



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. IV., NO. 11

NOVEMBER 1, 1951

A BRIEF COMMENTARY ON LAWYERS & THE LAW

by: GLEN D. WOODMANSEE  
Regional Attorney

In Shakespear's King Henry VI, some characters are talking about creating a Utopia. Seven half penny loaves would be sold for a penny; it would be a felony to drink small beer; there would be food, drink and apparel for everyone. Finally one character says, "The first thing we do, let's kill all the lawyers!"

When Mr. Bumble, in Dickens' Oliver Twist, was told that the law gave him the prerogative to rule his own household, he replied, "If the law supposes that, sir, the law is a ass, a idiot." (The law did not know Mr. Bumble's wife.)

Lawyers and the law have been criticised for centuries - but mostly by those who run afoul of the law. "No man e'er felt the halter draw, with good opinion of the law." Lawyers live in gold fish bowls. They must walk a tight rope. They cannot afford to make mistakes. If they do, other lawyers expose them and everyone knows about it. The difference between lawyers and doctors is that the mistakes of the lawyer go to the Supreme Court and are publicised to the world. The doctor's mistakes go to the cemetery.

What has this to do with the Regional Attorney's Office? Not a blessed thing! I doubt if any reader of the Sixth Region News cares a hoot about the procedures, policies and basic law that govern the Regional Attorney. So in this brief article, I shall give no citations of authority. I shall refrain from quoting any legal policy directive, manual or instruction. Lord Byron described the waves breaking on the beach as "incessant thunder, eternal foam;" probably a description not entirely inept to some of the gobble-dy-gook<sup>1/</sup> with which government field offices are afflicted. Where does all the paper come from anyway? (Continued on next page)

<sup>1/</sup> Involved and obscure verbiage characteristic of the pronouncements of officialdom. (Webster's New Collegiate Dictionary, 2nd Edition)

The balance of the space allotted to me will be used, (1) to state briefly some of the duties of the Regional Attorney and (2) to state how we may be of service to CAA employees in Region Six.

#### WHAT WE DO

Our office is comprised of two lawyers and three stenographers. We use a good deal of paper ourselves -- hence the three stenographers.

Our job falls into two main categories. First, as a Staff Officer, the Regional Attorney renders legal opinions to the Regional Administrator and to his Division Chiefs. Second, he handles the legal aspects of enforcement matters in the field of aviation safety.

The bulk of our work falls in the second category. We receive on an average of thirty violation reports a month. These cases generally are reported by the Aviation Safety Agent in charge of a particular District. They may, however, and frequently do, involve incidents reported to the Agent by Air Traffic Control and Communications personnel.

Violations of a minor or technical nature are disposed of by a letter of reprimand. If the person reported is a "repeater" -- a habitual violator of the safety rules -- we file a complaint with the Civil Aeronautics Board to suspend or revoke his airman certificate. We also take complaint action to ground a pilot who is physically or mentally unfit to fly, or who lacks the aeronautical skill, judgment or techniques required of pilots. Certificates issued to mechanics are likewise subject to suspension or revocation if the certificate holder uses defective parts or demonstrates lack of the required proficiency in his overhaul, repair or alteration of an aircraft or aircraft engine. All such actions are designed to encourage compliance with the safety standards set by the Board.

Although a certificate holder has the right to a hearing on the charges filed against him, this right is waived in about 85% of the cases. The high percentage of non-hearing cases is due largely to the good work of the reporting Agents in submitting witness statements and other evidence in support of the reported violations.

When it is decided that a monetary "fine" will attain the desired results, a civil penalty is imposed. The amount of the penalty, of course, depends upon the seriousness of the violation. It may vary from a minimum of \$25.00 to several thousand dollars. In one case, we collected \$7,000. This involved the carriage of passengers by an irregular air carrier when the authorized gross weight of the aircraft was exceeded by more than 2,000 pounds.

#### HOW WE MAY SERVE YOU

If an employee, while in the line of duty, commits some act for which he is sued in the civil courts or is prosecuted under the local penal laws, he may submit all of the facts through channels to the Regional Attorney, who, with the cooperation of the U. S. Attorney, will protect the employee's interests without charge. This service, it should be remembered, only applies to acts of the employee which are committed while he is acting within the scope of his employment. (Continued on page 4)

# ADMINISTRATOR'S COLUMN

BY: CHARLES F. HORNE

It is my understanding that as a part of my visit to the Sixth Region, I have been invited to talk to you in this column, and that for this issue of the Sixth Region News, the Regional Administrator's Column has become the Administrator's Column. I appreciate the compliment and the opportunity to discuss very briefly one or two phases of CAA's future.

One of the responsibilities of the Administrator, and an important one, is to present CAA's budget to the Congressional Appropriations Committees after having obtained approval of the amounts to be requested from the Department of Commerce and the Bureau of the Budget. This year, because of the increased funds required for National Defense, the Congress endeavored to reduce the appropriations of all departments of our Government, other than the Department of Defense. Our own CAA appropriation did not escape reduction, and we will have some difficult problems because of the fewer dollars authorized. However, there are one or two cheerful aspects of the situation. We were the only agency of the Department of Commerce, and so far as I know, one of the very few civil agencies of any Department of Government that received more funds for its regular Salaries and Expenses for the 1952 fiscal year than it had in 1951. Furthermore, we are one of a very few agencies excluded from the provisions of the Jensen Amendment which prohibits the filling of a percentage, 25%, of all vacancies that occur.

But we still have fiscal problems. It will be necessary to conserve our funds in every way possible. It will be necessary to defer commissioning of new facilities because of lack of funds to operate them. We have an important obligation to reduce administrative costs, and the language of the Committee hearings states that facilities may not be discontinued solely for the purpose of saving funds. To give you an idea of the seriousness of this situation; if, for example, every position in Federal Airways in the Washington Office were discontinued, the savings effected would not meet the total prescribed reduction. Perhaps by deferring the commissioning of new facilities and postponing purchases of new equipment and supplies and effecting every other possible saving, we can stay within our appropriation. We must make every effort to do so by careful planning and working together. We must not exceed our appropriation.

If we foresee, after effecting all economies possible, that other measures are necessary which would seriously and adversely affect our services and safety protection to the flying public, I will report the matter to the Congress and request a deficiency or supplemental appropriation. But we cannot plan on receiving such an appropriation. We must plan and proceed to carry out a program which can be done within our present appropriation.

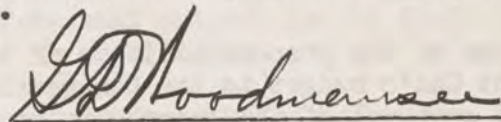
On the operations side and in the administration of our functions, we have made substantial progress, I believe, toward increased efficiency and improved methods. We have developed and utilized more objective techniques for the testing of qualified persons for key positions to assure the best selection. The use of this device, together with a carefully planned program developed in advance, has resulted in such a smooth  
(Continued on page 21)

Lawyers and the Law (Con't from page 2):

If an employee is subpoenaed to testify in any judicial or other proceeding, the Regional Attorney's Office is available to advise him respecting his rights and obligations as a witness.

The Office of the Regional Attorney is available to any employee of Region VI who has any legal problem which may affect him in the performance of his official duties.

WHEREFORE, in witness of the foregoing, the undersigned has hereunto affixed his hand and seal the day and date first above written.



Glen D. Woodmansee  
Regional Attorney

\*\*\*\*\*

LETTER OF APPRECIATION

The following letter was received from the Regional Administrator, Region Five, Kansas City, Missouri:

"I should like to express my appreciation to you and, through you, to the employees in your region who made the very fine contribution to the two employees in this region who suffered heavy losses as a result of the recent flood. It is certainly nice to know that we can help our fellow workers in the rehabilitation of their homes and other losses suffered, and the part the Sixth Region has played will materially assist the employees involved.

"Again, my sincere thanks for the cooperation in making it possible for the employees of the Sixth Region to contribute \$557.36. I know that the employees involved will be humbly grateful."

\*\*\*\*\*

CREDIT UNION NEWS

September 30, 1951, completed two years of the CAA Region 6 Federal Credit Union operation. As of this date, the Credit Union has total assets of \$252,815.99. There are 503 loans outstanding with a total balance of \$235,597.32. Members have on deposit (savings) the amount of \$226,421.35. 802 accounts have been opened in this two year period, and 1073 loans have been made for a total of \$529,712.78. As you can see, the growth of the Credit Union has been remarkable for a new organization in a 2-year period.

Each day, the Credit Union introduces more CAA employees to the many advantages to be gained by becoming a member. You are urged to visit or write the Credit Union office for information. If there are any questions that the field personnel would like to have answered, please submit them to the CAA Region VI Federal Credit Union. Such questions will be grouped and answered in the Region Six News or by direct letter.

## SUGGESTION PROGRAM

The Suggestion Committee has met weekly for the past several months in an attempt to eliminate a backlog of suggestions. It is hoped that by the time you read this, the program will be entirely on a current basis.

Many of the suggestions received are of national scope which necessitates forwarding them to our Washington Office for final action. Suggestions of this nature take more time than those which may be adopted on a Regional basis. Suggestors have been notified of their suggestions which have been forwarded to our Washington Office.



Lewis C. Buffington receives \$50.00 award from Mr. Marriott for suggesting flight assistance which provides for broadcasting of teletype alert notices by INSACS within 200 miles of proposed point of landing.



Regional Administrator presents Allan Barr with \$25.00 award for time saving device.

The suggestion program status since the start of the new fiscal year is as follows:

Suggestions on hand June 30	52
Suggestions received through September 30	31
	83
Total	83
Suggestions adopted	8
Suggestions sent to Washington	27
Suggestions rejected	24
	59
Total Processed	59
Bal. on Hand	24



Jesse Skow receives Certificate of Award from Regional Administrator for paper saving suggestion

## PERSONALITY OF THE MONTH

Stanley Yagiela



Once they have tasted the fruits of "Headquarters Los Angeles", they never rest until they return. Stanley Yagiela left this Region in 1947 headed for the greener fields of the Washington Office where promotion was an enticement which could not be ignored. Stan is now back in the fold, occupying the position of Chief, Aircraft Engineering Branch. We hope now that he is approaching the ripe old age of 42, he will be content to settle down with us.

After graduating from Hamtramck High School, Hamtramck, Michigan, Stan enrolled in the University of Detroit, receiving his Bachelor's Degree in Aeronautical Engineering in 1933. Subsequently he accepted a position as Stress Analyst with the Hammond Aircraft Corporation, Ypsilanti, Michigan. A year later he came to California and spent a short time with Lockheed before joining the CAA.

When Stan came to work in this Region back in 1937, he was a shy young bachelor whose interest in the fairer sex seemed secondary - but not for long. A girl by the name of

Kathryn, who had toiled too long in the Regional Office decided to take matters into her own hands. Stan and Kathryn were married December 6, 1939.

Now his shyness is gone and Stan talks all the time, except when bowling or raising berries on his Westchester estate. Stan is what is known as a precision bowler, rolling each ball down the alley according to mathematical formula, with a consistent score of around 180. When not working out mathematical formulas for the glory of the "Broomballs", he is busy raising a variety of berries. He goes about this business like a typical engineer, his first job when moving into a new house being to set out the berry beds and build a retaining wall. He is quite an expert in cement construction, in practice as well as theory.

While in Washington, Stan was Chief of the Materials and Processes Section, Aircraft and Equipment Engineering Division. Here he delved into the intricacies of aircraft materials, fabrication processes, cabin pressurization, heating and ventilating, ice protection, etc. He is particularly interested in that phase of research known as Sandwich Construction for Aircraft. For those who are not familiar with this type of sandwich, the American Society for Testing Materials defines it as: "A laminar construction comprising a combination of alternating dissimilar simple or composite materials assembled and intimately fixed in relation to each other so as to use the properties of each to attain specific structural advantages for the whole assembly." Stan's simplified recipe for this kind of sandwich is "Bond a honeycomb core between two sheets of aluminum alloy and you have a sandwich panel which may be used for aircraft construction". You figure it out from there.

As Chairman of ANC-23 Panel on Sandwich Construction for Aircraft Subcommittee on Air Force-Navy-Civil Aircraft Design Criteria of the Munitions Board Aircraft Committee, Stan did considerable research. The findings of this Panel have been published in pamphlet form by the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C.

We're sure that all of their friends join us in welcoming Stan, Katie, Linda and Johnny Yagiela back.

## CAA TOASTMASTERS CLUB FORMED

"Unaccustomed as I am to public speaking -", "I'm not prepared to give a speech, but -", and many similar stock opening phrases have been dropped by thirty-five of the Regional Headquarters employees who recently started a CAA Toastmasters Club. The idea of getting a club underway has been brought up from time to time, but it took an influx of transferees from the Seattle and Washington Offices, where Toastmasters Clubs have been in operation for some time, to really start things off.

At an organization meeting held August 31st, Rocco Lippis, Aircraft Division, was elected President; Sherm Boivin, Planning and Evaluation Division, Vice-President; Len Riley, Business Administration, Secretary; Ken Hornor, Business Administration, Treasurer; and Homer Stamets, L. A. Aviation Safety District Office, Sargent at Arms. During the October 17th meeting, Morrey Plotkin, Business Administration, was elected Deputy Governor.

The first regular meeting was held September 17th at the Broadway-Westchester Terrace Restaurant. The time and date which seems to please everyone the most is Wednesdays from 5:00 p.m. to 6:45 p.m.

The improvement in the speaking ability of the participants - and everyone who attends participates - is remarkable considering the short period of experience. That doesn't mean that in a month or so, the members have become polished speakers. On the contrary, any one of them will tell you of his and his fellow Toastmasters' shortcomings. Many are the sweat-beaded brows and shaky knees as of a Wednesday evening!!

Actually, the atmosphere is a helpful, friendly one. At the moment, meetings include six three-minute prepared speeches and one-minute table topics from all the rest. Shortly, the Club will start with the Basic Training for Toastmasters series prescribed by the International Organization.

\* \* \* \* \*

### BUSINESS MAN'S DICTIONARY

TO EXPEDITE - To confound confusion with commotion.

CHANNELS - The trail left by inter-office memos.

TO IMPLEMENT A PROGRAM - Hire more people and expand the office.

UNDER CONSIDERATION - Never heard of it.

UNDER ACTIVE CONSIDERATION - We're looking in the files for it.

RELIABLE SOURCE - The guy you just met.

INFORMED SOURCE - The guy who told the guy you just met.

UNIMPEACHABLE SOURCE - The guy who started the rumor in the first place.

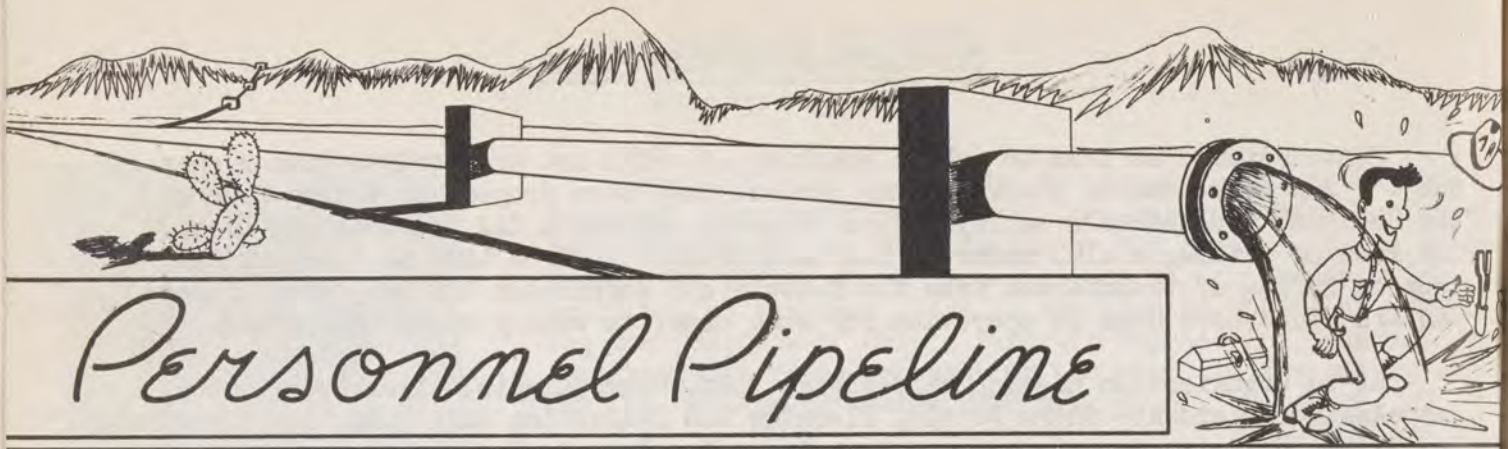
NOTE AND INITIAL - Let's spread the responsibility for this

SEE ME, OR LET'S DISCUSS - Come down to my office, I'm lonesome.

LET'S GET TOGETHER ON THIS - I'm assuming you're as confused as I am.

GIVE US THE BENEFIT OF YOUR PRESENT THINKING - We'll listen to what you have to say as long as it doesn't interfere with what we've already decided to do.

THE ISSUE IS CLOSED - I'm tired of the whole affair.



There seems to be some confusion concerning the use of Standard Form 2808, "Designation of Beneficiary (Civil Service Retirement System)" and Standard Form 1152, "Designation of Beneficiary (Unpaid Compensation of Deceased Civilian Employee)".

Form 2808 is used only by employees who possess a competitive civil service status who are having retirement deductions taken from their salary to designate a beneficiary to receive any lump-sum benefit which may become payable after death.

Form 1152 is used to designate a beneficiary to receive the amount due a deceased employee for unpaid salary, unused annual leave or travel. Form 1152 may be executed by any employee, regardless of their civil service status in the event they do not wish monies due them paid according to the following order of precedence.

#### Order of Precedence

##### A. Married Employees:

1. If you want the money due you to be paid directly by CAA to your widow or widower, no designation is required.
2. If you want the money paid directly to other than your widow or widower (or in a different order of precedence than that listed in B2 below) you must designate a beneficiary. You may designate anyone.

##### B. Unmarried Employees:

1. If you want the Civil Aeronautics Administration to make a direct payment of money due you to your beneficiary you must complete SF-1152.
2. If you do not designate a beneficiary, payment may not be made directly by the Civil Aeronautics Administration, but will be made by the General Accounting Office in the following order:
  - a. To child or children in equal shares, or
  - b. To parents in equal shares or the entire amount to the surviving parent, or
  - c. To the legal representative of your estate.

The advantage of having CAA make the payment to your beneficiary is that it can be done within a few days. If claims are submitted to the General Accounting Office for processing, a considerable delay will result.

Employees who desire to designate a beneficiary on Form 1152 may obtain this form from the Accounting Branch.



## QUESTION BOX ?



- Q. What determining factor/s indicate that a return receipt for an invoice is required by the Regional Office?
- A. According to Administrative Order No. 358, Para. IV-A, receipt copies are required for all invoices with one exception. Signed copies of invoices covering shipments for which the Sixth Regional Warehouse (6-599.2) is the consignor need not be returned to 6-599 unless stamped "RETURN RECEIPT REQUIRED." If a return receipt is not requested, the number one copy should be destroyed unless it is returned to the Regional Office as notification of shortage in shipment or as receipt of unsatisfactory items.
- Q. If I enter on duty as a communicator August 16 and work August 16, 17 and 18 (Thursday, Friday and Saturday) in pay period No. 4, why does my first salary check reflect payment for two days rather than three?
- A. The payroll section does not receive your attendance report in time to reflect the proper payment on your check for pay period #4; therefore, you are paid on the basis of a regular work week (Monday through Friday). Upon receipt of the attendance report, the extra day's salary is included the following pay period.
- Q. What is the status of the new combined "Field Purchase Order Invoice" forms? Some of the agencies already have them.
- A. The CAA portion of these forms is now being printed and we expect to issue the new books to the field within the next 30-45 days.
- Q. Can an employee receive reimbursement for shipment of household effects purchased in anticipation of a change of his headquarters?
- A. Only if the goods are owned by the employee prior to the effective date of his travel order, authorizing the change of headquarters, and shipment of household effects.
- E.G. Goods purchased April 2; Travel Order dated March 30 of same year authorized shipment of household effects at government expense. Reimbursement can not be made for shipment of these goods purchased after date of the Travel Order.

## GREETINGS FROM GUAM

The following are excerpts from a letter from David G. Logg, formerly with the Airports Division in this Region:

"Hafa Adai, Hafa Catamano Hao! Yes, that is 'greetings and salutations' in Guamanian from the 'Green-Loggs.' Most of you know that Dave was transferred to the 9th Regional Office and Guam, leaving Santa Monica December 22 (1950) via the S. S. Pres. Cleveland. Wonderful time in Honolulu visiting friends and showing Dave Oahu. Dave spent about 2 weeks with the Honolulu ofc taking several flights to other islands, including Canton, to check CAA installations. Jan. 18 he left for Guam on the CAA DC-4 with stops at Midway & Wake. Esther and Louise remained behind, Louise waiting for Navy transportation after getting a Civil Service appt. to Navy Housing; & Esther awaiting space available on Pan American Clipper." \* \* \*

"So here we are on this beautiful, volcanic coral island, Guam. Gem of Micronesia, southernmost and largest in the Marianas. North, a few hundred miles are Tinian, Saipan & other islands including Anatahan where the 19 Japs just surrendered. Guam has an approximate area of 225 sq. miles. Located in the central Pacific where the monsoons and NE trade winds meet. The climate on the whole pleasant & ideal with an almost constant temp. of 81 degrees. The rainy and stormy season somewhere from July to Nov. Island length 32 miles, width ranging from 4 to 10 miles. The northern 3d is mainly a plateau where the air force installations are. The southern 2/3rds is somewhat rugged with 6 mts. over 1000 ft. The valleys are fed by 5 streams, many places densely wooded with palms and 'boondocks' (jungle to you). The harbor & Navy installations are middle of the island at its narrowest point." \* \* \*

"\* \* \*One big inducement before to be stationed in Guam was that up to 1951 no one paid any income tax. Guam became a territory in 1947. Now is under the administration of the Dept. of Interior with the President appointing the civilian Governor & a local congress elected bi-annually. Last unofficial census shows about 28,000 Guamanians & 45,000 military & civil service personnel. The Guamanians or Chomorros are predominantly Malayan; coarse dark hair, brown eyes, high cheek bones, light brown skin, small in stature & 98% Roman Catholic. Official language is English but they mostly use their Chomorro tongue which to us is a far cry from Spanish. Parts of the Island can produce excellent crops but only small farms or gardens are under cultivation. Majority of Guamanians work for the Armed Forces so there is little economic development. The chief export was copra, dried coconut meat and they are trying to revive that industry. With the \$11,000,000 dam & power project almost completed the Gov't is trying to encourage mfg., a cement industry, harvesting, canning of pineapples & dairy farming which is nil at present. Corn is the Islands biggest crop, smaller crops being sweet potatoes, taro, sugar cane, breadfruit, papaya, bananas, some avocados, pineapples, peppers, beans & cucumbers. Frame structures, far from being modern, are replacing the 'grass dwellings' but few native houses have baths, electricity or running water.

"Til Jan. 1951, for reasons of security, it was necessary to restrict entrance to the many small villages, but there are many interesting things to see if you have a car, for there is no public transportation system; only a few taxis & a limited bus service operated by the Navy. Two good golf courses, good swimming, free open air  
(Continued on next page)

theaters (but no daytime movies), cock fighting is legal here, many clubs-officers, enlisted and civilian, with 'bingo' any night. The highway of 130 miles is in excellent shape and the speed limit is 35 miles an hour and enforced.

"Housing is still the big problem with everything being quonset huts except for a few permanent housing areas. Four years ago the CAA bought 11 permanent houses in the Navy housing area at Base 18 & that is where we make our home. Dave has just opened the new housing area of CAA's at the old Marine Base, Camp Miller, on the Naval Air Station. All the CAA offices are at the Naval Air Station. Dave has 85 people assigned to the CAA here. He is always busy working with & clearing things through the Navy. A new Homer Station is nearly completed & a future VOR for the Air Force, and many other CAA projects. There is no private flying but when the Navy does give its ok an aviation school will reap a harvest here. It is difficult now to even keep your CAA ratings renewed, but Dave manages to get an inspector here once in awhile and the interest of the servicemen is terrific". \* \* \*

"Our ranch style house is lovely. Completely furnished in blond Philippine mahogany furniture and rattan floor mats. Very modern kitchen, electric stove, ice box washing machine. We bought a deep freeze which is a necessity out here. We have phone service and garbage pick up and insect control. There are no glass windows throughout the five room house, only screens with metal storm shutters to pull into place in case of a typhoon. The yard is a picture-green lawn and many tropical flowers. The lot is 150 x 75 lined on 2 sides by bananas and papayas. We have a barbecue pit and have put in a small vegetable garden of tomatoes, lettuce and cucumbers. Fresh vegetables are a real treat as the reefer ship puts into Guam only about every three weeks. Our banana grove keeps us and friends well supplied. So now you can picture us in our tropical setting. Though we work hard, six days a week, living is easy and calm with many Gov't and Service affairs to make it interesting. There is no smog, heavy traffic, trains, street cars, elevators, assembly lines, skyscrapers, oil derricks, fireplaces, winter sports, night clubs or even a hotel! When you picture us in the peace and quiet of our pretty tropical island remember we are one full day less six hours ahead of West Coast time!

Aloha for now,  
The Green-Loggs"

September 6, 1951

\* \* \* \* \*

DIVISION HI-LITES

Airports Division:

During the week of October 7, the Chief, Airports Division, in company with the District Airport Engineer, UTAH, consulted with City Commissioner L. C. Romney, General J. Wallace West, Adjutant General of the Utah National Guard, State Director of Aeronautics Harlon W. Bement, and Airport Manager Robert L. Bridge concerning plans for enlargement of the Salt Lake City Municipal Airport as affected by plans of the National Guard for runway extension for use of jet aircraft. Negotiations are now continuing with the hope that the National Guard will contribute toward the construction of the proposed new instrument runway at this airport.

On October 8 and 9, burn tests were conducted by Regional Office and SOCAL personnel on the Los Angeles International Airport FIDO Addition project which were found acceptable, and the Department of Airports was notified of our final acceptance of the system.

Final inspections were conducted by the pertinent District Offices for additional drainage at Monterey, high and medium intensity lighting and air conditioning system for Fresno, and remodeling the administration building at Bishop.

Mr. Leslie Vipond, Chief, Airport Lighting Branch of the Washington Office of the Airport Engineering Division visited the Regional and each District Office during the period of October 14 through 25. The purpose of this visit was primarily to discuss and acquaint himself with lighting installation and maintenance problems through actual visits to several of our airports. A joint inspection of the San Francisco high intensity runway lighting system was made by Mr. Vipond, the Chief City Electrical Engineer, DAE-NOCAL and Chief, Airport Engineering Branch. Although the system is operative it was found that the cable installed did not conform to specifications and was therefore rejected. Replacement of the cable will be accomplished without interruption of the system's operation.

The City of San Francisco has requested our approval of a FAAP project to install piers necessary for a high intensity approach light system, previously delayed due to lack of a standard configuration, for accomplishment prior to the event of low visibility weather expected this Winter. The City has selected the ALPA center-line system and regional personnel are now working out with the Sponsor details of the installation in accordance with Washington instructions.

On October 8, 9, and 10, the Chief, Airport Operations Branch and Airport Management Consultant attended a conference at Norman, Oklahoma, presided over by Mr. Paul Morris, Chief, Airport Operations Division, Office of Airports. The management advisory program which is to be undertaken immediately by all Regions and completed by December 31, 1951, was discussed in detail. The program is designed to give the maximum amount of coverage to airport owners of our advisory services. In addition, several agenda items pertaining to the Federal Airport Act and the military utilization of airports were discussed.

Following this meeting, the Chief, Airport Operations Branch and Airport Management Consultant attended the 1951 Conference on Airport Management and Operations which was held at the Extension Study Center, University of Oklahoma. This conference is jointly sponsored by the FLIGHT Magazine and the University of Oklahoma, with the cooperation of the Civil Aeronautics Administration.

This office recently approved the use of additional facilities at the Tucson Municipal Airport by the Grand Central Aircraft Company, contractor modifying military aircraft. Use of the additional space by this company will require removal of certain non-aviation activities from the airport, which removal is in the interest of the present national emergency.

#### Airways Operations Division:

The reorganization of Region Six Airways Operations Division became effective October 2. The relocation of desks and equipment was accomplished October 24.  
(Continued on next page)

Messrs. L. Ponton de Arce, D. R. Whitney, of the Regional Office, and H. C. Howard, H. S. Greenleaf, of the Salt Lake Center, attended a meeting at Las Vegas during the week of October 8 to confer with officials of the Atomic Energy Commission for the purpose of developing plans and procedures for the safe routing of air traffic during the atomic tests.

The program for the handling of flight plans by the Bishop and Flagstaff Weather Bureau stations has been cancelled in accordance with Washington instructions.

The Weather Bureau plans to remove FAWS Units from the three centers within the Region, combining FAWS activities with those of the Aviation Forecasting Units. No target date has been set for this program.

A. E. Miller, Supervisor of District No. 4, is visiting all facilities within his area for the primary purpose of acquainting field personnel with the Integration Program. We plan to continue this type of program until all District Supervisors have visited all facilities in their areas.

#### Facilities Division:

VHF Ranges: The Mormon Mesa, Nevada and Salt Lake City, Utah VOR's have been completed and flight checked.

Construction work at Ft. Jones, California and Reno, Nevada is progressing and installation will be started in November.

Contract was awarded to Schanche Construction and Engineering Co., for modification of the Winslow, Arizona facility for its conversion from VAR to VOR. Acceptable bids were received for construction of a VOR at Pt. Reyes, California and contract is being awarded.

Flight checks were made for new VOR facilities at Stockton, California and Phoenix, Arizona and additional ground surveys are being conducted for a new facility at Kingman, Arizona.

Instrument Landing Systems: Due to course bends and scalloping in the localizer facility at Ontario, California, a screen was constructed and extensive testing performed in an attempt to correct the condition and make the facility usable. These tests indicated that screening did not offer sufficient correction and further tests are now being conducted with portable equipment to determine a new location for the antennas.

Construction work has been completed at Burbank, California and installation of equipment has been started. The installation of additional equipment and modifications to the ILS localizer at Salt Lake City have been started. Installation of the Santa Barbara, California facility has been completed except for flight check which will be performed when minor grading around the localizer has been completed by the airport management.

Contract has been awarded for the enlargement of the buildings and modernization of the San Francisco facility and bids are being solicited for construction of a localizer screen to improve the courses of the localizer. (Continued on next page)

Radar: Acceptable bids for the construction work on the Burbank, California ASR facility were received from Mr. John L. Meek and contract is being awarded. Work should be started around November 1.

Low Frequency Facilities: A project was approved for a new HW facility at Payson, Arizona. Surveys have been completed and construction is well under way and the installation will be completed early in November. Surveys have been completed for a new HW FM facility near Murietta, California for the Air Force. Installation of the Camarillo SRA facility is proceeding satisfactorily and commissioning is expected momentarily.

A project was approved for a remote VHF transmitter facility near Ukiah, California. Plans have been completed and bids received for construction. Contract is being awarded and work will be started early in November.

Relocation of the Palmdale, California INSAC was completed October 17 and work was started on moving the Paso Robles, California INSAC facility. This project will be delayed due to telephone company construction and will probably be completed in March, 1952.

Maintenance: Mr. Glen Thornburg has been Acting Chief of the Maintenance Branch during this month and will be returning shortly to his headquarters at Salt Lake City. Mr. H.E. Bertuleit will report to the Regional Office on November 1 for a four weeks' detail in the same position.

Messrs. Al Horning and Gene Mathews attended the Facilities Division Chiefs and Maintenance Branch conferences in Washington during the week October 22 through 26. A major topic discussed was the activation of the FATAAC report with regard to the organization of the Maintenance Branch. Mr. Mathews took with him an intensive study of the report as applies to our operations in the preparation of which he was ably assisted by the Personnel Branch, Planning and Control Staff, and others, and we are confident that a satisfactory outcome will result from this effort.

Mr. Hadfield was taken ill and it was necessary for him to spend the major portion of the month recuperating, but he appears to be making a satisfactory recovery and will be back shortly.

#### Safety Operations Division:

Mr. R. O. Blanchard, Chief, Special Operations Branch, Washington Office, visited the Region October 8 and 9 for the purpose of discussing problems regarding the proposed "Victor" airways system, instrument approach procedures and minimum en route altitudes.

This month we encountered our first case involving denial of the application for air carrier operating certificate from a large irregular air carrier. The reason for our denial was that we could not make the prerequisite affirmative finding in the public interest that the applicant, as an individual, is competent to conduct an air carrier operation.

Items C, 3, b and c of SODB No. 37/51 specify that at least ten per cent of all students receiving training shall be sampled for performance and adequacy of training. Item B, 3, b specifies that at least ten per cent of each examiner's applicants shall be tested similarly by an agent. Instructions regarding the above project will be forwarded to examiners and schools by the district offices, in order to implement the plan in a practical manner. This objective provides for a pass-fail ratio for each examiner, from five to fifteen per cent of applicants tested. (Continued on next page)

The Chief, Airman Standards Branch, visited the Salt Lake District Office during the period October 15-19. The purpose of this travel was to accompany the agents on itinerary and to check on the progress of the work program. All flight operators in Salt Lake City, Elko and Ely were visited and problems affecting these operators were discussed.

#### Aircraft Division:

Flight tests are being conducted on Northrop Aircraft's Beech Model AT-11 incorporating the Lear Model 1101B automatic pilot. It is expected that these tests will be completed in the near future.

Investigations into the Boeing 377 accident which occurred on September 12 in the vicinity of Redwood City are nearing completion, and the hearing has been scheduled for November 6th and 7th at the Benjamin Franklin Hotel in San Mateo.

Consolidated has started flight testing the prototype aircraft of their del 340 and they hope to be ready for CAA flight testing by the middle of November.

It is understood that additional twin-engine, turboprop airplanes are to be built by Consolidated for the military services, and that CAA personnel will participate in the evaluation of these airplanes. Initially, these airplanes will be powered with 3000 hp Allison T-38 gas turbine engines.

Flight tests are being conducted at Palm Springs for brake installation, accelerate-stop, propeller reversing, etc. on the Douglas Model DC-6A. The Hytrol skid detector also is being tested.

The Douglas Aircraft Company is in the process of running development tests for higher pressurization (8000 ft. to 25,000 ft. differential) on their Model DC-6B. The first airplane to incorporate this higher pressurization is scheduled for delivery to Pan American Airways about the end of this year or the beginning of next year.

Intercontinental Airways has started re-skinning their last Constellation Model C-69. To date this work has progressed satisfactorily.

Flight tests are in progress at Burbank and Muroc on the Lockheed Model 1049. Pressure tests on the fuselage were witnessed by Aircraft Division personnel. An outside window was broken to demonstrate that the inner window would still hold the pressure but would provide slow leakage around the edge of the window and thus provide safety for the passenger sitting adjacent to that window in case of the sudden breakage of the main pressure window.

Metropolitan Airparts has developed new stops and safety chain devices which will be incorporated in their new production doors. Arrangements are being made to permit equipment of old doors with the new stops. These new stops are very positive, limiting the travel to 90°, which should eliminate difficulties formerly experienced with latching mechanisms.



LAS VEGAS, NEVADA:

ASDO: On October 3, 1951, this office moved into new quarters within the Administration Building at McCarran Field. The new location represents what we think to be an attractive arrangement, and better utilizes the amount of our authorized space.

TOWAC: The station personnel and their clattering teletypewriters moved into the tower cab at noon on June 8, 1951. Ralph R. Petersen had the honor of being the first communicator to start the watch off in the first combined facility in the Region. The first few shifts were hectic, climbing over installation engineers, tripping over wires and mumbling unspeakable words. However, in a few days, after the departure of the wrecking crew (installation engineers), everything finally settled down to routine. The big drawback is the lack of elevators. Some of the Communicators are no longer spring chickens and the climb just about does them in. On-the-job training has proceeded very satisfactorily. All personnel have their necessary certificates and will be able to officially consolidate in the near future. The lighting in the cab at night has worked out better than we expected. The four overhead lights project beams onto the operating tables and can be adjusted for any size of beam desired. Very little reflection has been noted. The teletypewriters have small ten watt lights mounted on a "gooseneck" type stand that can be adjusted for any angle. All of the transmitters and receivers, with the exception of one VHF and LF receiver, are removed. This gives us a little more "badly needed" space.

Our radio contacts are increasing daily. A few years ago, thirty contacts was considered a big day. They are now averaging around ninety a day. The town of Las Vegas is crawling with newspapermen, and already the mid-watch is getting to be a busy affair with the telephone ringing continually. It is expected to be quite a madhouse when the Atomic tests start. To top it all off, the daily airport traffic count seems to be on the increase.

Merlin L. Cloningberger has recently started his G. I. flying. He has a few hours to his credit and will start making "hit and goes" soon.  
(Continued on next page)

## BRYCE CANYON, UTAH:

Aeronautically speaking, it's been a good year at Bryce Canyon. All emergency assistance to aircraft was effected with satisfactory results. Private pilots are still discovering the convenience of Bryce Canyon Intermediate Field with relationship to the nearby National Park, but are dismayed to find no airplane gasoline available. Although the Airman's Guide warns many to fuel elsewhere, automobile gas has had to suffice occasionally for the few emergency landings, due to shortage of fuel. We hope to be able to correct this inconvenience.

Boasting 11400 feet of new asphalt runway this summer, Bryce Canyon's longest runway is now just short of its length in height (no - not ambiguous). New length of runway: 7400 feet. Runway elevation: 7589 feet. And what surprises newcomers is the fact that there are mountains rising an average 2000 feet higher than the runway and completely surrounding the airport. Maximum horizontal visibility on a clear day is twenty-five miles. The airport is placed on the only level spot in the area. The cliffs of Bryce Canyon proper begin one mile south-east, dropping 1000 feet immediately.

The first snow this Fall came October 4, but daytime temperatures of 53° soon melted it. Night temperatures have dropped below twenty degrees and the new lawn at the station got nipped in the bud. It doesn't pay to take out the anti-freeze here at Bryce. Heavy winter coming? Who knows? Bryce's \$17,000 rotary snow-plow is shined and ready.

The new ADIZ boundaries have kept the Hanksville-Bryce Canyon CW circuit lively, and penetration reports are on the upgrade. The UAL flight with 35 passengers, recently forced down at Hanksville, strained the telegraph facilities for several days. Bryce was an alternate choice for the aircraft. Imagine 35 passengers wanting to send telegrams all at once! Hanksville routed the telegrams through Grand Junction, Colorado, as Bryce was knee deep in official traffic. GJT has transmitting facilities on BCE-HVE CW circuit.

Our first exclusive! Bryce Canyon's "high-pressure area" is true! Pilots have been querying BCE altimeter settings since the station was commissioned January 2, 1946. Seems Bryce was always too high in pressure compared to Hanksville and St. George - neighboring stations on Airway R-6. Pilots wouldn't believe it. What's more, we didn't have a standard reply to explain this apparent discrepancy. The WBRO gave us one: "...inconsistent altimeter readings are characteristic of high elevation stations, particularly if temperatures vary appreciably above or below standard atmospheric temperatures. If a station is at a much higher elevation than neighboring stations, its reported altimeter settings appear to be too high when temperatures are above standard atmosphere conditions, and too low when temperatures are below standard atmosphere conditions, but the reported settings will be found to give correct altimeter readings if a landing is made....at Bryce Canyon."

This was quite a mouthful to relay to pilots who were skeptical (and naturally so) of Bryce altimeter settings. The inquiries, however, have decreased. Seems the word got around.

Personnel were kept in shape this summer (following an interim of sore muscles) by constructing near the government quarters one each: Merry-go-round (will hold ten adults - the children will have to wait their turn), tennis court (professional size), and Giant-Stride (requiring a center pole to be sunk six feet in cement). All personnel cooperated on construction, sharing expenses when necessary.

A new smooth sidewalk was installed at the station after breaking up the old walk. In fact, Bryce looks beautiful. The communicators, of course, look a bit haggard - but man what (new) muscles.

Every year at this time a strange metamorphosis takes place among the Bryce Canyon communicators. Their eyes sparkle, their jaunt is brisk, and even the mid-watch has a smile for everyone. Anticipation is the keynote! Deer season cometh! By press-time venison will be our lunch meat.

The deer are here, having been seen this two weeks preceding opening day grazing across the Bryce plateau. Two fat bucks have been struck by cars at night on the local roads. Ah - ah, mustn't touch! The deer already seen are likely the grand-daddies who jump the National Park fence at the sound of the first shot. This isn't bad enough, but they just stand there winking at the frustrated hunters! National Park wildlife are protected by State and Federal law - and the deer know it!

Duck season is in full swing until December 10. The pheasants are casting a suspicious eye about - knowing November is close. Good seasons all around.

Bryce VOR isn't scheduled for two more years. All transmitting facilities are VHF except 278 kcs, and with a new TMO transmitter recently installed, coverage on 278 kcs is tremendously increased. Tests so far on this low frequency have proven a 95-mile range - and this with a ground station. All CAA stations on Airway Red-6 from St. George to Grand Junction carry 278 kcs.

Bryce Canyon has been reduced to a four-man station. Glenn A. Defebaugh is pending transfer to Williams. Clarence T. Trahan arrived in March to assume duties as Chief Communicator. Having served as Chief Communicator at Hanksville for five years, he finds the green pine trees and GROWING vegetation (not petrified) very impressive. His liaison area, however, continues to cover some of the most desolate and picturesque country in the intermountain west. Acquisition of an airplane becomes an uppermost thought. Three communicators hold private flying licenses at Bryce: Trahan, Lyle M. Harbo, and Glenn Defebaugh.

Dorm "Red" Poulin and Lyle Harbo have acquired bicycles for the three-quarter-mile sprint from Government quarters to station. They find the "brisk" night air of Bryce as invigorating as the recent fishing season. Both have only recently depleted their frozen supply of trout. The bicycles are a challenge to the weather - but the weather doesn't seem to know it. It keeps getting colder anyway.

Earlier in the year, April to be exact. Glenn Defebaugh and RMT Larry Majares "rescued" Harold V. Blackman and family from the 9,000-foot level near Cedar Breaks National Monument. Rushing the season by thirty days, Blackman attempted the highway pass to Cedar City for a monthly shopping trip. The car became snowbound in four-foot drifts, and Blackman, with his wife and two small

(Continued on next page)

children, walked five miles to an empty Ranger station, wired up the wall phone, and gratefully discovered the telephone lines had withstood the winter. He had trouble convincing the Cedar City operator of his location. Said Blackman, "A foolish venture, but excellent terrain familiarization!"

Discomforting news is that Mrs. B. L. Davis, wife of Communicator Davis, now on annual leave, has contracted polio. The dreaded disease followed their visit to a State Fair. "By" got a touch of it, but warded it off. Latest word is that Mrs. Davis is still unable to walk, but improving slightly. Davis anticipates several weeks of emergency leave. Our hopes are extended for a quick recovery to Mrs. Davis.

More discomforting news is the recent death of "Pop" Graham, ex-chief at Bryce Canyon. His death came quietly while he was reading a book in the hospital at Livermore, California, Sunday, September 30.

Pop retired due to illness last winter, leaving Bryce Canyon where he had served since August, 1947. His many friends in the CAA will recall he began his career with CAA at Livermore in June 1931, back in the days when Airways was under the jurisdiction of the Lighthouse Service. He served in all the Region Six states except Arizona. After Livermore, came Oceanside, back to Livermore, then Fort Jones, Plymouth, Mormon Mesa, Livermore again, Blue Canyon, Hanksville, Williams and last, Bryce Canyon.

Hugh P. Graham was a friend to all. Wherever he served, he won the warm respect of his co-workers through his honesty, fairness and willingness to pitch in and get a difficult job done.

Surviving Pop is his widow, "Mom" Graham, three sons and a daughter.

#### Editor's Note:

We don't know which of the field facilities submitted the following incident, since it came in on the back of one of the questionnaires attached to last month's issue of the News. Anyway, we liked the story and decided to pass it on to you:

Recently, while servicing facilities in the control tower, a scheduled airliner came in, landed normally and taxied up to the Administration Building. The control tower operator had heard there was to be a change of stewardess; so, being interested in female pulchritude, he directed the controllers' binoculars on the door of the aircraft. It opened and there she stood, a beauty. She looked around the field, then her gaze located the tower and she took a long look at the man behind the glasses. He kept them trained on her. She left her position at the door, went up front and picked up the pilot's mike and said to the tower, "Stinker". Unorthodox, huh?

Well, these tower boys are not to be outdone, so next trip they have rigged up a large cardboard with two holes, "eyes", and just fit the binocular to the holes. Now they're completely out of sight, and all the stewardess, or anyone else, can see is the cardboard. They look down on all and sundry and no one says anything (so the tower boys say)

CAPITAL GLEANINGS

President Truman signed the Pay Raise Bill into law on Wednesday, October 24. The bill is a compromise of the Senate-House measures, but more closely follows the provisions of the Senate bill with its 10 per cent formula and \$800 ceiling, \$300 floor. The raise became effective as of July 8, 1951.

This is not a "cost of living" increase and accordingly the base rate of pay for your particular grade will reflect an increase of 10%. (Refer to the table below for your new annual rate) It is planned to prepare a supplemental payroll to cover the retroactive pay and to issue separate checks for this back pay sometime during the first two weeks in November. Your regular November 23d check will then reflect your increase for the period October 28 through November 10.

GRADE	PER ANNUM RATES						
GS-1	\$2,500	\$2,580	\$2,660	\$2,740	\$2,820	\$2,900	\$2,980
GS-2	2,750	2,830	2,910	2,990	3,070	3,150	3,230
GS-3	2,950	3,030	3,110	3,190	3,270	3,350	3,430
GS-4	3,175	3,255	3,335	3,415	3,495	3,575	3,655
GS-5	3,410	3,535	3,660	3,785	3,910	4,035	4,160
GS-6	3,795	3,920	4,045	4,170	4,295	4,420	4,545
GS-7	4,205	4,330	4,455	4,580	4,705	4,830	4,955
GS-8	4,620	4,745	4,870	4,995	5,120	5,245	5,370
GS-9	5,060	5,185	5,310	5,435	5,560	5,685	5,810
GS-10	5,500	5,625	5,750	5,875	6,000	6,125	6,250
GS-11	5,940	6,140	6,340	6,540	6,740	6,940	
GS-12	7,040	7,240	7,440	7,640	7,840	8,040	
GS-13	8,360	8,560	8,760	8,960	9,160	9,360	
GS-14	9,600	9,800	10,000	10,200	10,400	10,600	
GS-15	10,800	11,050	11,300	11,550	11,800		
GS-16	12,000	12,200	12,400	12,600	12,800		
GS-17	13,000	13,200	13,400	13,600	13,800		
GS-18	14,800						
CPC-1	\$1,810	\$1,870	\$1,930	\$1,990	\$2,050	\$2,110	\$2,170
CPC-2	2,420	2,490	2,560	2,630	2,700	2,770	2,840
CPC-3	2,552	2,632	2,712	2,792	2,872	2,952	3,032
CPC-4	2,750	2,830	2,910	2,990	3,070	3,150	3,230
CPC-5	2,974	3,054	3,134	3,214	3,294	3,374	3,454
CPC-6	3,200	3,280	3,360	3,440	3,520	3,600	3,680
CPC-7	3,435	3,535	3,635	3,735	3,835	3,935	4,035
CPC-8	3,740	3,865	3,990	4,115	4,240	4,365	4,490
CPC-9	4,150	4,275	4,400	4,525	4,650	4,775	4,900
CPC-10	4,565	4,690	4,815	4,940	5,065	5,190	5,315

(Continued on next page)

The graduated leave system has now also become law, retroactively supplanting the flat twenty-day leave plan which was in effect for only a few months. The graduated plan is not effective until January 6, 1952. This plan nullifies the old "Take it or lose it" amendment, which says employees can't be paid for leave earned during calendar year 1951, but unused by next June 30, 1952. It also allows employees to accumulate up to sixty-days leave. Since we return to the old leave plan, at least until the graduated plan goes into effect January 6, our leave will be credited at the rate of 26 days per year (one day every two weeks) for the period between July 1, 1951 and January 6, 1952.

Under this formula also we will get 13 days of sick leave per year--instead of the present 15 days. However, the 90 day limit on sick leave has been removed to "no limit".

ADMINISTRATOR'S COLUMN (Continued from Page 3):

integration of the Airways Operations Division at both the Regional Office and Washington level, that there does not appear to have been any sense of disruption; rather, a synchromeshing of the functions.

Our relationships with the military services are at an all time high, with good understanding on both sides. Particularly is this true between ourselves and the Air Defense Command.

These are just examples of progressive advancement that is taking place. You are the people who have caused this advancement. With the continued support of the field, and with constructive criticism to improve our programs, we will keep on advancing.