



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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DECEMBER 1, 1951

10,000 SECONDS UNDER THE HOOD

By: B. M. JACOBS
Chief, Flight Operations Division

At 13,000 feet, we levelled off. There were solid clouds just ahead, and somewhere in those clouds Mt. San Jacinto reached upward; while on the left old San Geronimo lay, 10,485 feet above the level of the sea. Inwardly, there was an imperative urge to climb higher, to get above that threatening mass; practically, this was impossible, because the clearance issued by Air Traffic Control only a few minutes previous had instructed, "Climb to 13,000. . . cruise and maintain 13,000 until further advised".

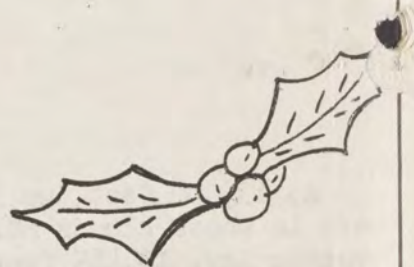
So, at our designated altitude, we levelled off, and the shiny, aluminum nose of the twin-engined Beechcraft went down, the props were pulled back, the throttles adjusted, the cowl flaps closed and the controls trimmed until the plane cruised along nicely in level flight, almost "hands off".

"Almost", in this case, is used advisedly for the Beech is not noted for its ability to maintain its heading or altitude without frequent fine adjustments. Flying with visual reference to the horizon, as it stretches interminably around the nose of the aircraft, a pilot can easily steer, eat lunch, smoke a cigarette and keep up his progress chart. But once the aircraft enters the clouds and the pilot begins to concentrate on his instruments to maintain level flight in a given direction, the Beech can easily turn at right angles if the pilot becomes inattentive for thirty seconds or more.

So we levelled off, and at 175 miles an hour raced onward - the cloud level was now only half a mile ahead. There could be turbulence, icing and the unknown ahead, plus the fact that this was a routine training flight conducted for pilots of the Regional Office Safety Operations Division, pilots who normally "flew a desk" most of the time and whose instrument technique, knowledge and voice procedures were not sharpened by recent experience. Yet here we were, higher than the City of La Paz, breathing air so rare that just to walk about the cabin caused breathlessness. And then we were in it. (Continued on page 7)



THE STAFF OF THE REGION SIX NEWS TAKES THIS
OPPORTUNITY TO WISH EACH AND EVERY EMPLOYEE
AND HIS FAMILY A VERY MERRY CHRISTMAS AND A
HAPPY NEW YEAR!



THE FIRST CHRISTMAS

"And there were in the same country shepherds abiding in the field, keeping watch over their flock by night.

And, lo, the angel of the Lord came upon them, and the glory of the Lord shone round about them; and they were sore afraid.

And the angel said unto them, Fear not: for behold, I bring you good tidings of great joy, which shall be to all people.

For unto you is born this day in the city of David a Saviour, which is Christ the Lord.

And this shall be a sign unto you: Ye shall find the babe wrapped in swaddling clothes, lying in a manger.

And suddenly there was with the angel a multitude of the heavenly host praising God, and saying,

Glory to God in the highest, and on earth peace, good will toward men."

Luke 2:8-14



REGIONAL ADMINISTRATOR'S COLUMN

Thanksgiving Day has passed, but the time to be thankful is with us always. The approaching Christmas Season, with its theme of Good Will Toward Men was never more important than it is today. The needs of the world around us and the many things which we have to be thankful for is well expressed in a letter received by one of our Regional Office officials from a prominent Consulting Engineer whose travel takes

him to many parts of the world.

He says: "Be thankful you live in America, where everyone wears shoes, where oxcarts do not impede traffic, and where people do not sleep on the sidewalks for lack of a home.

"I have seen such low standards of living in my travels of the past two years. One morning I counted fifteen sleeping forms, lying on the pavement in the City of Bombay, along a wing of one of India's best hotels. I watched Indians cleanse their bodies by pouring cans of water from a public hydrant down the necks of their shirts and dresses.

"In front of the hotel in Djakarta, Indonesia, women washed the family laundry in the open canal that flowed down the center of the main business street, while nude children dived and swam.

"Women toiled in the fields of Portugal, and barefoot fishwives, with baskets of fish balanced on their heads, called loudly for customers.

"An Egyptian guide, an African fundi, and an Australian youth asked, 'How does one go to America?'

"Why is America the bright spot of the world?

"We are a young nation, richly endowed. We still have the opportunity to develop personal initiative and receive some reward of profit. We still have more freedom than other countries . . .

"In an African native village of Northern Rhodesia each family had a storage bin of grain. The village headman explained that if natives farmed collectively and placed the grain into one bin, many of the natives would not work. Even in this simple, primitive life socialism was not practical.

"Travel stimulates thinking. One is placed in new surroundings with time to think. At home in everyday life, one sometimes fails to see the direction of the road he travels. I wish all the people of America might visit other countries, that they might see, compare, and resolve that what has happened to them shall not happen here. They would fight to retain their freedoms. (Continued on page 16)

BASIC SUPERVISION COURSE



Seventy supervisors in the Region recently completed a one-week course in Basic Supervision conducted by Messrs. Frank Petrie and Harry Pickering of the Washington Training Staff.

The course content was a "take-off" from the well recognized "J" (Job Methods) courses of the war years. Fundamentally, the course provided CAA supervisors with techniques and methods to improve their skills and talents in working with people and problems.

The session devoted to successful conference leadership appears to have been the most popular of the four units offered. These sessions consisted of group discussion on handling difficult situations and practice in "leading a conference". Little tips for awakening a conference when it once begins to drag ranged all the way from declaring a recess and serving refreshments to pounding your fist on the table and telling the latest jokes you heard last night at the YMCA. The participants agree on one point now. If you've never led a conference where you received the "silent treatment" from the conferees, if you've never been ridiculed by the "cocky know-it-alls" or the "talkative, argumentative, never give in type", then you've never lived. Well organized practice sessions gave everyone an opportunity to contend with individuals or groups of this type.

All of it boils down to the fact that all seventy participants saw a lot of things that they've done wrong in the past. And they got some tangible suggestions on how they can do them better the next time.

We regret that all CAA personnel did not get the opportunity to attend this course. In an attempt to relay these valuable "pointers" to everyone, the Personnel Branch is now developing a digest of this course taken from a master set of notes. This digest will be reproduced and distributed to all facilities throughout the Region.

This package will not provide all the answers. It will, however, point up those basic principles which you can follow to be a better Supervising Agent, Chief Controller, etc. The proof of the whole pudding naturally lies in the effective use and application of these basic theories and principles.

It is hoped that this refresher course in effective supervision will help us do our "everyday" job more effectively.

PERSONALITY OF THE MONTH

Minnie Fremgen



This month's "personality" is no stranger to CAA. As a matter of fact, Minnie Fremgen, Classification Analyst in the Personnel Branch, is one of the most popular persons in CAA and counts hundreds of friendships among her co-workers--friendships which have developed through her personal interviews with CAA employees.

When we did an "about face" and interviewed trim, genial, brown-eyed Minnie, her first words were, "You won't be able to write anything about me because nothing ever happens to me. I've never even broken a leg!" But her record of service with the CAA nulls Min's protestations. Things have

happened to her even though they don't include a broken leg.

Minnie began her Government career 26 years ago in Washington, D. C. with a temporary appointment as a grade CAF-1 in the Internal Revenue Department where she worked for a few months before going to the Office of the Secretary of Commerce. In June, 1928, she transferred to the Aeronautics Branch of the Department of Commerce which was the core organization from which the CAA grew. At that time, this Branch was less than a year old, and its entire Washington complement was approximately 60 persons. There were no field offices. There were no regulations. And until July 1, 1928, there was no appropriation.

Min recalls these early days of CAA as a most interesting period in her Government service. Even though it was a hectic time, requiring many hours of overtime, the work was varied--and everyone pitched in to perform the hundreds of tasks necessary in setting up a new organization. In Minnie's words, "Every day we could see a little order come out of the chaos." Five persons during that time comprised the counterpart of today's Business Administration Division, and Min's principal duties were personnel and payroll.

In February, 1939, Minnie transferred to Region VI whose headquarters had recently been established in Santa Monica and whose total complement was 78 persons, 12 of whom were female. All phases of personnel work were handled by Min. Many employees in the CAA today who worked with Min during this early period find it natural to seek her advice on their personnel problems. At one time or another, as the Personnel Branch has grown, she has held almost every job in that Branch, with the exception of the Chief.

Minnie and President Truman hail from the same home state--Missouri--where Min attended Kirksville Normal School which is now Missouri State. She also attended the University of Colorado at Boulder for a year. Then came five years of teaching school, which included coaching a girls' basketball team, before her decision to enter Government service.

Hobbies? Minnie's is bridge. And her skill is attested to by the number of trophies and cups she has won in bridge tournaments. In 1937, she and her partner won the Washington, D. C. city championship in duplicate bridge.

(Continued on Page 6')



But Minnie's real claim to fame is the fact that a few years ago, while bowling with the CAA league, her ball delivery resulted in the naming of the "Minnie Ball" denoting a slow roll down the alley. Nevertheless, she averaged 125 with her "Minnie Ball".

The future? Now that she has purchased a home in Manhattan Beach, evidently Min is looking forward to retirement days when she can enjoy the happy existence of a beachcomber. And we know that when that time comes, she'll make haste to dust off the "welcome" mat for her CAA friends.

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REPORT ON COMMUNITY CHEST CAMPAIGN

A total of \$1,954.60, representing both cash and future pledges of 259 employees has been turned in to the Community Chest of the Los Angeles Area. Four hundred and forty-seven employees were solicited. Cash transactions were in the amount of \$1,243.10. Of the total subscribed, a small portion will be allocated by the Los Angeles Community Chest to various sub-agencies in adjoining communities as indicated by the participating employees.

A breakdown of contributions from Divisions in the Regional Office follows:

<u>Office of the Regional Administrator:</u> Complement of 19 persons	Participating - 19 employees	Total - \$282.00
<u>Airports Division:</u> Complement of 25 persons	Participating - 25 employees	Total - 182.50
<u>Airways Operations Division:</u> Complement of 23 persons	Participating - 10 employees	Total - 68.00
<u>Facilities Division:</u> Complement of 130 persons	Participating - 55 employees	Total - 377.60
<u>Aircraft Division:</u> Complement of 45 persons	Participating - 28 employees	Total - 180.00
<u>Safety Operations Division:</u> Complement of 21 persons	Participating - 15 employees	Total - 114.00
<u>Business Administration Division:</u> Complement of 103 persons	Participating - 82 employees	Total - 530.50
<u>Air Carrier District Office:</u> Complement of 9 persons	Participating - 8 employees	Total - 77.00
<u>Aviation Safety District Office:</u> Complement of 7 persons	Participating - 3 employees	Total - 25.00
<u>SOCAL District Airport Office:</u> Complement of 7 persons	Participating - 7 employees	Total - 58.00
<u>Air Route Traffic Control Center:</u> Complement of 58 persons	Participating - 7 employees	Total - 60.00

It was like the fog closing in - dense fog that swirled off the wing tips, condensed on the windshield and blurred the vision. The Directional Gyro indicated 256 degrees, our heading from Palm Springs to Riverside; the Gyro Horizon was centered to show that the wings and nose were level. Taking his hands from the wheel, the pilot picked up his progress sheet to check his estimate over Riverside: 1356 - four minutes to two. Suddenly, a white light flashed on the instrument panel: a series of long dashes that were sent from the Banning fan marker.

Banning - 25 miles from Riverside - meant that we were on time. The co-pilot, guarding the INSAC frequency, spoke up: "ATC calling us, Captain". The pilot switched from the Riverside range, picked up his mike and told Ontario radio to go ahead.

"ATC clears CAA 123 to the Downey radio beacon; climb immediately to 14,000, cross Riverside at 14,000, descend immediately after passing Riverside to cross La Habra at 5,000, cross Downey at 3,000, maintain 3,000, expect approach clearance at 16. Over."

The pilot, who had been carefully copying this clearance, checked his heading, picked up the mike and repeated the clearance to the INSAC. During the conversation, the Beech had climbed slightly and veered off the heading; now the pilot eased back to 256 degrees, opened his cowl flaps, increased the power and reset the props to 2,000 RPM. The Beech began to climb slowly to 14,000.

Flipping the radio switch, the pilot got back on Riverside, picked up his progress report and computed the time to La Habra and Downey. The co-pilot, who had been quietly turning a small switch beneath his seat, gazed unconcernedly into the fog that swirled past the right wing. As the pilot began to level off at 14,000, the white light on the panel began to flash, just as the clock read 1356.

At that moment, the right engine coughed, sputtered, back-fired twice and died! The Beech veered violently to the right, the rate-of-climb indicator showed a descent and the altimeter began to unwind slowly. Quickly, the "dead" prop, throttle, mixture and switch were pulled; then the gas selector, vacuum selector, CO₂ bottle, cowl flaps and generator switches were adjusted; the stabilizer and trim tabs were compensated and the heading corrected back to 256 degrees.

The pilot switched his radio to the INSAC frequency and called them. "CAA 123 over Riverside 56 at 14,000, instrument flight plan, destination Los Angeles, estimating Downey at 16. Have right engine out - wish to declare an emergency for straight-in approach from Downey. Over."

The voice from the INSAC said, "Wait". The Beech slowly lost altitude, crossing La Habra at 5,000; then the ADF needle slowly swung around at Downey. The pilot, who had been calling Los Angeles radio for his emergency clearance, commenced his approach in accordance with CAR, just as Los Angeles Approach Control called in with the desired clearance. "Trouble with our VHF radio, of course, always happens in an emergency", the co-pilot jested, ironically.

The ILS needles were centered, the ADF tuned in on the Outer Marker and the Beech slowly descended down the ILS glide path. Crossing the Outer Marker at 1650 feet, the pilot next tuned in the Middle Marker, which was only a half mile or so from the runway. With one engine out, he would necessarily have to make the approach good, particularly if the visibility were down to a mile and a half with a 400-foot ceiling!

(Continued on next page)

When the white light flashed and the ADF needle swung around at the Middle Marker, the altitude was 300 feet, and the co-pilot instructor reached up and pulled down the detachable blinds that obscured the horizon from the pilot.

"That was a good training flight", he said, "almost three hours long - about 10,000 seconds. We were on time, the voice reports were okay and the single-engine work was fine - a nice job. And for your information, we left the cloud bank at 1356, just when I cut your right engine over Riverside."

* * * * *

LETTERS OF APPRECIATION

The following letters have been received by the Regional Administrator from the two Region Five employees who were victims of the flood which recently swept that area and for whom contributions were solicited throughout the Regions:

"I wish to take this opportunity to thank you and every one in Region Six who so generously contributed to the flood relief fund. We, who were caught in this disaster, face a tremendous task of rehabilitation, both physically and financially, and your donations will go far in helping us to face this trying situation.

"It is indeed a privilege to be a member of the Civil Aeronautics Administration, which has made such a practical demonstration of the good old American custom of the Helping Hand. Thank you.

Sincerely,

Howard W. Browning
Communicator"

"Words cannot express our sincere and heartfelt appreciation for the contributions received to help in rebuilding our home.

"We wish that each of you might have had the opportunity to actually see the devastation caused by the flood, and thus be better able to understand just how much your help means to us.

"Our thoughts are with all of you who had a part in helping to give us a new start in life. Without your gifts, the struggle ahead would have been a most difficult one.

"Thanks again to each of you.

Very sincerely,

J. W. Skolaut"

The following is an excerpt from a letter to Mr. Marriott from the Regional Administrator of Region Five on the same subject:

"We certainly appreciate your interest and the interest of your employees, whose contributions have made possible the sum of \$592.36. Incidentally, contributions from all sources now total around \$2,867.72."

HOW'S YOUR SKILL OR LUCK
IN ANSWERING THESE QUESTIONS?



1. Approximately how many miles of designated airways exist in Region Six today?
2. How much money was actually spent by Region Six for fiscal year 1951? (This includes S & E, EAMF, FAAP, & Working Funds)
3. What was the average monthly employment for Region Six during fiscal year 1951?
4. Who are the Senators from Region Six?
5. Approximately how many facilities of all types are maintained in Region Six?
6. How many civil aircraft are registered in Region Six?
7. According to the census of 1950, how many people reside in Region Six?
8. Which type of facility costs the most to maintain dollarwise per facility per year?
9. Is Los Angeles East or West of Reno?
10. How many airports are active in Region Six?

After you've taken a stab at these, turn to page 15 for the answers and see how smart you are.

* * * * *

CREDO OF A PUBLIC SERVANT

The American Veterans Committee has drafted and is promoting the distribution of a "Credo of a Public Servant" as one of its public service projects. Copies suitable for framing and already framed plaques are both available from Credo Project, AVC, 110 West 42 St. Rm. 503, New York City. Prices vary with the number of copies ordered. AVC chapters throughout the country are cooperating in ceremonies in which the Credo is presented to outstanding public servants. The Credo is as follows:

The government post I hold was established only to serve the public, I accept it as a trust.

I was designated to my office by honest means.

I hold my allegiance to the public service above loyalties to any individual, group, or special interest. I perform my duties in the spirit of a builder of good government worthy of the respect and support of all citizens.

I take full responsibility for my conduct in government service, and for the official conduct of government employees who are under my jurisdiction and control.

I am prepared to challenge and expose misdeeds in government, no matter what the source or the consequence. (Continued on next page)

I affirm that ignorance of misconduct does not excuse or properly explain such misconduct, either for myself or my associates.

I consider my sworn statement of office a contract to perform my duty according to the law. But public service requires a higher pledge, and to this Code of Conduct I hold myself strictly accountable.

ASPA Newsletter, October, 1951

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DIVISION HI-LITES

Airports Division:

The Chief of the Airports Division attended the conference of the National Association of State Aviation Officials held at Tucson October 24-27, and represented the CAA at a meeting of the Joint Cooperative Committee, composed of members of the NASAO and the Associated General Contractors of America. Matters discussed pertained to airport planning, financing, and construction.

The Chief of the Division attended a meeting held in Nashville, Tennessee, with representatives of the Washington Office, Chiefs of the Airports Divisions of all Regions, and Branch Chiefs and District Airport Engineers of Regions I, II, and III. At this conference, a number of matters pertaining to airport planning, engineering, and operations were discussed, which will result in further improvements in procedures and techniques. Important items discussed at this conference related to coordination with the military services on reactivation of former military installations, and on joint use of civil airports, and the Controlled Materials Plan for utilization of critical materials on airport construction projects.

After the conference at Nashville, the Chief of the Airports Division accompanied representatives of the Washington Office on their return trip and in Washington met with representatives of the National Guard Bureau and obtained their concurrence in a plan whereby the National Guard Bureau, Salt Lake City, the Utah State Aeronautics Commission, and the CAA would participate jointly in a project for construction of a new instrument runway at the Salt Lake City Municipal Airport.

The Regional Administrator, the Chief, Airports Division, the Chief, Airport Engineering Branch, and the District Airport Engineer, Utah attended a meeting with City Commissioner Romney on November 19, at which time the Commissioner was advised of all details that had been developed in connection with the further development of Salt Lake City Municipal Airport No. 1, and, more particularly, with regard to the establishment of a new instrument runway, with the aforementioned organizations participating in construction costs. Similar meetings were later held with the City Engineer; Wallace West, Adjutant General, Utah National Guard; Harlon W. Bement, Director, Utah State Aeronautics Commission; and other interested parties. As a result of these several meetings, it appears that considerable progress has been made to the long-standing problem confronting the City in connection with financing a major airport development.

The fiscal year 1952 Federal-aid Airport Program, based on National Defense requirements, was approved November 1, 1951. The Sixth Region's share of Federal
(Continued on next page)

funds in the amount of \$1,755,129 is distributed as follows:

Arizona	\$ 319,886
California	1,048,525
Nevada	206,762
Utah	179,956



The Washington Office has requested that we make a special investigation of access roads to all major airports, the purpose of which is to determine what improvements are required and the estimated cost of such improvements. The results of this investigation will be used by the Washington Office for discussions with the Bureau of Public Roads to determine if the improvements required comply with Section 12 of Public Law 769. This law sets aside certain Federal funds which are to be used specifically for improvements to highways and connecting roads which serve areas directly related to the National Defense Program. The investigation is now being conducted by the District Offices.

The administration building at Paso Robles-San Luis Obispo County Airport constructed under the Federal-aid Airport Program is now complete with the exception of installation of lighting control cable which is not yet available.

The District Airport Engineer-SOCAL gave an extemporaneous talk before the American Association of Engineers, Long Beach Chapter, on November 15, 1951. This talk briefly covered the Federal-aid Airport Program, the general functions of the CAA and the Airports Division, the basis of preparing the National Airport Plan, and emphasized the importance of proper long-range airport planning.

Final inspections were made by NOCAL District Airport personnel on the following projects:

- Jackson - Administration Building
- Sonora - Runway paving
- Napa - Aircraft apron
- Ukiah - Runway sealing

Facilities Division:

VHF Ranges: A satisfactory site for the Phoenix VOR some 8 miles east of the airport was selected and flight checked.

Site testing is under way to select an alternate site for the Tucson VOR to accommodate a proposed relocation which we anticipate will be requested by the Air Force.

Minor modification of the Daggett VOR has been completed although a further frequency change is anticipated to obtain more separation from the Las Vegas facility.

Radio installation on the Winslow VOR conversion is expected to be completed in the last week of November.

The Cochise, Arizona VOR was commissioned on November 3d.

Radio installation is virtually completed on the Reno mountain top VOR. It is expected that the facility will be ready for flight check during the last week of November. (Continued on next page)

Grading and construction of the Ft. Jones mountain top VOR has been somewhat delayed but radio installation is now under way and it is expected that the facility will be ready for flight check about the middle of December.

Grading for the Pt. Reyes mountain top VOR has been completed and contract for the construction of the buildings awarded with notice to proceed effective November 19.

The Los Angeles VAR is temporarily shut down pending electronic modification to improve operational characteristics.

Instrument Landing Systems: Construction on the localizer and markers of the Burbank, California ILS was completed on November 8th, and radio installation is now under way.

Contracts have been awarded for the enlargement of the ILS buildings and the construction of a screen for the San Francisco installation.

Construction work has been completed on the ILS building enlargement at Oakland and radio installation work will be under way shortly.

The new localizer transmitter building at Oakland is so located that it will serve the proposed new instrument runway planned by the Port Authority.

Installation of the dual localizer equipment in the enlarged building at Salt Lake City has been completed.

The relocation of the Ontario localizer antennas is nearing completion, and it is expected that the localizer can be placed in operation early in December.

RADAR: Ground surveys have been made for Precision Approach Radar at San Francisco and Oakland.

Contract has been awarded, with notice to proceed effective November 1, for the construction of the transmitter buildings and tower for the Burbank ASR.

Low Frequency Facilities:

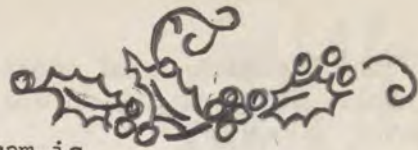
Construction has been completed on the buildings for the Payson, Arizona "H" facility and radio installation will be finished the first week in December.

The relocation of the Camarillo SRA has been completed and the facility is now operating in its new location.

Bid invitations have been issued for the construction of buildings required for the HW/FM facility we are installing for the Air Force near Murrietta Hot Springs south of March Field.

INSACS: Plans have been completed for the modernization of the San Diego INSAC in its present quarters. Installation work will get under way in December.

Plans are now complete for VHF air/ground installations at all INSACS, centers and towers programmed for this region. (Continued on next page)



Installation of UHF TDZ/URR-13 transmitting and receiving equipment covering Phase 1 of the Military program is well under way at all locations for which these installations are programmed. Installation crews are doing the UHF work where INSAC relocations or modernizations are in progress and at the non-console stations. Maintenance personnel are doing the majority of installation where the stations have been modernized with console equipment. The entire program is being held up due to non receipt of bulk shipment of RGL7-U cable being furnished by the military.

Contract has been awarded for the construction of the remote receiver site near the beacon at Ukiah, California. Notice to proceed is effective November 27.

General:

Mr. Hadfield returned to duty on November 26 following an extended illness.

Mr. H. E. Bertuleit, Communications Maintenance District Supervisor, Oakland, has been Acting Chief of the Maintenance Branch during the month of November, and Hans Andersen, Communications Maintenance District Supervisor, Los Angeles, has been designated to act in that capacity during the month of December.

Reconstruction of Beacon Site 27, north of Las Vegas, which was destroyed by fire, is nearing completion.

We have received our approved fiscal programs for fiscal year 1952 under both S & E and EANF. Both reflect the intent of Congress to cut non-military expenditures in every possible way. More than ever before, it behooves all field representatives of the Facilities Division to make maximum utilization of time and materials available and to eliminate all but the strictly essential expenditures of funds necessary to maintain our aeronautical services.

All personnel have been advised of the result of the Facilities Division Conference insofar as it applies to the organization and classification of the personnel of the Maintenance Branch. In general the entire tone of the conference otherwise reiterated the foregoing paragraph emphasizing a need for economic and efficient operation of the Federal Airways System.

Airways Operations Division:

A meeting was held with J. A. Schuerger, W-341, on October 25, regarding development of simplified procedures for obtaining Customs clearance to cross the Mexican Border.

C. W. Carmody, W-390 visited the Regional Office November 15 and 16 in connection with a study being made by the Airport Use Committee of Naval operations at Los Alamitos.

L. E. Warren, Deputy Chief, Airways Operations Division, Region Four, visited the Regional Office November 15 and 16 to coordinate matters in connection with air defense and Atomic Energy experiments at Las Vegas. (Continued on next page)

The Division Chief spoke at a pilots' meeting, sponsored by the Icarians at Glendale, November 14, on the subject of aeronautical communications for the private pilot.

Messrs. Johnson, de Arce, Whitney and Garrison and the Chiefs of all Airways Operations facilities in Los Angeles County attended a luncheon, November 26, given by the Los Angeles County Sheriff's Office in appreciation of cooperation rendered by CAA personnel to the Sheriff's Aero Squadron.

Several air traffic problems encountered as a result of the Atomic Energy experiments at Las Vegas have been resolved.

Safety Operations Division:

During the period November 5 through 16, an Aviation Safety interviewing panel, consisting of Mr. E. S. Hensley, Director, Office of Aviation Safety, Mr. F. M. Lanter, Director, Aeronautical Center, and Mr. J. Meisel, Deputy Personnel Officer from Washington, conducted written examinations and individual and group interviews for all Aviation Safety personnel grade 13 and above. These examinations and interviews were conducted in connection with the selection of personnel for new positions to be established with the implementation of the reorganization of Aviation Safety.

While in this Region, Mr. Hensley also found time to discuss a number of Safety Operations items with Division personnel.

On November 14 and 15, Mr. B. M. Jacobs, Chief, Safety Operations Division, attended a meeting in Washington to discuss air carrier problems pertaining to definition of routes and en route operating specifications.

Mr. F. A. Allen and Mr. G. Marshall visited the San Francisco Air Carrier Office on October 30 and 31 for a discussion of agent duties and responsibilities.

The accelerated en route inspection program for scheduled air carriers, requested by Washington was initiated at the beginning of this month. Reports received from agents so far this month indicate that 31 inspections have been conducted by seven agents. Also, three en route inspection reports have been received from other Regions. A tabulation is being made to maintain weekly records of inspection activity and to facilitate analysis for the summary report to W-280 at the end of the 90-day period.

The recent training flight collision accident between DC-4 aircraft of Overseas National Airways, Inc., and California Eastern Airways, Inc., at Oakland is being investigated by our Oakland ASDO. Agent Kent Davis has been assigned as coordinator.

On October 25, the Chief, Airman Standards Branch, conferred with Mr. T. A. Duffy of the California State Department of Education. The purpose of this conference was to coordinate several problems affecting veterans in connection with flight and ground schools.

The Chief, Airman Standards Branch, visited the Ontario District Office on October 30 and the Phoenix District Office on November 1 and 2 to discuss problems regarding flight and ground schools and examiners and to check on the progress of their work programs.

Aircraft Division:

The Hiller UH-12B helicopter was type certificated on November 2. This model incorporates a skid type landing gear, has a 200 hp Franklin engine, and an approved maximum gross weight of 2500 lbs. A large number of these aircraft are being produced for the Armed Forces, as the Navy HTE-2 and the Army H-23B. None of these are expected to be available to civilian purchasers at the present time. The Hiller Company has officially changed its name from United Helicopters, Inc.



The Baumann Aircraft Corp. project has been reactivated, and Mr. Baumann discussed vibration survey plans for his engine-propeller combination with personnel of this Division.

As a result of reports of several engine nacelle fires, Convair has issued a Service Bulletin specifying improvements in the fire protection of their Model 240.

Flight testing is being conducted on the Lockheed 1049 and the final Type Certification Board meeting is scheduled to be held this week. Messrs. Rolle, Disler, and Springer are here from Washington to participate in this meeting.

Engineering personnel witnessed static tests of the nacelle structure and engine mount for the Lockheed 1049-A, -B, and -C. The nacelle was tested to destruction. The engine mount did not fail and it is planned to test it to destruction as soon as the failed nacelle structure is reinforced to be used as a jig for the engine mount itself.

Preliminary discussions have been conducted with Douglas Aircraft Company's radio engineering department relative to the proposed standard radio VHF-VOR-ADF controls and indicators for use in future DC-6 models for various customers. The problem arose inasmuch as approximately ten customers have ten different ideas on how such controls should be arranged.

* * * *

ANSWERS TO QUESTIONS ON PAGE 9

- 1. 4,200
- 2. A total of \$15,768,725, broken down as follows: S&E, 1951: \$8,338,214; FAAP Adm: \$225,938; FAAP Proj.: \$6,377,276; EANF: \$735,638; Claims, Airports: \$72,272; WFC (3910.2): \$19,387.
- 3. 1,475 persons (includes EANF, FAAP and Caretakers)
- 4. Arizona: Carl Hayden, E. W. McFarland
California: W. F. Knowland, R. M. Nixon
Nevada: Pat McCarran, G. W. Malone
Utah: A. V. Watkins, W. F. Bennett
- 5. 800
- 6. 12,349
- 7. 12,000,000
- 8. OFAES = \$126,600 per year
- 9. East = Los Angeles 118°15' Long.; Reno 119°50' Long;
- 10. 844

Regional Administrator's Column (Continued from page 3):

"We should all be thankful that we belong in America, and that America belongs to us."

It seems to me these are the expressions of a real American. It brings a greater consciousness of the benefits we enjoy and it should also impress us with the responsibility we have for giving of ourselves and our resources to assist other countries and people less fortunate.

In the true Christmas spirit, HAPPY SEASON'S GREETINGS to you all!

* * * * *

CLAUDE M. SMITH TO RETIRE

Claude M. Smith, former Chief, Communications Operations Branch of this Region will retire January 1, 1952, because of physical disability. Claude incurred a back injury some time ago, which necessitated surgery. Complete recovery has not been effected and for this reason he reluctantly decided to retire.

Claude was born in Heyworth, Illinois, April 7, 1900. He served in Naval Communications during World War I from June 4, 1917 to September 16, 1919, and again from August 16, 1921 to June 6, 1923. The following day, June 7, 1923, he started his career with CAA's predecessor, entering on duty as a Radio Operator in the Air Mail Service at Iowa City, Iowa. He has served since that time as a Radio Operator at Elko, Nevada, Cleveland, Ohio, and Bryan, Ohio; and as Operator in Charge at Moline, Illinois. The climb upward led him to Hadley Field, N. J. as Airway Traffic Supervisor, followed by assignment as Instructor at Large for several years. He then served with the Third Region as Communications Supervisor and Chief of the Communications Branch. From Region Three he transferred to Region Nine as Superintendent of the Airways Operations Branch, but because of ill health, returned to the Mainland, exchanging positions with "Ted" Johnson of this Region in October, 1947. He assumed the duties of Chief, Communications Branch and held this position until his recent decision to retire.

Claude's many friends throughout the Region will miss him and join in wishing him a well-earned rest and the best of everything in the future. For the benefit of those who wish to communicate with him, his home address is 4209 Jasmine Avenue, Culver City, California.

* * * * *

KOREA ADVANCED HELICOPTER RECOGNITION 10 YEARS

"The helicopter's contributions to the war in Korea have cut at least 10 years off the helicopter industry's anticipated time schedule for development and recognition, according to L. D. Bell, president of Bell Aircraft Corp. Bell said that Korea brought about an awareness of the potential of the helicopter both to the military and in a peacetime economy.

"The era of the helicopter in every garage is still not within sight," Bell said, "but in the not too distant future helicopters will be at work in every city and rural area in the country.....as much as part of a municipality's equipment as a fire truck or an ambulance."

SUGGESTION PROGRAM

Several factors during the past month have prevented the Suggestion Committee from holding meetings. However, many suggestions have been reviewed by the Committee resulting in the following awards:

- 2 - \$25.00 awards
- 1 - \$10.00 award
- 3 - Certificates of Commendation
- 1 - Letter of Appreciation

As soon as final action has been completed and the suggestors notified, detailed information will be published in the Region Six News.



Employee suggestions have substantially contributed towards improving the operating effectiveness of the Region. Some suggestions from this Region have received Washington recognition and adopted on a nation-wide basis. More and more are coming in, so keep up the good work!

Don't hesitate to make suggestions. Put your idea down on paper. It may be the nucleus for the development of an improved method of operation.

* * * * *

INCIDENT REPORT - TEAM WORK

The following incident report was forwarded by H. C. Howard, Chief of the Air Route Traffic Control Center, Salt Lake City, Utah:

"At 0830M this Center received an interphone message from the Bryce Canyon INSAC to the effect that Hanksville advised four cases of what appeared to be polio had arisen there, including children with symptoms exactly similar to those of a boy (a brother of one of the present victims) who had died the previous day of poliomyelitis while en route, over almost impassable snow-covered roads, from Hanksville to a Salt Lake City Hospital. Hanksville wondered if ATC would call Dr. Allen E. Bateman and have him ask the Board of Health if they could send medical assistance; otherwise they would attempt securing same from Price, Utah.

"On receipt of the message, the watch supervisor ascertained that Dr. Bateman was out of the city and contacted his assistant, Mr. William P. Miller, who referred the watch supervisor to Dr. G. A. Spendlove, the Utah State Commissioner of Health.

"Watch supervisor then phoned Dr. Spendlove, apprised him of the information and received his assurance of immediate cooperation. Information was secured for Dr. Spendlove reference the condition of the Hanksville airport (1 inch of snow, frozen, with stretch of gravel available for light aircraft in event of thaw) and roads (impassable). It was suggested to Dr. Spendlove that the Center contact the State Aeronautics Director, Mr. Harlon Bement, with reference to flying medical aid into Hanksville. Arrangements were made for Dr. Spendlove to assemble his party while the transportation details were being worked out by the Center. (Continued on next page)

"Mr. Bement was contacted immediately by telephone, assured his cooperation and use of the State's four-place Beechcraft Bonanza, and was requested to contact Dr. Spendlove personally to coordinate the necessary arrangements. Field conditions at Hanksville were relayed to Mr. Bement, and he was given favorable forecast of weather enroute by Flight Advisory Weather Service.

"Bryce Canyon was given the foregoing information for relay to Hanksville, and advised in return that most of the town was assembled in the Hanksville INSAC, that two airport children had now been isolated in addition to the four town children due to unfavorable symptoms that might or might not indicate presence of polio.

"Further coordination with Dr. Spendlove and Mr. Bement resulted in the following facts: The State aircraft was ready for takeoff at 1000M and at that time Dr. Spendlove had arranged for Dr. Alton A. Jenkins, state epidemiologist, Dr. Burke Snow, a physical therapist specializing in crippling diseases, and Mrs. Ellen Ryan, orthopedist nurse, to be taken to the Salt Lake City airport by the Utah State Highway Patrol and thence to proceed by air to Hanksville. Dr. Spendlove estimated these persons could not be assembled at the airport until 1030M or later, and so advised Mr. Bement, who had meanwhile appeared in Center quarters and talked directly with Dr. Spendlove.

"Meanwhile coordination had been carried on between Hanksville and Dr. Spendlove as to symptoms of the patients, necessity for artificial respiratory equipment, etc. Watch supervisor also advised Dr. Spendlove that arrangements would be made with the Air Force for large plane assistance in carrying in heavier equipment and carrying out patients if deemed necessary.

"In this connection, watch supervisor contacted Hill AFB operations advised that office of situation, and received assurance that Hill AFB would have a C-47 ready for flight to Hanksville within 30 minutes of any notice to that effect. This information was relayed to Dr. Spendlove.

"State Highway Patrol was contacted, advised they were in radio contact with the car, and that one physician had been picked up, another was not at home but would be picked up at a hospital, that the car was now enroute for the nurse, and that no further delay was anticipated. Mr. Bement and Hanksville so advised.

"Beechcraft 96D departed 1218M estimated time of arrival Hanksville 1348M. Bryce Canyon notified to advise Hanksville. CAP plane will follow with balance of equipment.

"B26 departed 1307M estimated time of arrival Hanksville 1342M. Bryce Canyon advised. Pilots and personnel aboard this aircraft were as follows: Maj. W. G. Goering, Air Force Liaison Officer to Utah CAP Wing; Col. T. J. Enos, Wing Commandant; Lt. Col. E. W. Walton, Wing Adjutant; and Capt. C. T. Ellsworth, Commandant, Salt Lake CAP Squadron.

"Bryce Canyon advised at 1355M of arrival of both aircraft at Hanksville. Will keep Center posted as to further needs. If patients to be evacuated, the Hill AFB C47 will be required.

"Hanksville INSAC personnel enroute to town of Hanksville at 1450M to ascertain any further needs. No word at airport since the medical group arrived and left for the townsite. (Continued on next page)

"BCE advises HVE communicator returned from town, advises physicians believe situation in hand with exception of one patient, believe situation can be handled in HVE, do not require stand by of additional equipment. Hill AFB and State Board of Health advised at 1603M.



"Aircraft and all personnel, with the exception of the nurse, Mrs. Ellen Ryan, returned to Salt Lake City at approximately 6:30 p.m. Mr. Bement returned to the Center and advised that most of the children had been given immunization and penicillin injections and that the nurse was remaining in Hanksville to watch the progress of the children"

* * * * *

CAPITAL GLEANINGS

The big chatter in Washington at the moment concerns the complications of the new revised law usually referred to as the Whitten Amendment, dealing with promotions, transfers, etc. Details of the revised law will be found in Personnel Pipeline and the Question Box.

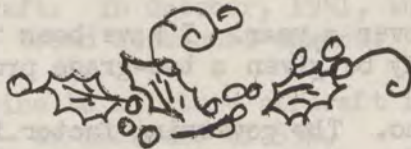
A Federal Unemployment Compensation Pay measure is due for reconsideration when Congress reconvenes in January. It reached the House floor during the last session, but fell short of the required two-thirds majority vote. (197 to 140).

Across the Nation:

Important materials continue in short supply, deliveries are slowing, slightly inflationary prices are reappearing.

The copper supply situation is now critical. Top mobilizers call copper "the shortage without a solution". DPA Administrator Manly Fleischmann sees only one answer - design copper out of products. Mobilization simply makes more demand on copper than known deposits can produce. Signs of the times: Some manufacturers have commenced winding motors with aluminum wire.

As a result of material shortages, drives are being organized throughout the country to stimulate the collection of scrap.

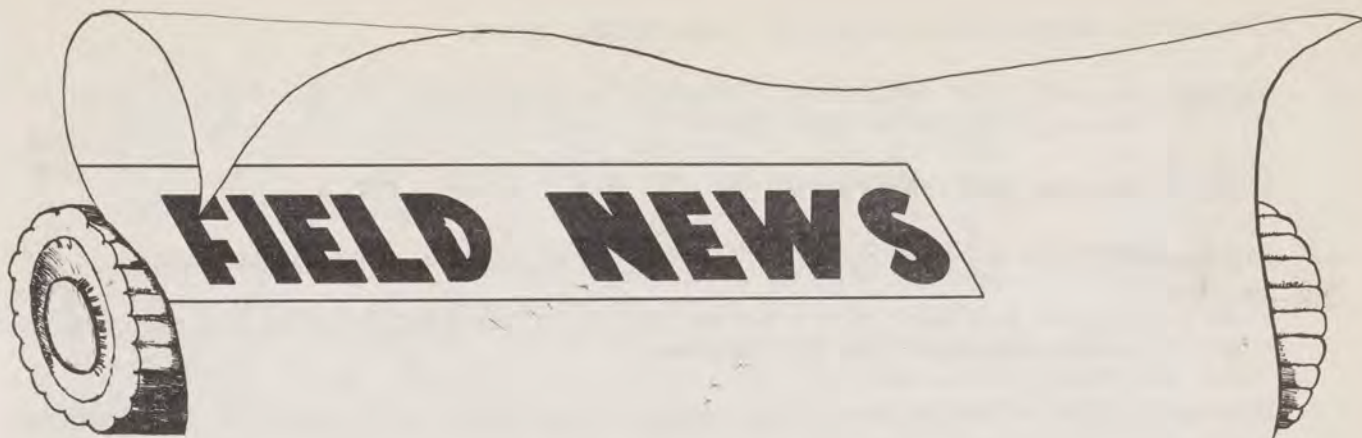




QUESTION BOX ?



- Q. I held a permanent appointment in Grade GS-6 in one agency and transferred to a grade GS-7 job in a defense agency last June with reemployment rights back to my old agency. What are my permanent rights in my new agency and in my old agency?
- A. You hold the GS-7 position on an indefinite basis. However, you have retention rights as a permanent employee at the GS-6 level in the new agency. You also continue to have reemployment rights at grade GS-6 in your old agency.
- Q. I was appointed to my present job eight months ago. I am being considered for promotion from engineer, GS-5, to engineer, GS-7. I understand that this is a line of work in which two-grade promotions are allowed, but I am confused on the time requirement. Must I wait another four months?
- A. Yes, however if you are within reach for a competitive appointment from a civil service register for an engineer position at grade GS-7, you may be promoted immediately.
- Q. Does the new Whitten amendment make any changes in the retention rights of employees?
- A. Yes, the principal change is to convert to permanent appointments the indefinite appointments of permanent employees who transferred after September 1, 1950. This puts them in a higher category for retention in the event of reductions in force.
- Q. I was separated by reduction in force from a GS-7 job at the end of World War II. I came back in the Government last month in a GS-4 job. If I can find a GS-7 vacancy in another agency, how long must I wait before I can take the higher grade job?
- A. You can be placed in GS-7 at any time because the new regulations permit a promotion back to the grade or level you held when you were separated by reduction in force.
- Q. I have been in GS-4 over a year. I have been told that since I am in a grade lower than GS-6, I may be given a two-grade promotion. Is this correct?
- A. Generally speaking, no. The governing factor is the grade of the job to be filled, not your present grade. However, if you are within reach for competitive appointment to a higher grade on a civil service register, you may be promoted to that grade.



YUMA, ARIZONA:

INSAC: Since the weather is one of the more interesting aspects of life in Yuma, we shall tell you just a little about it. The thermometer reached 115° several times this past summer, but somehow all managed to survive. The average daily maximum for September was 106.5 with sunshine reported as 99 per cent of possible. A few years ago, Yuma had ten consecutive days with temperatures of 110 or better. We are now getting settled down for a long winter of peering at the teletype weather reports and shuddering at what we see from some other parts of the country.

Currently, our Operations staff consists of Chief Specialist C. H. Weidner, M. T. Best, W. E. Brower, W. C. Johnson, O. L. Reedy (formerly at Tucumcari) and L. C. Walker.

Yuma INSAC is now located right handy for you good folks driving through to drop in and see us, just a few feet south of U. S. Highway 80, San Diego to Tucson and Phoenix. The spacious Administration Building is shared by Western Airlines, Weather Bureau and CAA.

As at other locations, activity is going up and up. In addition to the military activity, itinerant and local civil flying is on the upgrade. Also, airline service from Yuma is soon to be extended eastward to Phoenix and other points.

With respect to INSAC activity, on a point basis, activity is 27% higher than a year ago. In October, 1950, 529 ground-air in flight services were provided to air carrier and civilian aircraft. In October, 1951, these services numbered 877 - an increase of 63%, and the trend continues upward.

The number of in-flight service to military aircraft is as follows: October, 1950, 919 - October, 1951, 1,413 - an increase of 55%.

The number of emergency services provided by Yuma is perhaps not as great as that of other stations, however, there are two good reasons for that: (1) the excellent weather in the Yuma area; and (2) the high quality of pre-flight and in-flight service provided by Yuma CAA!! However, a brief summary of a few of those we have had during the past year is below. The following can describe two dif-
(Continued on next page)

ferent instances which occurred a few months apart:

Pilot: According to estimates, I should be over Yuma. My chart shows lots of desert, but there just isn't THAT MUCH WATER any where near Yuma.

Yuma : Heading and range signal?

Pilot: Just passed rapidly from N, through on course, to A on heading 249.

Yuma : Suggest you turn right to and maintain bisector heading 030 degrees until on course, then try 345 degrees.

Pilot: (After a few minutes) Maintaining on-course on heading of 350 degrees.

Yuma : Roger, that was the Gulf of Lower California.

Twenty-five minutes after initial call and with other incidental assistance, the one aircraft made a safe landing at Yuma, thirty minutes after dark. The other aircraft continued to destination after determining his position over Yuma.

Then there was the Piper in the NE "A" quadrant of the Yuma Range heading NW to reach Yuma. Following report of signal received and terrain description, the bisector heading of 210 degrees (SW) was suggested. After being assured that the pilot was receiving a build in signal, he was advised that the bisector heading which he was following would lead him to either the N leg or the east leg from which point we would assist him in on the on-course signal.

It was somewhat embarrassing when we found we had overlooked informing the pilot of a third possibility. We fished for an "on-course" signal report from the pilot for about fifteen minutes. His ultimate reply was, "No, no on-course signal, but I just passed over five tall radio towers and have Yuma in sight." He had reached Yuma via the center of the quadrant.

A handy mileage wrinkle used at Yuma is as follows: Heavy pins are inserted in the wall DF chart at all range stations, fan markers, course intersections and other fixes. A mileage line extending from Yuma for a distance of 1250 miles is drawn in on the chart and a cord attached to the Yuma pin. The cord can be woven among the pegs to follow any conceivable route of flight, off airways, on airways, direct or indirect or any combination of these. The cord can then be stretched straight along the mileage scale line and the mileage measured. This device is frequently used by pilots visiting the station, as well as by station personnel and has received considerable favorable comments.

MTIC: The MTIC recently took an enjoyable air trip to San Francisco, Oakland and San Diego via Burbank. To just a plain country boy, it was quite a thrill to ride in a Martin 202 from Burbank to San Francisco in 1:30 hours. To a "ground-gripper" radio technician this trip and view of the beautiful countryside with the panorama of the great San Francisco area unfolding at our destination was one long to be remembered and dispelled any previous doubt I may have had that "them things ain't practical". Had a nice visit with MTIC and other personnel at Oakland and the San Francisco OFACS. On the return trip to Burbank, I visited the Pilots Compartment and watched as they were flying the Bakersfield VOR. The pilot and co-pilot were a 100% for OMNI and said it made their job easier. (Continued on next page)

Returned from SAN to ELC via bus at tortoise speed and then the next day a very informative trip with Bob Lewis the Patrol Pilot as we came to Yuma and flight checked the SRA and VOR. We contacted the Sector truck at the VOR and even worked the new Yuma Tower (Air Force).



This little sojourn certainly gave me a greater insight into the importance of the work we are doing in maintaining CAA aids to air navigation. Of course the pretty stewardesses added to the enjoyment of the trip. But for some reason, the CAA does not provide one with the Beech Patrol plane. Perhaps it's just as well as we might have lost our way and ended up in Mexico. After all, one of the VOR radials extends that way.

VAN NUYS, CALIFORNIA TOWER:

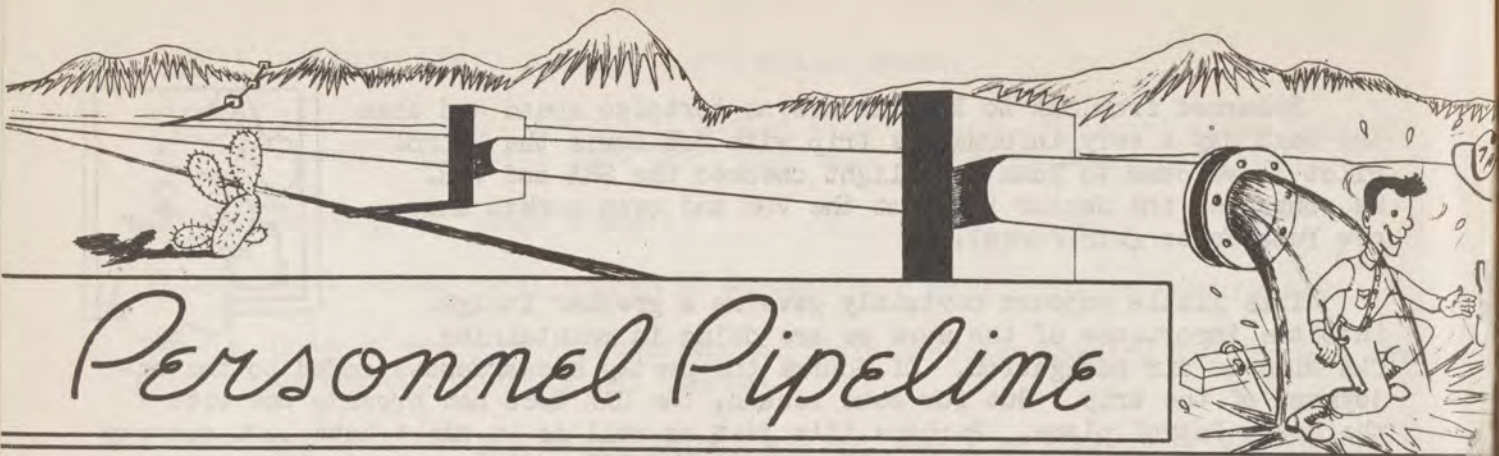
The Van Nuys traffic situation, while by no means unique, is somewhat different from the average airport. There is a combination of light plane student operation with fighter aircraft, including jets, landing on the same runway for any given wind condition. Most of the fighters make overhead approaches and most of the students are without radio, which makes traffic control interesting during peak conditions.

Van Nuys can claim to have more of a particular type of aircraft than any airport in the country. This is the midget racer. Wingspan averages 15 feet, top speed around 190 mph. At last count, there were six based here. The midget which won the race for its class at the Detroit National Air Race this year is called "Shoestring". According to the builder, Carl Ast, the name reflects the type of financing used in constructing the plane.

Construction is under way for the new \$100,000 terminal-operations building at this airport. It will contain 3700 square feet and is designed to permit expansion. Space is provided for operations activities, waiting room, rest rooms, offices, restaurant and cocktail bar. The building will be completed and occupied shortly after the first of the year.

TUCSON, ARIZONA, TOWER:

Ed LaDue, Chief Controller of the Tucson Tower, is convalescing from major surgery and expects to be back on the job December 1. Ed's many friends are happy to hear he has made such a quick recovery.



The Whitten Amendment recently enacted makes certain changes which will drastically affect promotions of employees and, to a lesser degree, will affect transfers of permanent employees, reassignments, and reduction in force procedures.

Promotions:

1. Employees in grades GS-5 or below may not be promoted within three months after their last competitive appointment and, in no case, may they be promoted more than two grades in any twelve month period. This may be two grades at a time or in two separate actions.

2. Employees in grade GS-6 and above may not be promoted to a higher grade within twelve months after appointment or last promotion. This promotion may not exceed one grade at a time except in the following cases and then not to exceed two grades:

- A. The position is not higher than GS-11 and positions in the normal line of promotion are classified at two grade intervals.
- B. The promotion restores the employee to a grade from which demoted or separated by reduction in force.
- C. The employee is within reach on a Civil Service register.
- D. In the agency in which he is serving if there is no position in the normal line of promotion in the grade immediately below that of the position to be filled and prior approval of the Commission has been obtained.

Many of these provisions were formerly in effect by regulation of the Commission and, for good and sufficient reasons exceptions to them could be granted. Now they are law and neither the Commission nor the agency may change them.

New Transfer and Retention Provisions:

Under the new provisions, permanent employees may transfer from one agency to another on a permanent basis. A transfer is defined as a change from one agency to another with no working day break in service. Since September 1, 1950, all transfers, including those of permanent employees, have been on an indefinite basis. (Continued on next page)

The new transfer provisions have this effect:



A permanent employee who transfers without a break in service has permanent status in his new agency at the grade or level of his last permanent job in his old agency. If he transfers to a higher grade than his last permanent grade, he holds the higher grade on an indefinite basis. If he is reached for reduction in force at this "indefinite" grade, he then competes at his permanent level with other permanent employees of the new agency.

The Personnel Branch will take appropriate action to reflect this change. Several questions and answers on the foregoing subjects have been included in the Question Box of this issue.

READER SURVEY - REGION SIX NEWS

On November 14, we issued an Administrative Notice to all employees in an endeavor to determine to what extent the Region Six News is being read. Results of the survey to date indicate that a vast majority of employees read the News each month, or at least a portion of the publication each month; therefore, distribution will be continued on the present basis. The number of replies received to each question are as follows:

<u>Regional Office</u>	<u>Field</u>	<u>Origin not marked</u>
Monthly : 193	Monthly : 581	Monthly : 5
Occasionally: 31	Occasionally: 34	Occasionally: 3
Never : 1	Never : 6	Never : 0

THANKS, "POP"

Mr. L. B. "Pop" Gregg, Director of Aviation for the City of Ontario, as an expression of gratitude for the cooperation of CAA personnel in the encouragement and development of aviation activities and services in the Ontario area, had five members of his family each contribute one pint of blood to the American Red Cross, to be credited to the Sixth Region's Blood Savings Account. We are deeply appreciative of this fine gesture.

