger raise if Congress sees fit to.

Economic Stabilizer Eric Johnston recently told Congress that the new national wage policy would permit Federal employees raises up to 11 3/4% to match living costs since 1951. He scoffed at the idea that Federal employees should get smaller raises than other groups. He said, "We can't let.....Federal employees....feel that they are the lost tribe of forgotten souls."

Boiling it down, the House and the Senate both must adopt one or the other measure before we can begin counting the money--and there's going to be a bit more juggling by both the House and Senate before common ground is reached.

Annual Leave:

In the meantime, the President is expected to sign into law the so-called Douglas Amendment cutting your annual leave to a flat twenty days a year, retroactive to July 1. However, the fight for the graduated system (previously explained on this Page) continues in Congress. The opinion is held in Washington circles that a graduated plan will retroactively supplant the twenty-day plan on or about October 14.

Budget:

The House-Senate battle over how Federal employment should be reduced, the Jensen Rider (prohibiting the filling of vacancies) or the Ferguson Amendment (cutting Agency payroll funds) has delayed action on a number of the Budget bills--including Commerce. (The Government is now operating on a Joint Resolution passed by Congress on July 30th, signed by President Truman on July 31 making temporary appropriations for the fiscal year 1952 through August 31, 1951). The compromise just reached will: (1) Reduce budgeted payroll funds by a flat ten percent; (2) allow the filling of only one out of every four vacancies until such time as personnel drops to ninety percent of June 30th strength. As it is understood here, not all Budget bills will carry the job-cutting rider, i.e., Defense Agencies; whether CAA will be excepted is not yet known.

Materials:

Newest wrinkle on the Controlled Materials Plan will establish priority on Defense Agencies priorities. In other words, the Defense and directly supporting agencies will have first call on materials. This is a departure from the "first come, first served" basis originally set up by the NPA. Announcement of the changeover is expected momentarily from the NPA.

RICHARD C. CHESMORE PASSES

The many friends of Richard C. (Dick) Chesmore will hear with deep regret that he passed away as a result of a heart attack on August 23, 1951. Dick was on relief assignment at Douglas, Arizona at the time of his death. He was born on September 13, 1908 at Portland, Oregon. In January, 1931, he joined the CAA as a Jr. Radio Operator and worked up the ladder in Airways Operations until 1942 when he transferred to the Maintenance Branch as a Sector Electrician. He was detailed to the U. S. Navy as an Airways Engineer in 1944 to help train Navy personnel in proper maintenance of CAA aeronautical aids taken over by the Navy in Alaska. During the Korean airlift Dick was loaned to the Ninth Region for ninety days. Our deepest sympathies go to Mrs. Chesmore in her bereavement.

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CHARLES A. BAKER VISITS R.O.

Mr. Charles A. Baker, Coordinator and Liaison Maintenance Officer of the Honolulu OFACS Facilities, visited the Regional Office August 8 and 9. Mr. Baker was enroute to San Francisco for his annual discussions with CLMO E. Mathews and due to Mr. Mathews' detail as Acting Chief, Facilities Maintenance Branch, delayed the San Francisco visit in order to discuss general problems with additional discussion to follow with Acting Communications Maintenance District Supervisor D. H. Walden and OFACS facility Maintenance Technicians in Charge.

Mr. Baker also visited the Los Angeles Radar installations and stated that Maintenance Technicians in Charge Barry and Brown were most cooperative in discussing technical, operating and maintenance practices. He also visited Mr. Herbert, acting as Supervisory Electronic Engineer, Communications and Landlines, Maintenance Section.

Mr. Baker returned to Honolulu on August 17.

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SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING
August 27, 1951

An Administrative Order has been drafted which provides for the use of the promotional appraisal factor in the Regional Promotion Plan. While this feature has been authorized in the RPP since its inception, it has never been implemented in this Region. Although the proposed procedure for use of the factor in the Plan has been generally concurred in by all concerned, some question as to when the forms should be completed has arisen. It was the consensus of those present that the forms should be completed at the time an individual submits a bid for a particular vacancy rather than execute forms for every employee at a certain time each year. It was recognized that problems may arise in some Divisions due to a delay in submission of the appraisal forms because of absence of supervisors in the field, or the possibility that one employee who has bid on a given vacancy may be in an acting supervisory capacity and therefore required to rate another employee bidding on the same vacancy. However, it was believed that these cases would be the exception, rather than the rule and could be solved as they arose. (Continued on next page)

Mr. Winger reported that we have thus far received no really valid objections from those queried regarding the Category I-L/MF Range Discontinuance Program at Fairfield, Thermal, Silver Lake. September 1 is the deadline for replies to be received.

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DEFENSIVE DRIVING

As the driver of your automobile or truck, you have only one control and that is over your own actions and the resulting actions of your motor vehicle. You have absolutely no control over weather or road conditions or over the actions of other drivers or pedestrians.

In addition, then, to your primary defense which includes obeying all traffic laws and avoiding mistakes in your own driving, you must set up a secondary defense which is just as important. That secondary defense which we call "defensive driving" is your only hope for accident-free driving. It involves the operation of your automobile in such a manner as to avoid the accident situations created by the mistakes of others and by weather and road conditions.

Defensive driving means yielding the right-of-way when, by all rules of the road, it is actually yours. It means an unbroken series of concessions to other drivers who are thoughtless, unskilled, or ignorant of the hazards they create. Defensive driving can also be called "defensive distrust". Every hand signal or indication by movement of the other driver's car is "taken with a grain of salt", and our actions are so governed as to maintain control of our vehicle in every occurrence.

Defensive driving includes defensive discretion, which is that little added measure of caution which prepares for the unexpected. For instance, when the driver passes near children playing, he is imbued with an attitude of defensive discretion whereby he limits his speed and alerts his reflexes to react momentarily in order to avoid hitting a child who may impulsively run into the street. Many, many are the benefits of defensive driving. Be on guard, take advantage of them!

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DIVISION HI-LITES

Facilities Division:

New Projects Started: New projects started since July 27 are as follows: Modernization and relocation of the INSAC equipment to new quarters at Elko, Nevada; replacement of ILS Glide Path and Localizer buildings for ILS modernization at Salt Lake City; relocation of SRA radio range at Camarillo, California.

Progress on Projects Under Way: Grading on the mountain top site for the Reno VOR relocation is completed and flight check made August 20 indicated location satisfactory for the permanent facility. Contract is being awarded for building construction and work should be under way next week. Grading preliminary to flight testing the new site selected for the VOR at Fort Jones is complete and the test gear is being moved in and set up for flight test. Radio equipment installations are nearing completion at the Las Vegas and Needles VOR facilities. Construction on the Mormon Mesa (Continued on next page)

VOR range is about 50% complete. The equipment installation is dependent upon availability of equipment from Santa Barbara VAR; Santa Barbara is currently scheduled for decommissioning September 15. Construction of new Glide Path and Localizer buildings and associated work for modernization of ILS at Fresno is nearing completion. Modernization and relocation of the tower equipment to the new structure at Oakland is nearing completion.

Projects Completed: Consolidation of the tower INSAC at Reno was completed and the new combined facility commissioned August 2. Modernization and relocation of the INSAC equipment into the new quarters at Red Bluff was completed. Tune-up and flight check of the Ontario VOR range was completed and the facility commissioned July 24. Modernization and relocation of the Air Traffic Control tower equipment in the new structure at Phoenix was completed. Relocation of the control tower and radar equipment was completed and all operations transferred into the new structure at Los Angeles.

New Projects Scheduled: Conversion of the Salinas VAR to a VOR type facility has been tentatively scheduled to start September 3. Decommissioning of the Santa Barbara VAR is scheduled for September 15, with dismantling to follow immediately thereafter. Scheduling of the INSAC relocation at Palmdale is being held up pending negotiation with the County of Los Angeles of a satisfactory lease for the new quarters. Building and grounds construction for the new VOR at Point Reyes will be scheduled as soon as disposition of the Navy danger area can be handled by the ACC Subcommittee. Relocation and conversion of the Paso Robles VAR range is being scheduled to get under way soon, and will be completed early in December.

Maintenance: Living quarters at Battle Mountain have been repaired and repainted. Electronics Inspector Zeigner, assisted by the MTIC's from Wendover, Lucin, and Elko, made a complete equipment check and retuned the range at Wells, Nevada.

Airways Operations Division:

Installation of VHF/ADF equipment at the Red Bluff Station was completed July 26. This is one of three being installed in the United States for test and evaluation purposes. Messrs. Breniman of W-380 and Fuller of 7-551 visited Red Bluff August 14 to observe operation of the ADF equipment.

The Red Bluff Communications Station was moved to new quarters on the second floor of the airport building July 31.

The Los Angeles Tower was moved from old quarters into the new cab on July 26, 1951. The new tower is 70 feet high, which is 20 feet higher than the old structure. Because of the move the radar ceased operation on July 27 and resumed operation on August 10.

Mr. Tom Dodson, representing W-385, accompanied Area Communications Supervisor Miller on a visit to various stations in Area 1 between July 26 and August 3 in connection with security communications.

Messrs. George Smith and Glen Simonson attended a conference of all Air Defense Liaison Officers at Seattle July 31, August 1 and 2. Matters discussed included standardization of the national format for control of electromagnetic radiations and aircraft in emergencies. (Continued on next page)

The Division Chief participated with the Regional Administrator and others as a member of a board to make personnel selections for the new Airways Operations Division organization. All Regional Office supervisory personnel in the Division were interviewed, plus seven or eight persons from field facilities.

Airports Division:

On August 14, the Chief of the Airports Division and the District Airport Engineer for Northern California accompanied the Regional Administrator to a meeting at Fresno, California, to discuss the proposed reactivation of the Fresno Air Terminal (Hammer Field) by the U. S. Air Force. This meeting was attended by General Emmett (Rosy) O'Donnell, Jr., Mr. Dickinson of the Office of the Secretary of Defense, Colonel Maddox, and a number of city officials and prominent citizens. The plans of the Air Force for establishment of a heavy bombardment base were discussed along with the probable effects on scheduled air carrier service and other civil aviation activities. There have been a number of previous discussions concerning this problem. The Air Force's final decision has not been announced. The Region has requested that the Airport Use Panel hold a hearing on the case.

Several studies have been made of the Long Beach traffic problem which is resulting from the great increase in test flying of new aircraft manufactured for the military services. Studies are continuing, to work out arrangements for additional taxiways, warm-up pads, and parking ramps, so that manufacturing test flying can be continued with a minimum of interference to normal airport operations.

The Happy Camp, California, Airport, constructed by the United States Forest Service, Department of Agriculture, under a Federal Aid Airport Program project, was officially dedicated by Congressman Clair Engle on August 5. Several Airports Division representatives attended this dedication. This is the first project of this type in the United States sponsored by the Forest Service.

On August 20, the Chief of the Airports Division and representatives of the Planning and Evaluation Division and of the Airways Operations Division met with the Commanding Officer of the Miramar Naval Air Station and members of his staff, and discussed the plans of the Navy for enlargement of this airport and the methods proposed for instrument operations. This development at the Miramar NAS requires a re-evaluation of plans for future construction of Montgomery Field as an air carrier terminal. Further studies are required to develop instrument procedures which will avoid conflicts between these two airports.

A survey has been made of the Arizona and Nevada District Offices to develop accurate work load factors for use in the Airports Division report to the Regional Administrator on its fiscal program for 1952. Similar studies are planned at an early date for the Utah and Northern and Southern California District Offices, as well as the three Branches within the Regional Office.

In order to compile statistics on the amount of ramp space and the time required for loading and unloading passengers, mail, and cargo at various terminal airports over the continental United States, gate position surveys were conducted at the following airports in the Sixth Region: Phoenix, Tucson, Reno, Las Vegas, Salt Lake City, Los Angeles, San Francisco, Oakland, Sacramento, Fresno, Monterey and Red Bluff. These surveys were conducted by the District Airport Engineers with the assistance of the Airport Traffic Control Towers, the airlines, and the Airport Management. (Continued on next page)

Aircraft Division:

After more than a year of discontinued use of automatic pilots in Convair 240 aircraft, tests have recently been run on a Sperry A-12 in order to get this automatic pilot reactivated. The results of these tests should be forthcoming in a report from Consolidated in the very near future.

An investigation is under way to ascertain the cause of the UAL DC-6B accident which occurred near Oakland on August 24th. To date no definite conclusions have been reached. Aircraft Division personnel are participating in this investigation.

An interim Type Board meeting was held to inspect the interior of the Lockheed Model 1049. Only a few minor items were found needing correction. The structural substantiation of the airplane has been completed and a T.I.A. authorizing ground and flight tests has been prepared. Flight tests are scheduled to start August 28.

Business Administration Division:

The duplicating function in connection with the revised Regional Warehouse Catalog has been completed. Thus far, 29 classes have been issued to holders of the Catalog, leaving a remainder of 23 classes for assembly and distribution.

Draft of Administrative Order No. 103 incorporating the promotional appraisal system as a factor in the Regional Promotion Plan has been completed and, after final approval will be issued.

Safety Operations Division:

Dr. Fred A. Ellis, Seventh Region Medical Officer, will be on duty in the Medical Office, Sixth Region, for a part of each month until Dr. Adams' return from military service. Dr. Ellis' first assignment to this Region was from July 30 through August 3, 1951 and he is currently serving as Regional Medical Officer here for the period August 20 through August 31, 1951.

Mr. Cornelio O. Lopez, Chief, Medical Records Section of the Washington Medical Division, visited the Regional Medical Office August 13-15, 1951, for the purpose of coordinating medical administrative procedures.

Mr. E. M. Mundy, Air Carrier Branch, Washington and Mr. G. H. Miller, Civil Aeronautics Board, arrived in the Regional Office August 6, 1951 to discuss proposed Civil Air Regulations, Part 64, concerning scheduled helicopter operation. Included in the discussion were Los Angeles Airways and Safety Operations Division personnel.

The following personnel met in the Los Angeles Regional Office July 25 to discuss certificate responsibility of various air carriers operating in the air lift and/or in the Sixth Region:

A. S. Koch, Regional Administrator, International Region
Ward B. Masden, International Region
L. W. Ashwell, International District Office, San Francisco
A. W. Wallsten, Deputy Chief, Air Carrier Maintenance Branch,
Washington

Due to existing operations, the following changes in certificate responsibility were

agreed upon:

1. The Sixth Region to assume full certificate responsibility for the Flying Tiger Line, Inc.
2. The Sixth Region to assume certificate responsibility for C.M.A. The International Region to transfer both Regional and District Office files to Los Angeles.
3. In accordance with Washington directives, the Sixth Region will not conduct en route inspections on Pacific Air Lift military contract operations unless specifically requested by the San Francisco IDO.
4. Inasmuch as the maintenance for Seaboard and Western is being done by Western Airlines in Los Angeles, the Sixth Region will monitor that portion of the maintenance as requested by the San Francisco IDO.

The first annual renewal of Part 42 and 45 certificates has been completed, and, at the present time 150 air carrier and commercial operators are currently certificated under Part 42 and Part 45. Thirty-six operators failed to renew their operating certificates due to changes in operations, discontinuance of business, etc.

Approval was granted California Central Airlines for the operation into Edwards Air Force Base (near Muroc, California) as a flag stop on its present Burbank to Inyokern route segment.

Flight Operations Agent William B. Perry has been assigned to the Aeronautical Center for approximately thirty days as instructor of the C-2 Air Navigational Aids and Operations Inspection Training and Refresher course, commencing August 20, 1951.

Western Air Lines operations were completely curtailed for about two weeks, due to a strike by the mechanics. Following the conclusion of the strike, a period of about one week was needed to resume all schedules, which are now normal. During the strike, sufficient mechanical personnel continued on the job to keep the Seaboard and Western air lift aircraft operating.

In addition to participating in the discussions with the International Region on the division of responsibilities and issuance of waivers to operators on the air lift, Mr. A. W. Wallsten visited our various air carrier offices and air carrier bases.

Mr. M. H. Griffith reported to the Burbank District Office with an assignment relating to maintenance of electronic equipment of carriers based in that area.

Maintenance personnel of the Los Angeles District Office were assigned to the Long Beach Office to aid in the inspection of aircraft entered in the Women's Air Derby.

Personnel in a number of the District Offices are working overtime to accommodate as many applicants for new airman identification cards as possible prior to the deadline date of September 1, 1951.

Safety Operations Division program objectives for the fiscal year 1952 were developed and distributed to all our District Offices.