



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. IV, No. 10

OCTOBER 1, 1951

AGRICULTURAL AVIATION: BOON TO FARMER AND PILOT

This agricultural flying business isn't some new, post-war fad resulting from a mixture of harum-scarum pilots and surplus aircraft. Rather, the growth and development in this segment of aviation has been a story which closely parallels that of the aviation industry itself. It is true, however, that World War II surplus aircraft and former military pilots have contributed a great deal toward the role which agricultural aviation now plays in our farmer and aviation economies.

To gain a little more insight into agricultural aviation, we talked to Phil J. Murray up Oxnard way. Phil has been in aviation for some 25 years, 20 of which have been in agricultural aviation. We wanted to know something about the trials and tribulations of the agricultural operator — not the kind of information you can get by reading the CAI's, aviation magazines, and what have you.

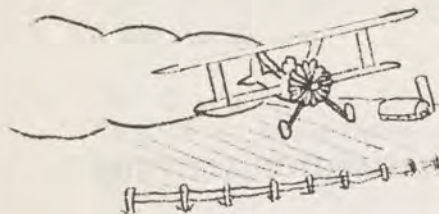
Phil, who now operates off the Oxnard-Ventura airport, learned to fly up in Marin County, North of San Francisco. In 1930, he joined Curtiss-Wright as a duster pilot, working largely in the Sacramento, Santa Clara, and Salinas Valley areas. The season was short and consisted essentially of dusting vegetables with sulphur, copper and arsenicals.

In 1931, they started experimenting with sprays, which broadened their scope of operations into orchard work. Later, in 1931, Phil went with the Independent Crop Dusting Company, based in the San Francisco Bay area and with an area of business about the same as Curtiss-Wright. He remained with Independent until 1934, at which time, he went on his own, basing in Marin County and for the most part, working the Sacramento and San Joaquin Valleys.

Business brought Murray to Oxnard in 1935, and he has been there ever since. Until recent years, there were comparatively few agricultural operators and not many growers interested in their services. Accordingly, in order to survive, it was necessary to cover large territories, and Murray, like the rest, sought and accepted jobs far from Oxnard. The development of new chemicals during and directly after the war, plus an increasing acceptance by growers of the economy and advantages of air applications, has permitted Phil to shrink the circle of operations pretty much to the Oxnard-Ventura area. (Continued on page 6).

INTRODUCING~ BILL MARSH

CROP-DUSTING PILOT & PRESIDENT, MARSH AVIATION CO., INC.



Times have changed! Back in the barnstorming days of 1928 when aviation was struggling to establish its grass roots, genial Bill Marsh learned to fly at \$25 per hour. With precious dollars painstakingly saved from such jobs as a mechanic assistant and gas boy, 19-year old Bill acquired 4 hours and 15 minutes of instruction time to solo in an OX5 International.

Today--42-year old Bill Marsh, with approximately 6,000 hours in the air, is a recognized leader in the development of private aviation in Arizona and adjoining western states. As President of Marsh Aviation Company, Inc., headquartered at Phoenix, Arizona, and with branch offices in Yuma, Arizona, and Walla Walla, Washington, he directs its extensive crop dusting operations which in the past have been conducted in almost every state west of the Mississippi. During the month of September alone, aerial crop control operations were conducted in Arizona, Washington, West Texas, New Mexico, California, Idaho, and South Dakota.

Bill's activities also include memberships in the Aviation Development Advisory Committee; the National Security Resources Board, Air Transport Mobilization Survey, Task Group C, pertaining to industrial, business, and agricultural aviation; Flying Farmers of America, and the Maricopa County Sheriff's Air Posse. Bill was first President of the Arizona Crop Dusters Association--first President of the Arizona Aviation Trades Association--and is, at present, Chairman of the Arizona State Aviation Authority and Vice-President of the Agricultural Division of the N.A.T.A.

He first began his aerial crop control operations in 1936 by purchasing a Hisso Lincoln Page converted duster for use in the central California agricultural valleys. In this and subsequent airplanes, he flew "on his own", instructing, dusting, and charter flying until 1940 when he became associated with Southwest Airways, Inc. as Director of Training and Chief Pilot. In 1943, he opened his own War Training Service Program in Tucson, Phoenix, and Minden, Nevada. During this war period, Bill estimates that he supervised the training of approximately 15,000 student aviators.

Crop dusting illustrates a different phase of the aviation industry. It has evolved relatively rapidly from the experience that aircraft have proved most adaptable for this work since even the best-equipped ranches do not have, nor can they afford, enough ground equipment to duplicate what a single airplane can accomplish in one hour. For example, under average conditions, one aircraft is capable of spreading 4,000 pounds of insecticide per hour. Ten aircraft, in one four-hour operation, can spread 160,000 pounds of dust, 20 pounds to the acre, over 8,000 acres. (Continued on page 23)



REGIONAL ADMINISTRATOR'S COLUMN

The month of September has been an unusual month because of the financial situation which affects all of those Government agencies whose appropriations for 1952 have not yet been passed by the Congress. These agencies were authorized to expend funds during the first quarter of this fiscal year at a rate not exceeding that expended in the first quarter of fiscal '51.

In order to ensure that we would not exceed this rate it was necessary to keep accurate account of expenditures as they accumulated during this quarter, and particularly during the month of September. In fact, it was necessary to effect some economies because we are actually operating more facilities in the first quarter of this year than we did a year ago. Consequently, it was necessary to curtail travel, operation of aircraft, and other types of expenses subject to control, in order to continue the operation of all facilities with the existing complement of personnel. With the cooperation of all concerned, we have remained within the dollar limitations placed upon us.

Latest information from our Washington Office indicates that we might expect final action on our Appropriation Bill within the first ten days of October. Immediately following such action we will advise all concerned of the work program which appropriated funds will make possible for the remainder of the fiscal year.

In spite of the necessity for strict economy of operation, we have made progress toward the accomplishment of several objectives. We have completed our analysis of the Low-Medium Frequency radio range discontinuance program in accordance with the policy approved by the Air Coordinating Committee. Our recommendations will be presented to the Regional Airspace Subcommittee on October 12. These recommendations include our proposed list of some 13 ranges which will be operated on an increased power basis during the interim transition period.

We finalized as much of the VAR conversion program as will apparently be possible during this fiscal year. This program includes the discontinuance of the Santa Barbara VAR already accomplished, and the conversion of the Winslow and Phoenix VAR's coincident with the establishment of an "H" facility in the vicinity of Payson. We may be able to obtain concurrence for the discontinuance of the Paso Robles and Salinas VAR ranges before the end of this fiscal year. However, the remaining VAR's along the Las Vegas-Denver route will be deferred even longer because of the fact that there are no other type navigational aids along this airway and some of the operators using it will not be equipped to utilize the omni ranges for some time to come.

We have received the authorized grade structure for the combined Tower/INSAC facilities, and this program, at least for Las Vegas and Reno, will be finalized as soon as the interim training period is completed.

We are anticipating the "green light" from Washington on placing in effect the integration organization of the Airways Operations Division in the Regional Office. By the middle of October, we should be in full operation under the new plan.

Aviation Safety is facing some organizational readjustments, but we will discuss them more fully when we receive the detailed information which we understand will be forthcoming from Washington shortly.

EMPLOYEE SUGGESTIONS FOR WHICH AWARDS HAVE BEEN GRANTED

6-353	Homer E. Ackelson	Certificate of Commendation	For suggesting that Airways Operations personnel be reminded that CAA circuits are not to be used for sending Christmas messages.
6-369	Nathaniel T. Riddle	\$50.00	For suggesting that signal color strips be painted on portable traffic lights used in Airport Towers for simple operation and greater safety.
6-345	Marie L. Deatherage and William H. Roberts, Jr.	Certificate of Commendation	For suggesting that a Card Type Filing Index be kept on all local pilots at small stations to assist in air search and rescue operations and to facilitate filing of flight plans.
6-351	Jesse C. Skow	Certificate of Commendation	For suggesting, as a means of paper conservation and savings, that old loose-leaf desk calendar pads be used as scratch pads.
6-343	Allen H. Barr	\$25.00	For suggesting and preparing (1) a reference book of sample forms to be used in the Safety Enforcement Program and (2) a manual of pleadings covering the more commonly violated Civil Air Regulations.

CAPITAL GLEANINGS

Here is the legislative situation as the Sixth Region News goes to press:

The pay raise has passed both the House and the Senate and Senate-House conferees have been selected to iron out the differences. They are expected out of conference by the end of the week, and by press time, it is expected that announcement of the finalized bill will appear in your newspaper.

Here is the prognosis: We will get a pay raise with predictions favoring a straight ten percent raise with no increase less than \$300 and none more than \$800. The Administration favors the percentage formula which means that President Truman would unhesitatingly sign such a bill if presented to him. The surprising part to many of us is that the House and the Senate both voted to make the raise retroactive to July 1 (effective as of the first day of the first pay period which began after June 30.) Unless there is an upset in the conference, and this appears unlikely now, the bill will carry the retroactive provision.

Some interesting amendments were offered during the House hearings. For example, the provision authored by Representative Corbett of Pennsylvania which would have required non-defense agencies to absorb the entire cost of raises for their employees. This was defeated in a very close vote, 118-117. If passed, officials estimated that roughly 20 percent would have been fired in order that there could be raises for the remainder. One of the most provocative amendments was that offered by K. St. George of New York which would put Federal salaries on an escalator basis. Under the plan, employees would have been given the \$400 increase approved by the House, but, in addition, an extra \$50 per year for each one point rise in the cost-of-living index in any six-month period -- and a corresponding pay cut for each one point drop in any six-month period.

Representatives savored of this morsel and found it to their liking apparently, for it evoked considerable debate, being defeated in a close 90-103 vote. It's the guess now that we'll be hearing more of this plan in months to follow.

President Truman recently signed into law the flat 20 day annual leave bill to be effective October 14, 1951. The graduated leave measure is now in Senate-House conference and appears certain of approval, to be effective January 6, 1952. If signed into law it will retroactively void the flat 20-day plan which means that we will go back under the old 26 day plan and continue to so operate until January 6.

Supervisory Selection. This is getting an increasing play in recent weeks. Seems as though the hit and miss processes of many agencies are being supplanted by methods directed toward improving supervisory selections. Chairman Robert Ramspeck of Civil Service Commission recently declared, "It is no longer sufficient to select men and women for Government service because of whom they know. It must be done on the basis of education, ability and character. Merit must be the test."

CAA's "MOTHER EKKER"

The CAA has many stations located in isolated and little-known sections of the United States. One of these is the Communications Station and Intermediate Landing Field near Hanksville, Utah. The seven CAA families at the station are dependent upon the people and facilities at Hanksville for any emergency needs or social activity.

The little village of Hanksville is a community in southeastern Utah about fifty miles from any major U. S. highway or town of any size. The town really could be renamed Gibbonsville or Ekkersville, as most of its inhabitants are descendants of these two families. One of the leading citizens of the town is Mrs. Edna Ekker (nee Edna Gibbons), who runs the little hotel and store. Mrs. Ekker has been a "mother" away from home to traveling CAA personnel who have stayed at her hotel when visiting Hanksville in connection with their official duties. She specializes in good home cooking and even bakes the bread which graces her table.



MRS. EDNA EKKER, RIGHT, CHARLEY GIBBONS, SEATED,
(NOTE GUEST REGISTER)

notes of the chase and the capture. In Grey's book, Charley Gibbons and his daughter, Mrs. Edna Ekker, were the leading characters. The names used were fictitious, but the essential parts of the story were based on fact.

Hanksville, during the 1890's, was the hideout of a large number of famous outlaws, such as Butch Cassidy, Matt Warner, Blue John, Silver Tip, and others. These men all traded at Charley Gibbons' store. They outnumbered the local citizens, and it was healthy to stay on friendly terms with them. For this reason, Charley Gibbons became well acquainted with the outlaws and was later able to supply background information to Zane Grey for his novel "Robbers Roost".

Charley Gibbons today is still going strong as a miner for uranium, vanadium and gold. He and his sons mine the uranium-bearing petrified logs of the adjacent hills. Thus, at an age when most men are content to be inactive, Charley is making his contribution to the infant Atomic Age.

As you can see, the CAA people have some interesting neighbors and friends in Hanksville. In a way, the Ekkers and Gibbons are a part of the CAA family. One of
(Continued on next page)

Mrs. Ekker is ever ready to entertain her guests with stories and pictures of the history of Hanksville and has a small museum in her collection of Indian relics, minerals and stones collected through the years in the adjoining hills.

The town and the people of this community have had as colorful a history as anyone would desire. Mrs. Ekker and her father, Charley Gibbons, a vigorous gentleman of 92, have themselves been characters in two Zane Grey novels. Charley Gibbons is the man who captured the famous stallion "Wildfire", which inspired Grey to write his book about the capture. Grey spent several days making

Mrs. Ekker's daughters is married to Larry Cheskaty, Airways Maintenance Technician at La Mesa, California.

Mrs. Ekker has a guest register at her store which she started as a hobby. At the present time, she has over 12,000 signatures, including such people as John D. Rockefeller, Jr, Governor Lee of Utah, and many CAA people.

Mrs. Ekker is a trained nurse and has brought many a child into the world in this isolated community, and she is the first one notified if anyone is sick or injured, as the nearest doctor is 128 miles away in Price, Utah.

Geological groups, miners, ranchers, CAA people and men in all walks of life have found the Ekker's store and hotel to be a haven in this hidden-away section of Utah. Recently, a DC-6 with 35 passengers made an emergency landing at Hanksville. These people, who were looking forward to a dreary wait for a relief ship, were royally welcomed by the gracious Mrs. Ekker, who took them into her little hotel and restaurant and fed and entertained them. When it came time for the stranded travelers to leave, all expressed their desire to return and said they had never experienced such an interesting and entertaining eight hours.

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YOUR CREDIT UNION REPORT

It is amazing how the Credit Union grows. Banks with bronze signs out front boasting of deposits of \$100,000 are well within the memory span of many members of the Credit Union. Yet these banks had struggled for years to amass that total.

The Credit Union is just a baby - not quite two years old. Yet its deposits total over \$208,000 and it is paying interest on a \$16,000 loan from another Credit Union. Couldn't meet the demand for loans. \$216,000 is out in loans, earning dividends for the depositors. And the interest on that \$16,000 could be going to depositors, if they would just get a few more members or deposit that extra \$10 each pay day.

Workload (heard that before?) had increased to the point where additional personnel or a change in the method of keeping records, were needed. So, after long and serious discussions, the Board of Directors, with concurrence of the Supervisory Committee, decided that a new method of keeping records would be the most economical solution and authorized the purchase of a machine, which permits three entries to be made at once; a special quick reference file cabinet for the individual account cards, and enough new forms to last about two years. The machines cost about \$500 and the printed forms about \$225. That's quite an expenditure? Yes, but it will not affect the dividends to any extent, since the cost of the forms is charged off over a period of two years and the machine and file over a period of ten years. This is considerably less than the salary of one clerk.

The new records go into action January 1, 1952, and your present pass book will be replaced with a simple, folded sheet. When your deposit, loan or payment is entered, it is simultaneously made on the ledger card and a cash record of all entries will be identical that way.

Won't be long until this year's dividends will be figured. Last year, it was 4.8%. Looks like this year it won't be far from that. Where can you get more and be safe?

Agricultural Aviation (Continued from Page 1):

Today, Murray's organization has five pilots, one mechanic, and three helpers at his Oxnard location. Aircraft-wise, they use four Stearmans, three N3N's, and one Travelair. Two salesmen contacting growers keep the "sales" end up. Since 1948, Murray also has been operating in Hawaii as Murray Air, Ltd. There, they now have five airplanes and one helicopter working the pineapple and sugar cane crops.

From experience, Phil believes that it is best to sell application only, letting the grower decide upon the material to be applied. He reasons that he is not in the chemical business, and accordingly, not in a position to recommend and guarantee results. Growers obtain their advice in this regard from the suppliers, though Murray, if asked, will suggest materials with which he is familiar and is reasonably sure of results. He figures that the farmer can and will blame poor application, rather than the material, if desired results are not obtained. By letting the farmer assume the responsibility for selecting the material, a lot of headaches are avoided. Not all agricultural operators agree and many handle material sales too.

For those jobs in the Oxnard area, established landing fields are used. If some field other than Oxnard is to be used, a pick-up truck and a couple of helpers will go out to help with loading operations. Using loaders gives pilots a break while on the ground and has been found to be the most satisfactory method for handling toxic materials, such as parathion. Though some operators are skittish about using the newer toxic materials, their effectiveness and grower demand has made it mandatory to apply it in order to compete. Phil has found that the hazards are minimized if handling instructions are carefully followed.

The business still has seasonal characteristics, with a definite slump during the winter months. To fill in the "gap", Murray last year took on some cloud seeding jobs, using both silver iodide and dry ice with good results. He intends to do more with this newer aspect of commercial aviation this winter.

Phil finds life as an agricultural operator a good one. No problem is ever the same; each requires a different solution - a different approach. With the chemical companies discovering new and better materials every day, agricultural aviation is becoming increasingly important to the farmer. The old problem of "drift-off" (damage to adjacent crops or livestock) still haunts the operator; however, through experience and judgment, he has learned how to avoid this bug-a-boo.

Though surplus aircraft have been a great help to agricultural aviation, the idea of a specially-designed airplane such as CAA's AG-1 meets with their approval. Murray is looking forward to seeing the AG-1 and examining its characteristics when it visits the Oxnard-Ventura Airport early in October.



Personnel Pipeline

Revision of CAA Policy and Procedure Governing Deferments and Release of Employees to the Air Force:

In the past, it has been the policy of the CAA to request deferment of all reservists in critical and key positions regardless of whether the reservist acquiesced in the request. It has also been our policy to appeal from decisions of field commands where delays have been denied. In the future, the policy with respect to Air Force reservists will be:

- (1) A deferment or delay of the recall of any reservist occupying a key or critical position will be requested, regardless of whether such reservist acquiesces in the request.
- (2) If the request is denied by the field command, the decision will not be appealed unless the reservist has acquiesced in writing to the request.
- (3) If a delay of less than 180 days is granted (179 days or less) appeal will be forwarded immediately upon receipt of such delay. If it is not approved, a further appeal is to be submitted approximately thirty days before the effective date of call-up. The objective of our request, of course, is to obtain cancellation of orders or a deferment of sufficient length of time to permit training a qualified replacement. Unless a delay of more than 179 days is granted, in the majority of cases, the orders are not cancelled but the reporting date merely postponed.

New Titles for Airways Operations Personnel:

We have been advised by Washington that new titles have been approved for the following positions:

<u>From</u>	<u>To</u>
Airport Traffic Controller	Airways Operation Specialist (Airport)
Air Route Traffic Controller	Airways Operation Specialist (Air Route)
Aircraft Communicator	Airways Operation Specialist (Communications)

Accordingly, all titles of personnel now assigned to these positions are being changed on the records. Employees will not receive individual personnel actions reflecting this change. (Continued on next page)

New Qualifications Standards for Airways Operations Personnel:

New qualifications standards for recruitment and promotion of Airways Operations Personnel have been received. This information will be released to the field as soon as time permits.

FATAC Report:

The Federal Airways Technical Advisory Committee Report on the organization and classification of CAA Electronics Maintenance positions has been received. The writing of this report completes the committee's assignment which began a year ago and which involved the careful study of factual data pertaining to this subject. The object was to determine the full needs of the present and future maintenance organization for professional work and how to determine which of its personnel are qualified to do this work. Over 100 meetings were held during the past year. Information and advice were obtained through questionnaires and through interviews with many people in and out of the maintenance organization, including representatives of the Civil Service Commission, Air Navigational Development Board, the Department of Commerce, and several private concerns now engaged in the production or maintenance of equipment of comparable complexity to that used or projected for use by the CAA.

It will be of interest to Facilities personnel to know that in this report it was conceded that certain portions of the work now being performed by technicians may be credited as professional. It was recommended that this work be segregated in such a manner that credit may be given for it. It was also the opinion of the Committee that many technicians are capable of performing professional work and it was recommended that an opportunity be given these men to demonstrate their ability through a screening examination designed to determine actual professional experience and mastery of basic engineering theory and concepts.

It is apparent from the Committee's findings and recommendations that some constructive work is being done on the problem of qualifications standards, professional versus non-professional. Every effort is being made to protect the general interests of experienced employees now serving the CAA, commensurate with the present and future needs of the Federal Airways System.

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PERSONALITY OF THE MONTH

Grover Austad

We've heard that most "fish stories" are phoney and without foundation. In the case of Salt Lake City's Air Traffic Controller Grover Austad, he has a United States patent to verify a bit of the validity to his stories. Austad has alternately been recognized for his versatility as a Controller, inventor, fisherman de luxe --- and as a stenographer. Strange combination, eh! All of them, however, fit right together in their proper spots.

Austad has been an outdoorsman since childhood, and hasn't been inclined to leave it off his menu as the calendar pages flipped by. He was born on the shores of Bear Lake in Idaho and can't remember when he wasn't connected in some capacity with fish-
(continued on next page)

ing and hunting.

Not only has he engaged in enjoying the fishing sport, but he has also been unusually active in improving the art. One of his greatest claims to glory is his invention of a detachable dry fly which has had a material effect on revolutionizing the fly-tying industry. He was several years in the process of perfecting this labor-saving and money-saving device which went into commercial production back in May, 1941. It's simple, but ingenious. Actually, it's little more than a bent pin adorned with feathers, attachable to and detachable from the "mother" hook. But it really does the job.

Other of his inventions include an eye and glasses protector for sportsmen; an all wood "marless" mop (useful during war time metal shortage); a flight progress board design which was adopted and used as standard practice for Air Traffic Control Centers throughout the country just previous to the present Pittsburgh Board System. He also recently designed a new type of "Facility Outage Indicator" for use on flight progress boards.

Grover is currently Secretary-Treasurer of the Utah Wild Life Federation - an honor which came his way as a result of his well-known contributions to the fishing and outdoor life of Utah.

He joined the CAA in 1938 as a Stenographer at an Air Traffic Control Center with a background of experience in Army Finance work. As a Center Stenographer located adjacent to the control board, he became interested in the operational side of the Center's work. His real opportunity came in 1942 when he qualified as an Air Traffic Controller Trainee. His interest and fascination with this type of work is obvious by the various suggestions and ideas for improvement which he has submitted. He was first assigned to duties in the Salt Lake City Center in October, 1942.

Although he is not a Certificated Pilot as yet, Austad is fascinated with flying notwithstanding a couple of harrowing experiences.

He is married to the former Maxine Elna Bonnell, formerly of Provo, Utah.

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"PRESCOTT CAA GROUP AT AIRPORT GUIDES THREE LOST AIRPLANES
TO SAFE LANDINGS"

"Prescott's CAA communication station again proved its value over the weekend -- (August 18-19) -- as three lost airplanes were guided to safe landings at the Prescott airport.

"Furnishing the flight assistance service and handling the radio microphone while talking the lost planes into the airport was Ray Shire****.

"At least 500 similar emergencies have happy endings each year, thanks to such flight assistance service as provided this weekend by Ray Shire. In just the CAA's Sixth Region alone, since January 1951, there have been 59 instances in which 173 lives and an estimated \$17,302,000 worth of property were saved. The dollar value of the airplanes alone involved in the three assists by Shire is estimated at \$35,000.***"

PRESCOTT (ARIZONA) EVENING COURIER
8-21-51

CAA AGRICULTURAL PLANE

The CAA agricultural plane, AG-1, the first airplane designed for agricultural flying, will be demonstrated in California and Arizona, September 29 through October 13. The aircraft affords excellent pilot vision, especially forward, over the sloping nose. The plane has superior performance in take-off and landing, and in carrying heavy loads. The thick, high-lift wing, the full-span slotted flap, and the slot-lip ailerons are important elements in obtaining good performance.

The experimental aircraft is being tested under all conditions, in certain areas of the country where agricultural interests will have an opportunity to view and fly the aircraft. The aircraft will then be returned to Texas A & M College, who designed and built it, for final modification before the detailed plans and specifications are made available to any manufacturer who wants to build and sell the aircraft. It will not be produced by the CAA.

The following is the demonstration schedule of this aircraft in this Region. It will be available for viewing, demonstration and familiarization, from 10:00 a.m. to 2:00 p.m. local time, at the places and on the dates indicated below. Inclement local weather or operative circumstances may necessitate cancellation or change in this schedule, in which case every effort will be made to notify interested persons, through the airports involved, or local news outlets. If additional information is desired, contact the local Aviation Safety District Office of the CAA:

<u>DATE</u>	<u>LOCATION OF DEMONSTRATION</u>	
September 29	Chico, California	Chico Municipal Airport
September 30	Salinas, California	Salinas Municipal Airp.
October 1	Davis, California	University Airport
October 2	San Jose, California	Reid-Hillview Airport
October 4	Modesto, California	Modesto Municipal Airp
October 5	Fresno, California	Fresno Air Terminal
October 6	Bakersfield, California	Kern County Airport
October 8	Oxnard, California	Ventura County Airport
October 9	Santa Ana, California	Orange County Airport
October 10	Imperial, California	Imperial County Airport
October 11	Yuma, Arizona	Marsh Airport
October 12	Phoenix, Arizona	Sky Harbor Airport
October 13	Phoenix, Arizona	Paradise Airport



QUESTION BOX?



The following questions concerning the Regional Promotion Plan were submitted by a group of employees at one of our field facilities. We encourage the submission of such questions and appreciate the opportunity to answer them through the medium of the Question Box.

Q. What non-professional positions within the Sixth Region require a college degree for entrance?

A. There are no non-professional positions which specifically require a college degree for entrance. Virtually all position requirements allow some substitution of college education for general experience but a college education is not mandatory.

Q. Who determines what numerical values are to be placed upon the various elements of qualifying experience?

A. The Chief, Personnel Branch has been authorized to determine the numerical value in accordance with the formula outlined in A. O. 103. The Personnel Branch, however, works with the operating Divisions in determining the various elements or types of qualifying experience.

Q. Why is non-related education given a constant credit level against a diminishing credit level for experience when the job qualifications for employment in certain non-professional jobs call for experience as a primary requisite and allow substitution of education for part of the experience only?

A. As we interpret the educational factor under the promotion plan, any education which the individual has obtained is scored as "bonus" credit and supplements the employee's experience and job performance record. "Bonus" or collateral credit of this type is quite common in civil service examining procedures. To illustrate, the possession of certain types of certificates (e.g. commercial pilot or aircraft communicator certificate) were awarded added value on the recent Air Traffic Controller's Examination. The possession of such certificates is not mandatory for an Air Traffic Controller position, but is regarded as helpful to the controller in the control of air traffic. By the same token, education, regardless of when obtained or what subject matter taken, is regarded in the same category. Because of the almost impossible task of defining what education is directly related and that which is not directly related, it was deter-

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mined that any supplemental training, whether in universities, colleges, training schools, correspondence schools, or extension schools, was helpful to the individual and, as such, should be given reasonable recognition. There is a limitation of a maximum of ten bonus points for education. Until the promotional appraisal factor was recently introduced, the educational factor constituted a maximum of 18% of the total obtainable RPP score. By use of the promotional appraisal factor, education now constitutes a maximum of 10% of the total obtainable RPP score.

- Q. Why have not employees below grade GS-11 been given the advantage of a promotional aptitude rating?
- A. This feature has been added to the Regional Promotion Plan effective September 16, 1951. Research on the appraisal rating was started several months ago, culminating in the appraisal plan recently adopted.
- Q. Why have employees been denied the privilege of voicing an opinion concerning the Regional Promotion Plan?
- A. Although no formal survey has recently been made concerning the Promotion Plan, it was widely circularized before original adoption and employees have not been denied the privilege of voicing their opinions concerning the plan. Employees are encouraged to express their opinions either individually or collectively concerning any phase of the plan at any time.

* * * * *

- Q. If I had 40 days annual leave to my credit on January 1, 1951, and took three days during the calendar year, what is my leave balance at the end of the calendar year 1951 and do I have to take any leave by June 30, 1952?
- A. You had accumulated 40 days by January 1, 1951, and will accrue 23 days during the calendar year 1951, and used 3 days, making your carryover 60 days at the end of the calendar year. You will need to use 20 days by June 30, 1952, or lose same. In other words, leave earned during the calendar year 1951 may be added to your balance at the beginning of the year to reach your maximum allowable; however, any portion of the 23 days earned remaining untaken as of the close of the calendar year must be expended by June 30, 1952.
- Q. If I had 45 days annual leave to my credit on January 1, 1951, and took 3 days during the calendar year, what is my leave balance at the end of the calendar year 1951, and do I have to take any leave by June 30, 1952?
- A. You had accumulated 45 days by January 1, 1951, will accrue 23 days during the calendar year 1951 and used 3 days, making your balance 65 days at the end of the calendar year. Since the maximum carryover to the new calendar year is 60 days, you lose 5 days, making your carryover to January 1, 1952, 60 days. You will need to use 15 days by June 30, 1952, or lose same. In other words, you took 3 days of the 23 earned, lost 5 at the end of the year, leaving you 15 days to be taken or forfeited by June 30, 1952.

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- Q. If I had 60 or more days annual leave to my credit on January 1, 1951, how much leave must I take by December 31, 1951?
- A. You must take 23 days during the calendar year 1951 or forfeit the amount unused.
- Q. If I have ten days annual leave to my credit on January 1, 1951, how much leave must I take by June 30, 1952?
- A. It would be necessary for you to take 23 days annual leave by June 30, 1952.
- Q. If an item is received by direct shipment from a vendor, but no copies of purchase orders are on hand or are received in a reasonable length of time, how should I report the receipt of the item?
- A. A memorandum incoming invoice, Form ACA-1660, should be prepared, indicating the vendor as the consignor. This invoice should be plainly marked "Memorandum Copy" and forwarded to the Property Management Branch, 6-599.
- Q. Why are terminal leave payments to separated employees frequently delayed?
- A. Delay is caused by: (1) Failure on the part of the employee or the time and attendance clerk to submit final Form 1130 immediately after the last day of duty; (2) Failure on the part of the employee to return all items of Government issue such as identification card, drivers license, transportation requests, working equipment, etc., for proper clearance; and (3) Failure to indicate forwarding address on the reverse of Form 52 for mailing salary check.

DIVISION HI-LITES

Airports Division:

The curtailment of travel has enabled the Division to get caught up with office work. Considerable time has been devoted during the past month in an endeavor to obtain steel for the Los Angeles International Airport project for construction of the Sepulveda Subway. Construction work will be shut down effective October 1, if no allocation for the fourth quarter is forthcoming.

In regard to allocation of controlled materials, DPA has been making allocations to the CAA for Civil Airport Construction in terms of total quantities for the entire program. This procedure has been revised and DPA will now make allocations per project per quarter. The regional offices now must estimate in advance the requirements for each project. The projects also are given a priority number, the higher numbers being those projects which are most directly related to defense efforts. At the present time, this office is preparing an estimate of materials required starting with the second quarter of 1952 through the first quarter of 1953, calendar year.

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Except for projects using a very minimum of controlled materials, approval must be obtained from the Office of Aviation Defense Requirements for each project after October 1. We have been advised that projects will not be authorized unless critical materials can be allocated to the project. Therefore, an authorized project will provide some assurance to the Sponsor and the contractor that allocation of critical material will be made.

Agreement has been reached that the approach light system at the San Francisco Airport shall be the centerline type. It is hoped construction toward this end can be commenced within the next few months.

Due to a redesign of piling made to conform with the allocation of steel shapes and tonnage as made to the sponsor by the Office of Aviation Defense Materials, the contractor was able to commence construction of the San Francisco Airport terminal building on September 12, 1951. Estimated date of completion is June, 1953. A 125 foot lead pile driver is enroute from New York for use on this project.

Facilities Division

VHF Ranges: All projects for which equipment is available in the current VOR program are complete with the exception of Mormon Mesa and Reno, Nevada and Fort Jones, California. At Mormon Mesa, installation crew headed by Communications Installation Supervisor Whitney is now installing the equipment removed from the Santa Barbara VAR. Wilson and Smith, contractors for the building construction at Reno, defaulted on their contract, and Civil Engineer Steene is proceeding with the work by short form contract and force account. Our plans for Fort Jones have been modified to eliminate the expensive road construction and the jeep road will be utilized until the new range has been proved to be adequate. Work on this facility is under way with Engineer Crenshaw in charge.

The conversion of the VARs at Salinas and Paso Robles have been deferred. We are proceeding with the conversion of the VAR at Winslow, Arizona and concurrently with this project expect to relocate and convert the facility at Phoenix.

Instrument Landing Systems: Crews headed by Communications Installation Supervisor Pardee and Radio Technician Ashby are presently working at Ontario and Santa Barbara respectively. We expect to have the localizer monitors in and ready for tune up and flight check by October 1. We still have not received the new glide path equipment and, therefore, this component of the installation will have to be made at a later date. Building construction, cable installation, etc. for the Burbank ILS is falling behind schedule and we are taking steps to have the contractor increase his rate of progress.

Camarillo SRA: Installation crew under the direct supervision of Radio Engineer Zeigner is now installing the radio equipment for the relocated SRA at Camarillo. This facility is scheduled to be commissioned initially as an "H" facility for a 30 day period. We plan to have the "H" facility operating on or about October 2 and to start dismantling the old range from the flight strip about October 5.

We are completing plans to decommission the Milford loop and Silver Lake SRA range as soon as clearance is received from the Washington Airspace Subcommittee.

(Continued on next page)

New Projects Assigned: Washington approval has been received for construction of an "H" facility at Payson, Arizona. Civil Engineer Frehse is now on the job conducting the site selection survey. This job will be undertaken by force account utilizing surplus buildings and equipment.

All coordination has been completed and we are now proceeding with the establishment of an "H" facility for the Air Force at Murrietta, California (March Air Force Base).

The portable VOR gear was set up and a test made for a Terminal VOR on the Marysville, California Airport with satisfactory results. This project has been included in our 1952 proposed budget.

New project assignments, since our last report, have been made for the installation of an additional VHF channel in ATC towers at Oakland and San Francisco, the establishment of separate VHF channels in connection with radar departure control at Los Angeles, and the expansion of the Air Traffic Control Center communications at Los Angeles, Oakland and Salt Lake City by the addition of a main standby transmitter with 4-channel control equipment. These projects are all dependent on delivery of equipment from Washington procurement.

Maintenance: Ed Becker, who has been functioning as Acting Chief of the Maintenance Branch for the past three weeks will return to his regular assignment at Phoenix on October 1, and Glen Thornburg will report to the Regional Office for a four week detail in the same position.

All inspection has been suspended for the past month due to lack of travel funds. A new procedure aimed at saving time and funds is being worked out to cover final and/or acceptance inspections.

Airways Operations Division

Work has been progressing on organization matters. The Administrator has issued General Orders 8, 21, 22 and 23 which establish the new Airways Operations Division in Washington in lieu of the old Air Traffic Control Division and Communications Division, with an effective date of September 16. Word is expected momentarily regarding the date the Regional Office reorganization of the Division will become effective.

All travel was suspended during the month of September due to the fund situation. No expenditure is being made unless it involves an emergency.

A review of the operations in the Los Angeles control area for FY 1951 has revealed some figures which are quite interesting. For the fiscal years 1947 to 1950, inclusive, there was an increase in delay times in proportion to the increase in the number of instrument approaches. During FY 1951, although the number of instrument approaches increased 3,347, there was a decrease in delay time of 121 hours and 6 minutes. Taking into account the delay time which would normally be expected for this increase in the number of approaches plus the actual decrease in delay time, it is roughly estimated that air space users operating in the Los Angeles control area were saved \$40,000 during the fiscal year 1951.

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On August 15, the Oakland Tower was moved from the old cab to the new tower structure which is 100 feet above the ground and approximately 45 feet higher than the old tower. The new cab was built in accordance with TSO-N13 and is quite satisfactory in all respects.

Arrangements have been concluded with the Regional Office of the U. S. Weather Bureau for NOTAM handling by Weather Bureau airport offices. Service will be inaugurated at Flagstaff, Arizona and Santa Maria, California as soon as CAA Regional Office personnel can visit the stations.

The monthly report summary of military aircraft movement message delays has been discontinued since it has served its purpose.

Aircraft Division

At the request of CAB investigator, Mr. Ralph Reed, aeronautical engineers Lippis and Gaines have been assigned to participate in an investigation of the causes of the accident to United Airlines' Boeing 377 (N32130). Also, Mr. J. K. Bulmer participated in the hearing held in San Francisco in connection with the UAL DC-6B accident.

A Type Board meeting has been scheduled for October 3rd on the Consolidated Vultee Model T-29B, and a USAF 689 Board meeting has been scheduled for October 8 in which CAA personnel have been invited to participate.

Flight tests on the Lockheed Model 1049 are being continued. It is planned to conduct stall tests on that aircraft to determine conformity with the new proposed CAB requirements. Mr. Maloy of the Washington Office is participating in these tests, together with personnel of this Division.

Mr. E. W. Gardenhire of Air Utility Cargo Co., North Sacramento, California visited this office to discuss method of certification of his proposed twin-engine, two-fuselage type aircraft under the provisions of CAR Part 8.

Safety Operations Division

Investigation has been completed on the United Air Lines DC-6B airplane, which crashed at Decoto, California, on August 24, 1951, and a report has been submitted to this office. Agent A. S. Ward of the San Francisco Aviation Safety District Office acted as CAA Coordinator in the investigation of this accident with Aircraft Maintenance Agent A. O. Edwards participating. The CAB hearing was held September 13, and 14 in Oakland, and was attended by the above Agents and Mr. Glen Woodmansee and Mr. B. M. Jacobs of the Regional Office.

Mr. W. N. Hudson, Chief, Flight Operations Branch, and Agent E. J. Jakobi have completed their investigation of the Los Angeles Airways S-51 helicopter accident, which occurred at Lynwood, California, on August 27, 1951, and a report has been submitted to the Washington Office. Indications are that there was a structural failure in the rotor head of the aircraft. Los Angeles Airways temporarily suspended service until all of the fittings, similar to the one which failed, were replaced with new fittings. On September 17, a second helicopter was placed in service making one-trip service available on all route segments and approximately sixty per cent service on the Airport-Post Office Annex route.

(Continued on next page)

Arrangements have been completed for conducting demonstrations of the agricultural airplane Model AG-1 within the Sixth Region. Because of the limited time, this tour will be conducted through the states of California and Arizona only, with demonstrations at places where agricultural operations are relatively large. Agent John P. Waage will accompany the airplane and conduct demonstrations. The tour will begin at Chico, California, on September 29 and end at Phoenix October 13. Numerous inquiries indicate this airplane will attract a large attendance of those interested in agricultural operations.

Instructions have been disseminated to the field concerning the policy established by the Administrator with respect to issuance of waivers for air shows. In the future, certificates of waiver will be issued "only when it is shown that such activities will contribute directly to the advancement of, and public confidence in, aviation," and under circumstances which insure full compliance with safety requirements.

Mr. W. B. Barnes and Mr. A. F. Notley of the Washington Office of Aviation Safety have been in the San Francisco Bay area for approximately ten days conducting a special survey of United Air Lines operations and maintenance at the request of the Administrator. They spent approximately four days, beginning September 20, in the Regional Office and the Los Angeles area. From informal discussions, it is our understanding that they have, to date, found no major deficiencies requiring corrective action.

On August 31, 1951, the Chief, Airman Standards Branch, conducted a joint Palo Alto-Oakland District Office conference, which was held in Oakland. This meeting was called to render interpretations and to discuss new private pilot examinations and various problems connected with airman activities. Enroute to and from the Oakland Aviation Safety District Office, the Chief, Airman Standards Branch, conducted a survey of student enrollment at various approved schools. It was noted that the majority of schools holding Airman Agency Certificates reported an increase in business over one year ago. This is attributed to the rush to enroll prior to the Veterans Administration July 25 deadline.

Due to budgetary restrictions during the month of September, the activities of this Division were affected as follows:

1. Travel, including itineraries, which involved per diem, was eliminated with the exception of emergencies.
2. Aviation Safety classes scheduled at the Aeronautical Center during the month of September and the first week of October were cancelled.
3. The periodic assignment of Dr. Fred A. Ellis, Seventh Region Medical Officer, to the Sixth Region, has been changed to an on-request basis until further notice. Files necessitating Medical Officer decisions are being forwarded to Dr. Ellis in Seattle for his action.

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Dr. W. R. Stovall reported in to the Regional Office on September 24, 1951, and will be in the Los Angeles area until September 26, after which he intends to proceed to the Ninth Region.

The training of Flight Operations Agent (C&R) James V. Cardullo has been completed so far as this Region is concerned. He has been transferred to Region Eight, and on approximately September 8, 1951, left for duty in Alaska.

After twenty-two years of service, Aircraft Agent George D. Ream is applying for retirement, due to a physical condition. He will be missed by his many friends and associates throughout the industry and the CAA.

* * * *

"AMERICAN AVIATION DAILY" REPORTS -

"The Air Force is now removing 15 North American T-6 trainers from storage at Kelly AFB, Texas, each week. The trainers are shipped to North American's Los Angeles plant for remanufacture into T-6G's. Since the start of the Korean war, the USAF has removed about 1,500 mothballed aircraft from Kelly AFB: more than 800 of them were T-6's".

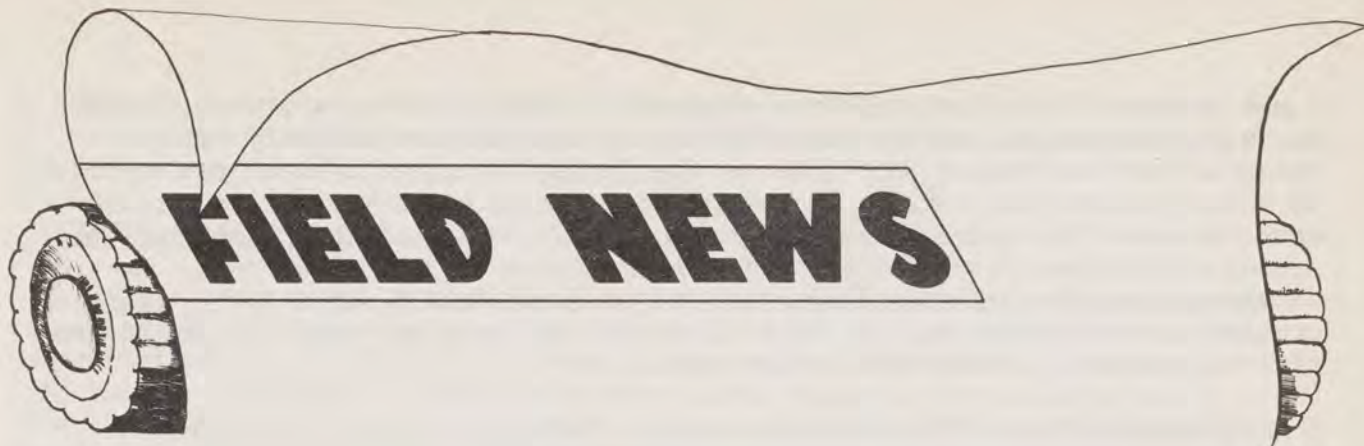
* * *

"A new policy which will ban certificates of waiver for air shows including acrobatics not under direct radio control, delayed parachute jumping, dog fighting, 'crazy' flying, intentional aircraft crashes and similar hazardous types of flights was issued by CAA today. (9-21-51) Waivers of air traffic rules, which would normally prevent such flights, will be issued 'only when it is shown that such activities will contribute directly to the advancement of, and public confidence in aviation'".

* * *

"Engineers of Northrop Aircraft have developed an automatic landing approach flight simulator to simplify training of USAF crews in all-weather operations of the Northrop F-89 Scorpion. Unit consists of a platform model airplane pivoted to provide pitch and roll on a conical pedestal which in turn rotates on its base to provide yaw. The model is equipped with an automatic pilot, localizer and glide path equipment, Sperry Zero Reader, marker beacon, remote indicating compass and cockpit lighting equipment.

"Northrop unit features a position simulator consisting of a 30 inch plastic disc representing a theoretical landing approach area 30 miles in diameter. As the trainer is flown through an approach procedure its course is traced on the ground glass by a lighted 'blip' shaped like an airplane."



ARCATA, CALIF:

MTTC: After the May issue of the "News", little can be added concerning Rex Hicks, our Airways Maintenance Technician; however, not much is known of Rex's official doings, since he works alone most of the time; but whenever the power fails, the stand-by engines start quickly and run smoothly, and we know Rex has been there. In June, the old Landing Aids Experimental Station approach lights were taken out of service, and a new CAA slope-line light system commissioned. The acceptance inspection was performed by Mr. Deihl and Mr. Carman, from the R. O., Rex, and Genial Jim Crenshaw, Construction Engineer who handled the installation job, with Electronics Maintenance furnishing a little two-way communication via the radio equipped truck, from the approach area to the INSAC, during the final testing. Crenshaw was with us so long - five months - that he became almost a permanent fixture. We miss him now that he is gone, but are glad that the power cables are now buttoned up for good and won't be disconnected any more.

In April, this station had an unusual number of visitors from the Regional Office, and the personnel new to the Region appreciated the opportunity to meet them. Erwin Stentz, Ed Rarer, H. E. Bertuleit, Martin Elliot and Dick Burch were here in connection with the new Localizer installation. Frazelle from Property Management and Mattox of Facilities Maintenance were also here. In June we were visited by Jim Read and H. A. Hadfield, for a one day inspection.

In June of 1950, CAA personnel assumed the maintenance responsibility for the Military Instrument Landing System at Arcata. In September of that year the outer and middle markers were replaced with standard CAA installations. On April 21, 1951, the old military CRN/10 localizer equipment was replaced with a CAA installation. It is one of the first of the new type localizer installations with dual equipment. At present, only one set of equipment is commissioned, and we look forward with interest to the commissioning of number two set, and the problem of making both equipments look the same to a "Banjo." The type TUR VHF transmitter in this installation is particularly good and is giving excellent service.

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A new member of the Electronics Maintenance is Earl C. Littleton, who entered on duty at Arcata in January as a GS-6 Technician, and has recently been selected for GS-7 Relief Technician at Las Vegas, Nev., but has not yet departed. Earl was formerly Chief Radio Technician with the Santa Barbara Police Department for about ten years. He spent March, April and May at the indoctrination school at Oklahoma City, and has since been doing a very fine job here. We are convinced that the Oklahoma City school is an excellent approach to the training problem for new employees. It is difficult to estimate how much the on-the-job training period was shortened by the school.

Denis E. Cosby is the GS-7 technician here. Denis is a fairly "Old Timer" in the region, having spent several years in San Francisco, at the OFACS and on the Domestic Sector. Several more years were spent as a Relief Technician, so he is better known to the personnel of the region than some of the rest of us.

The MTIC at Arcata is Alfred W. Pound, who made a mutual "swap" with William Kildall. Pound came from Hilo, Hawaii, Region Nine. When last heard from Kildall was enjoying his Hawaiian tour of duty, but fighting a losing battle with a large front lawn. With 150 inches of rain annually, the grass grows rapidly and constantly in Hilo. However, we understand his landlord came to the rescue when Bill was about exhausted, and furnished a power lawnmower. He "inherited" this lawn from Gerry Laird, a Communicator who got the "mainland" urge about the time Kildall and family arrived, and vacated the house that goes with the lawn. Laird was last heard from in Hanksville, Utah, Region Six.

Pound started with the CAA in 1940 as a Communicator at Dickinson, North Dakota, Region Three. He was later Chief Communicator at Grand Rapids, Michigan, and in 1943 responded to the Region Six request for volunteers for Pacific Island duty. This was at the time when the region boundary extended slightly farther west into the Pacific than the city limits of Los Angeles, and included all of the territory that is now Region Nine. The war years were spent on Canton and Palmyra Islands, and in 1946 he transferred to Hilo.

BAKERSFIELD, CALIF:

MTIC: The INSAC "flying bug" crawled over and bit the maintenance personnel here at Bakersfield and we now have three pilots representing our organization. O. M. Heikkola and J. E. Hammond are in the "student" class and H. W. Pinnock holds a private license. Heikkola passed out the cigars the other day and we all thought that he had soloed. Come to find out his wife had a baby girl.

Several months ago we called out the power company to eliminate line interference in the vicinity of the VOR with the thought that we might reduce the scaloping in our SE quadrant. The last report from an enroute patrol pilot (Jack Webb) sounded favorable, but we will hold off any enthusiasm until more time has elapsed. Twelve of the private planes on the field here now have "Omni" receivers on board. The pilots we have contacted are quite proud of their new equipment.

We are trying a new experiment in the form of an "ILS" team. Three men are working on the various ILS facilities during maintenance shut-downs in order to increase the "time available" hours. We have also found this type of operation an advantage from a training standpoint, in that it is keeping more technicians familiar with the ILS.

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We believe we have an outstanding scholar here in the form of A. W. Grabau. Upon completing his directed Study Course, he was informed by the school that he achieved the highest grade of any student thus far.

BAKERSFIELD, CALIF:

INSAC: "Have you flown today," is the standard form of greeting among the Communicators at Bakersfield. With the exception of our newest addition to the Bakersfield INSAC, everyone is flying. True, we are taking some liberties with the word "flying" -- one of our boys soloed today -- but we do have a Commercial ticket or two around the place and others who are rapidly approaching the Commercial requirements. With the aid of the complete file of "Aviation Club" information furnished by Marshall Beeman, we now are viewing the possibilities of going all the way into the flying business. Nothing elaborate, maybe a DC-4 or some such!

It seems odd that all the boys can find the time and energy to take on this added activity of flying, with its attendant Ground School Sessions, hours of home study, to say nothing of a modicum of hangar flying. Just a little over a year ago we were complaining of overwork and making such remarks as "saturation" manpower/workload relationships and now, 12 months, 27 different communicators, and a 100% workload increase later, we find that we are still in fair shape with only one or two ulcers and little more distinguishing gray at the temples.

The installation of our dual consoles last December contributed materially to easing the burden of added workload and the subsequent modifications -- such as dual dialing very recently installed -- are further assistances.

The past summer has been a busy one in respect to the relaying of information on forest fires reported by enroute pilots. A number of "First" reports have been delivered to the offices of the Los Padres and the Sequoia Forests and to the Kern County Fire Department. The prompt handling of these reports may not always be primarily due to the pride in our efficiency -- the preservation of our personal (?) fishing and hunting grounds may be a motivating factor!

CARSON CITY, NEVADA:

DAE: The District Airports Office for the State of Nevada is located at Carson City, Nevada. Carson City is the smallest capital city of all the forty-eight states, population 3,082 normally, but is augmented considerably in the summertime due to the tourist season and its proximity to Lake Tahoe. The State of Nevada was admitted to the Union in 1864 during the Civil War, primarily to make available to the Union side the great treasures which were being taken from the earth on the Comstock Lode at Virginia City, which is located just a few miles northeast of Carson City.

There is no aviation department in the State of Nevada, and the District Airports Office is called upon to perform much of the promotional and educational work normally carried on in other states by the state aviation agencies. For instance, the District Airports Office receives numerous inquiries from the offices of the various agencies of the State Government located in Carson City, relative to aviation matters. In addition, many Federal agencies have offices at Carson City
(Continued on next page)

and several of these have need for aviation advice and information, such as the Forest Service, the Department of Interior, etc. The Indian Service, which is a branch of the Department of Interior, has offices in Carson, and as there are many Indian reservations over the State of Nevada, the Indian Service makes good use of airplanes in connection with their official work for transportation to these various reservations. The Indian Service, amongst other things, constructs roads at these reservations, and we have been able to obtain their cooperation with their road construction machinery in the construction of several graded landing strip airports at locations where they would serve both the Indian Agency and itinerant fliers in the State of Nevada.

In the State Legislature of 1949, the State of Nevada passed the State Airports Act, which sets aside the unreclaimed State Aviation Gas Tax in a fund to be administered by the State for airport development purposes. From this fund, money is now available to augment local funds for use in sponsoring needed airport development under the Federal Airport Program in carrying out the long range State Airport Development Program. The Nevada District Airports Office works in close collaboration with the State Highway Department in effectuating this Program, and since Nevada has no State Aviation Department, much of the work which normally would be performed by such a department, evolves upon the District Airports Office. However, this working arrangement is very satisfactory, and the finest cooperation is enjoyed between the District Airports Office and the State and local agencies connected with this Program. This joint program is making encouraging progress in realizing the development of a system of needed landing areas in Nevada.

WINSLOW, ARIZONA:

INSAC: Believing in the old axioms "Speech is Silver - Silence is Gold" and "Actions Speak Louder than Words," we, of the Winslow INSAC, have contented ourselves reading of the exploits of others. We do, however, submit the following:

In the past 12 months, Winslow Communicators have located and assisted six lost aircraft in effecting safe landings. These aircraft represented an estimated total value of \$460,000.00 and possibly the lives of fourteen or more persons.

Emergency services have been provided in numerous other cases wherein crash crews were alerted, services of doctors and ambulances obtained, oxygen provided, fires reported, etc.

Even though the Weather Bureau Airport Station is charged with the responsibility of weather transmissions on Service Able and Charlie (by the use of SECO), our station activity continues its climb which began in November 1949 and as of the end of August 1951 has shown an increase of approximately 49.7 per cent. August 1951 was one of the busiest months since the peak of World War II. A total of 4,035 aircraft contacts were completed and five emergencies satisfactorily handled. Since our move to the tower cab, the man hours gained by the transfer of weather transmission duties to the Weather Bureau have been more than cancelled by the increase in workload necessary in handling DVFR reports via Service Baker.

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A tip on computing monthly workload reports: additional columns can be added to the Daily Traffic Check Sheet and used for carrying forward the totals. By carrying forward the totals each day, one is relieved of the tedious duties of adding these figures on the first of each month. Workload graphs have proved invaluable in compiling data necessary for the Semi-Annual Workload Reports.

* * * * *

Introducing - Continued from Page 2:

To determine whether an area should be dusted, an insect census is taken, generally by Government entomologists or by insecticide manufacturers' representatives. These men make regular inspections of fields and count the bug population by sweeping rows of plants with an insect-sweeping net. After a given number of strokes, they identify and count each catch of insects, reporting the average number caught per 100 net strokes. Then, a systematic check of several areas in each field reveals whether the various types of insects are numerous enough to justify dusting.

The adaptability of the aircraft for dusting is further illustrated in the types of service it can accomplish. One is that of defoliating cotton prior to picking. This facilitates machine picking and improves the grade of lower cotton bolls by admitting greater sunlight.

Another service is that of selective weed control wherein one or several varieties of weeds in a field can be exterminated without injuring the desired crop.

Perhaps their most novel service is that of applying hormone sprays to apple trees. These sprays retard the falling of apples, making it possible for the grower to regulate and extend his picking season.

In fact, aircraft dusters and sprayers have been instrumental in stopping the growth of weeds along canal banks, in eradicating flies and mosquitos from entire towns and cities, and in providing pest relief to coralled herds of livestock.

At the present time, Marsh Aviation operates 20 crop dusters which include 15 NBN's, 3 PT Stearmans, and 2 C-3R Stearmans. These aircraft are equipped with constant-speed propellers and with 2 exceptions, have BT-13 brakes, starters, generators, and lights. Dusting spreaders, 6 feet in width at the discharge end, are employed. To diminish a streaking effect when dusting, Bill has the outlets on these spreaders underneath the wing step, rather than the fuselage. In approximately 4 hours' time, the above equipment can be switched from dusters to sprayers.

Since the human equation is such an important factor in the prevention of accidents, Bill believes that the flying judgment and aptitude of a crop-dusting pilot must be far above average. To engage in crop dusting, a pilot should have at least 3,500 hours solo of which 1,000 hours have been in the type of aircraft he intends to fly dusting. Briefly, he must be proficient at night flying and excellent on short field takeoffs and landings; he must demonstrate that he can fly an airplane safely at low altitudes with no skidding in the turns; he must recognize changing atmospheric conditions and know the reasons for temperature changes and the effect of such changes on low-altitude flying; and he must remember that in hot weather, pull ups must be made sooner and greater flying speed must be maintained in turns.

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Crop dusting is considered an especially hazardous occupation. The low altitude which must be maintained by the pilot in making a dusting run contributes to the danger factors involved; and Bill, who has in excess of 3,000 hours in the converted bi-plane type of equipment flown in crop dusting, is acutely aware of the precautions which his pilots should observe in order to live longer.

As he recalls, his most harrowing crop dusting incident occurred in 1938--a year during which he had 28 engine failures in flight. At a 2-foot altitude while dusting a field of peas, his aircraft caught fire. Evidently friction on a tail skid at a dust refuel a few minutes prior had ignited the dust into a smoldering "punk" which flared into flame in the air. Bill, his clothing aflame, attempted simultaneously to fly the aircraft, make a turn, and pump the fire extinguisher. Since he was flying downhill, his most advisable course of action was to make a 180-degree turn and land uphill. While the aircraft was still rolling to a stop, Bill leaped out of the plane tearing at his clothing, and finally extinguished the blaze by dousing himself with the extinguishing fluid.

Since many crop dusting accidents have been caused by a pilot's failure to observe such obstructions as power lines, crucks, or tractors, Bill insists that his pilots employ a slight slipping technique before and during the letdown into a field to permit forward vision along the flight path. He also insists that slight "top" rudder be held in making turns close to the ground, as most aircraft tend to roll when stalled in the direction rudder is applied. He also advises his pilots to pull up immediately whenever drifting dust or spray obscures vision.

Precautions must also be taken to protect the pilot's health from harmful ingredients contained in some of the insecticides used in dusting and spraying. Among insecticides most commonly employed to combat agricultural pests are many manufactured products containing such toxic ingredients as sulfur, chlorine, benzidene hexachloride, organic phosphates, and the war-developed DDT. These are used individually or in many combinations. While most dusting materials could prove harmful to a pilot's health if used indiscriminately, Bill, in 15 years, has never been hospitalized or had one of his pilots seriously ill as a result of a dusting or spraying material. He advocates, however, that every precaution be taken in the application of organic phosphates.

Notwithstanding the aeronautical skill required and the hazards of the occupation, crop dusting and spraying are immensely important to the agricultural industry. And Bill Marsh's activities in this highly-specialized phase of aviation exemplify, in segment, the aviation industry's role in the vast network of industries correlating and cooperating to produce the world's textiles and foods.

REGIONAL OFFICE _____
FIELD _____

WHAT DO YOU THINK OF THE "NEWS"?

It's been a long time since we've asked you how you like the Region Six News. We know there is room for improvement, but we can't do it without your help. Therefore, it will be appreciated if you will answer the questions listed below, and return to 6-585. The more details you give us, the better we'll like it. Please indicate in the upper right hand corner if you are stationed in the Regional Office or Field.

1. Do you read the News every month _____; occasionally _____; never _____?
2. Do you think it is a worthwhile publication? _____ If not, why not?
3. Do you like the type of feature articles we have been running? (i.e., "Versatile 99's", "Derry Parachute Service", "Mercy is Now Airborne", etc) _____
 - a. Do you think other subjects would be of more interest? If so, what general subjects do you suggest?
4. Do you like the following monthly features? If your answer is in the negative, please tell us why you do not like the particular feature. If you like these features, but believe they could be improved, please tell us in what manner we may improve them.

Yes No

- Regional Administrator's Column
- Introducing
- Personnel Pipeline
- Question Box
- Capital Gleanings
- Field News
- Regional Administrator's Staff Meeting
- Minutes
- Division Hi-Lites
- Personality of the Month

(Continued on reverse)

5. Do you believe the pictures add to the interest of the publication, or could they be omitted?

6. Are there any other features you would like to see incorporated in the News on a continuing basis?

Other Remarks:

Personality of the Month
Division of the Month
National Administrator's Column
Field News
General Information
Question Box
Personnel Pipeline
Information