



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. V, NO. 1

JANUARY 1, 1952

A \$250,000,000 RESPONSIBILITY

By: O. Dean St. Clair, Jr.
Chief, Airport Operations Branch

120 airports, 66,700 acres of land, 13,218 pieces of personal property, including 4,550 buildings - that was the task faced by the Sixth Region Airports Division early in 1946, when the U. S. Government decided the world was in a sufficient state of peace that former military airport installations could be permitted to serve peacetime civil uses. The role played by the CAA in the gigantic disposal program came about through legislation which designated the CAA as an expert in the field of airport operations to act in an advisory capacity to the War Assets Administration and its successor agency, the General Services Administration, in the disposal of surplus airports and in determining the civil requirements at a particular location. Initially, the law governing these transfers permitted the conveyance of only those buildings and personal property which could be used directly in connection with the maintenance and operation of an airport, and the War Assets Administration was specifically prohibited from transferring any type of property to a sponsoring agency which might result in a profitable operation. As can be expected, a transfer under these conditions was not looked upon too kindly by a good many cities and counties, inasmuch as many airports to which they would fall heir were located in out-of-the-way places with limited aviation potential and subject to restrictions which would not permit the rental or leasing of building space for any activities other than those directly in connection with the airport. The Congress realized the inequity of this situation and passed legislation which permitted the conveyance of additional land, buildings, and other facilities for the sole purpose of producing revenue to provide for the maintenance and operation of these airports.

The deeds were not out-and-out gifts and required the grantee to live up to certain obligations with the United States concerning the use of the transferred property. The CAA became the watchdog for the Government and is still responsible for determining compliance with the terms of the deeds. For instance, CAA is required to approve the sale of any item received as surplus and to approve any use that is not aeronautical in nature. (Continued on next page)

After all of the deeds were issued, then came the job of reconciling the inventories against the property actually located on the airport. This was a difficult problem because neither the War Assets Administration nor the sponsoring agencies had the manpower or the time to personally check the thousands of items at the different locations. It was not unusual for a sponsor to receive a structure which, according to the deed, was only an empty frame building of temporary type of construction, but, in reality, was loaded to the gunnels with all types of nuts and bolts, screw drivers and the like, which ultimately had to be counted by the sponsor. This has resulted in some very interesting inquiries and there is no question but that the Army and Navy had some most peculiar pieces of equipment located on their respective bases. For example, not long ago the CAA was requested to grant permission to a sponsor to sell a hatch cover for an ocean-going vessel to which the sponsor fell heir by its deed from WAA. Permission was granted, but our people in the Airports Division are still shaking their heads in bewilderment as to how such an item of equipment ever found its way to a strictly land airport.

Some of the deeds also presented some innovations in draftsmanship and at least one of these deeds became the "Indian giver of all times." In the first paragraph of this deed the sponsor was given a well-described piece of property. The second paragraph, however, then very clearly stated that the deed excepted from the transfer the same parcel described in the first paragraph. Result? Nothing! As can be expected, reconciling discrepancies of this nature, the approval for the disposal of vast quantities of useless personal property, and the reconciliation of inventories have been time consuming. Today a complete record is available showing the exact amount of real and personal property for which the sponsoring agencies are accountable.

All of the deeds issued to the many public agencies carry a clause which is popularly (or we might say "unpopularly") referred to as the "recapture clause." This clause in effect provides that in the case of the declaration of a national emergency either by the President or the Congress, the United States may step in and take exclusive or nonexclusive control and possession of these former military installations. In view of the present national emergency and world situation this is the phase of the surplus program in which we are now engaged. It is quite obvious that many of these former military airports can revert to full military use at this time without disrupting to any great extent necessary civil flight activities. On the other hand, there are many of these airports which have come of age since being transferred to the various municipalities, and through good management, location and the expenditure of substantial sums, are serving civil aviation needs, which, if disrupted, would create serious hardships to the community and civil aviation. In these cases, every effort is made to obtain joint use of such airports consistent with civil and military needs in the present emergency.

The surplus program and this \$250,000,000 responsibility is a continuing program and will remain as such unless the Congress decides that the CAA is no longer required to fulfill its custodian capacity. This program has meant that many airports which otherwise would have deteriorated are today well-kept and ready for military need if required.



REGIONAL ADMINISTRATOR'S COLUMN

At the beginning of a new year, it would appear appropriate to take stock of our accomplishments and review in retrospect the progress which we have made. What have we done to improve our operating efficiency and improve our service to the flying public? Well, I think we have made substantial progress. Let's enumerate some of the areas of activity in which improve-

ments have been made.

We have made substantial progress toward completion of the omnirange program. In this connection, we solved the problem of the mountain top VOR site. This made it possible to proceed with installations that otherwise would not have functioned satisfactorily. There has also been a wider acceptance and increased usage of the omniranges not only the carriers, but all operators and pilots.

We in this Region have had a number of problems to solve in connection with our stations with the military. These had to do with the civil aircraft operations in the Defense Identification Zones, and the desires of the military to reactivate a number of airports that had been turned over to cities and counties for civil use. CAA Liaison Officers have been appointed to work directly with the Headquarters of the Western Air Defense Force and its operating divisions. Our relationships with the WADEF have been cordial with an understanding attitude on their part so that we have been able to continue civil operations with a minimum number of restrictions. It is anticipated that even in the event of an emergency the limitations will not be excessive. Although the military's proposal to reestablish military operations on civil airports has introduced some problems, procedures have been developed that are producing a better mutual understanding and resulting in arrangements for continuing civil operation at most locations.

During the year we also were able to discontinue the operation of a number of light beacons which were no longer essential, and to assist a number of communities in their airport development by the transfer of this equipment to them.

The combination of Communications Stations and Towers at selected locations is providing an improved service to all pilots and flight operators.

The adoption of a new written examination and improved flight test for private pilots is producing a better qualified airman.

The Federal Air Airport Program is helping to provide better airport facilities in many locations.

Increased emphasis on the inspection of irregular air carrier operations and the institution of adequate pilot training programs has resulted in a safer operation on the part of these carriers. (Continued on next page)

The certificated freight operators have made marked progress and we have assisted in improving their methods of operation.

We have had a part in the development of helicopter operations, specifically in the approval of the helicopter for instrument flight and planning for instrument operation.

The Douglas DC-6B and the Lockheed 1049, the two newest large transport category aircraft, have been Type Certificated during this year, and the regulations pertaining to stall testing of large transports have been revised to permit a more realistic application.

From the administrative side within our own CAA Sixth Region, we have made progress toward better work programming. We have staffed our Planning and Evaluation Division and initiated a definite program in this area. We have improved our coordination of related activities between Divisions. The integration of our Airways Operations Division in the Regional Office is showing results in improved operating efficiency.

We revised our Regional Promotion Plan to include the promotional aptitude factor which will improve our selection process. In this connection, we also utilized specialized testing techniques in a number of cases to further insure selection of the best qualified candidate. We also tried to improve ourselves in the Regional Office by taking a Management and Supervisory Training Course. In addition, we got our suggestion award program functioning more fully so that a number of people with worthwhile ideas were given recognition.

Besides all this, to me there was considerable evidence of improvement in the public relations activities of our field personnel, and their increased participation in community and civic enterprises. These activities have definitely resulted in a better public understanding of CAA and a wider acceptance of its services.

All of you have had a part in one or more of these areas of advancement. It should be a source of satisfaction to you as it is to me. My congratulations, and a Happy New Year.

* * * * *

BOB SCHMIDT NAMED TO ARIZONA STATE AVIATION AUTHORITY

"R. W. F. "Bob" Schmidt, Manager, Tucson Airport Authority, operator of Tucson Municipal Airport and Ryan Field at Tucson, has been appointed by Governor Howard Pyle to serve as a member of the five-man Arizona State Aviation Authority.

"....before moving to Arizona in 1948, Schmidt was associated with the Airport Division of CAA working out of San Francisco, Denver, Washington, D. C. and Santa Monica. His last position was that of Chief of the Airport Division in CAA's Region 6."

Sell-A-Plane News 11/25/51

PERSONALITIES OF THE MONTH

This month's "personalities" took us back to the Federal Credit Union where we found the congenial, affable "Howdy" Millers -- no relation to the "Dusty" Millers -- transacting the day's business.



Turning the spotlight on Mrs. Miller first, we find a trim, smiling brunette named Janette. She was born, raised and educated in Seattle, Washington, the city of steep hills. Janette worked six years for the King County Hospital Auditor's Office in Seattle, until she tamed the restless, eastern spirit of one Houghton Miller.

"Howdy", as we know him, was born in Mokena, Illinois. He was raised and educated there until the lure of the "Wild West" overcame him. He migrated to Seattle in 1930. It was while working for E. A. Pierce a brokerage firm, that he met and married Janette.

Howdy and Janette presently reside in the Sunset Park district of Santa Monica. They have enjoyed twelve years of married life together, all of which have been in California. They have two children--11 year old Marilyn and 9 year old "Howdy" Jr.

Since being in California, Janette has worked at UCLA and the Douglas Santa Monica plant. "Howdy" has been with Edgemar Dairies as a personnel director, and operating his own insurance agency. Presently, he manages the credit unions at Edgemar Dairies and the CAA, besides his own insurance agency.

Mrs. Miller can attest to the fact that running a Credit Union is a pretty rugged job. She works from 10:30 to 5:30 each day, with many a Saturday and Sunday sandwiched in. When the Credit Union started, back in 1949, it was handled as a spare time, noon hour affair, by the employees. It quickly grew to amazing proportions, and had to be throttled by the competent and good natured Millers. The Credit Union is still growing to the benefit of all, and with new additions, like the tri-poster machine, it should become more efficient and useful.

Both Janette and Howdy agreed that their children are their hobby. Much of their time is spent in the business world, so their main interest would naturally center on the kids. Mrs. Miller is Den Mother to a Boy Scout group, and swimming instructor to a Girl Scout group. The whole family loves to go to the beach frequently.

Howdy is no newcomer to aviation. He boasts four hundred hours in single engine planes. He started to fly way back in 1932 in Seattle and obtained his Private Pilot's license that year. In 1942-43, he joined the Civilian Pilot

(Continued on next page)

Training program, but couldn't continue because of an eye defect. So Howdy spent the rest of his war career in Amarillo with the Army Air Force. Howdy belongs to the "Simplyfters Club", composed of several CAA private flyers and frequently the Millers go for a Sunday spin in the cool blue yonder.

Mr. and Mrs. Miller are very anxious to have everyone know how much they have enjoyed being with us here at CAA, and the more helpful they can be, the better they like it.

A couple of grand people, the Millers and we feel they're tops. They've done a fine job in the Credit Union and we're glad to have them aboard.

* * * * *

I N M E M O R I A M

The Six Region was deeply shocked and grieved during the past month to receive the news of the death of two employees in the Facilities Division.

James E. Taylor, employed as a Construction Superintendent with headquarters at the Regional Office, passed away suddenly at his home on Thanksgiving Day. He had been under a doctor's care for treatment of a heart ailment, but it was believed he was responding favorably to treatment as he had visited the Regional Office on the day before his death.

Jim, as he was familiarly known to his co-workers, had been employed in the CAA since July, 1939. He was a veteran of World War I, and prior to his employment with the CAA, was a mail carrier for six years at Colorado Springs, Colorado. He was born in Walsenberg, Colorado on March 2, 1893. He was graduated from Canon City High School, Colorado, and later attended Colorado College at Colorado Springs, Colorado. His willingness to accept any assignment and his loyalty to the organization won him the esteem and affection of his co-workers. He was an active participant in civic and church affairs in the community where he resided, and his loss will be deeply felt there.

On November 30, the office was again saddened to learn of the sudden death from a heart attack of Nathan E. Wagstaff, Airways Maintenance Technician, headquartered at Salt Lake City. So far as is known, he had not previously been ill.

Nathan was born in Salt Lake City, Utah, on February 15, 1892, where he attended high school and later the University of Utah. He had been employed by the CAA and predecessor agencies since February 11, 1930. During this long tenure of employment, his industry and loyalty were of the highest order.

These veteran employees will be sorely missed and they leave vacancies in our ranks which will be difficult to fill.

All employees of the Sixth Region extend deepest sympathy to the families of these employees.

REGIONAL ADMINISTRATOR PRESENTS CASH AWARDS TO THREE EMPLOYEES



L-R L. P. deArce, J. S. Marriott, Len Riley and Walter Carroll

Mr. L. Ponton deArce received a \$25.00 award for suggesting that phone calls from Regional Office personnel to the Regional Office be station to station, rather than person to person. Estimated savings - \$570.

Mr. Len Riley received a \$25.00 award for suggesting that all Regional Offices be contacted prior to purchasing certain items so that "Pool Purchases" may be made to offset the set-up charge assessed by manufacturers for these items. Initial savings estimated at \$580.

Mr. Walter Carroll received \$10.00 award for suggesting that rubber stamps be used for marking packages for shipment to field stations instead of the present "caution" labels.

Since July 1, 1951, this Region has awarded a total of \$155.00 for seven awards and, in addition, eight Certificates of Commendation have been issued.

Through regular meetings of the Awards Committee, the back log we have mentioned in past issues has been eliminated. This Committee is composed of five members who form a standing committee. At the beginning of each fiscal year, the members elect a Chairman and an Assistant Chairman. Vacancies are filled by appointment by the Regional Administrator. At present, the committee is composed of: A. E. Horning, Facilities Division, chairman; B. Jacobs, Safety Operations Division, Assistant Chairman; Stan Boggs, Airports Division, member, and Morris Plotkin, Executive Assistant, member.

In addition to the Committee members, there is a Field Secretary who sees to it that all suggestions are acknowledged, logged, evaluated and considered by the Committee as quickly as possible. Mr. R. W. Gunn of the Personnel Branch is serving in this capacity. (Continued on next page)

When suggestions are received, they are immediately acknowledged. The portion of the form bearing the suggestor's name is detached and placed in a file in the Secretary's Office. This portion is never seen by the Evaluator or Committee and, therefore, the identity of the suggestor is unknown until after the suggestion is passed upon. The suggestion is then referred to the appropriate Division Chief for evaluation. Comments are made and the suggestion forwarded to the Awards Committee.

Management feels that the Suggestion Program is paying dividends. The only way for the program to continue doing so is by keeping the suggestions rolling in. You are the only ones who can control this. Put on your thinking cap and keep them coming!

STATUS OF THE SUGGESTION PROGRAM:

Suggestions on Hand, September 30	24
Suggestions received through November 30	35

Total	59
Suggestions adopted	10
Suggestions forwarded to Washington	15
Suggestions rejected	21

Total Processed	46
Balance on hand	13
Total suggestions processed since July 1, 1951	105

* * * * *

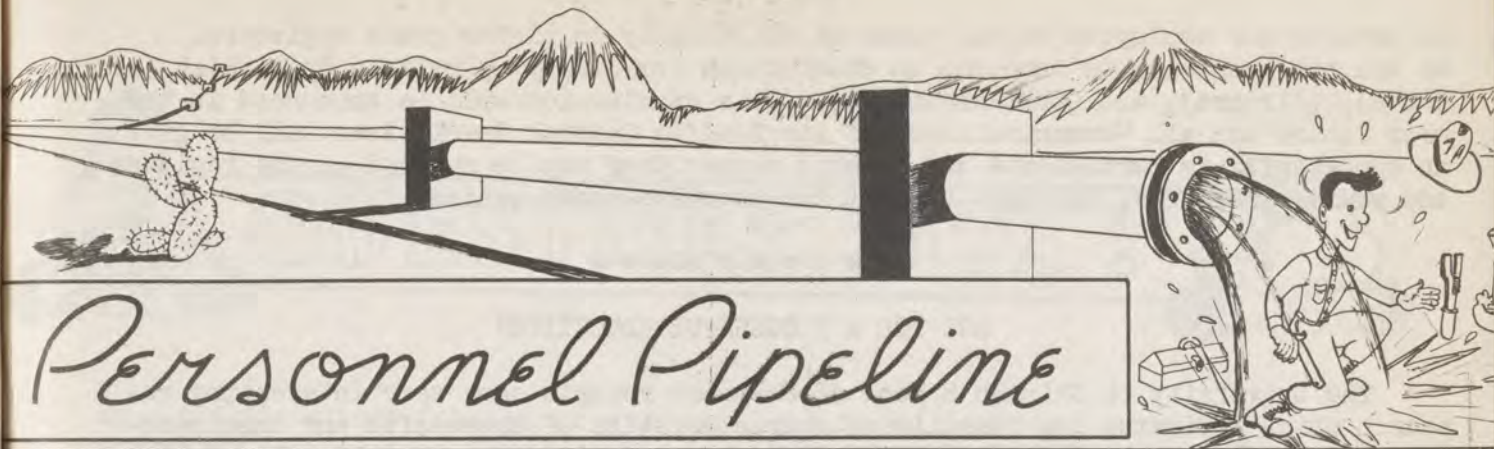
PUBLICATIONS OF INTEREST TO FEDERAL EMPLOYEES

Frequently employees make inquiries relative to publications which give news, trends, and information on governmental affairs, such as pay, retirement, leave, which are of interest to Federal employees, but are not of sufficient interest to the general public to be included in the daily newspapers.

Publications known to contain such information are listed below:

1. Federal Civil Service Biweekly Newsletter, P. O. Box 101, New York 38, New York. Individual subscription rate, 1 yr. \$5.00.
2. Jerry Klutz Federal Employee Newsletter, issued every other week. To subscribe, write Jerry Klutz, c/o Washington Post, 1515 L. Street, NW, Washington 5, D. C. Subscription rate \$8.00.

The two organizations of Federal employees, that is, the National Federation of Federal Employees and the American Federation of Government Employees, also issue a monthly publication free to members of the organizations. Local chapters of either organization can furnish information relative to membership, dues, etc.



Personnel Pipeline

In the December issue of the Sixth Region News, and in Administrative Notice issued December 6, the provisions of the Whitten Amendment were briefly outlined. A number of problem areas have developed since the enactment of this Amendment which have brought its full significance to the attention of some of our employees whose promotions have been prohibited, principally in the area of Airway Operations Specialists and Aviation Safety Agents.

A number of Airway Operations Specialists (Communications) were employed several months ago with the understanding that when they had obtained an Aircraft Communicator Certificate, they would be eligible for promotion from GS-5 to GS-7. Also, Aviation Safety Agents were employed with the understanding that if they completed six months of satisfactory service, they would be promoted to grade GS-11.

Except under certain conditions, the Whitten Amendment now requires a one-year waiting period for a one-grade promotion to grade GS-6 or above and prohibits two grade promotions. We are, therefore, unable to approve promotions of personnel in the above categories who do not meet the requirements of the Whitten Amendment. There are, however, two possibilities which we are exploring at the present time which may relieve this situation and which will, if approved, permit the promotion of some personnel in the above categories:

1. The restrictions described above do not apply to any person who is being promoted in accordance with a Training Agreement which has been approved by the Civil Service Commission.

At the present time, the CAA does not have a training agreement with the Civil Service Commission. In a true sense, we do not employ trainees and our positions are not classified as Trainees. However, GS-5 Airway Operations Specialist (Communications), GS-6 and GS-7 Airway Operations Specialist (Air Route) and (Airport), and Aviation Safety Agent GS-9 are trainees in that they are not operating at the journeyman level. Based on this premise, this Region has recommended to Washington that CAA training programs for this category of personnel be submitted to the Commission for approval. Washington has advised that they are giving this matter their attention and, in the near future, they hope to obtain approval of our training programs.

2. The restrictions described above do not apply to persons within reach on a Civil Service Register of eligibles for a higher grade than they presently hold.

At the present time, the CAA Board of U. S. Civil Service Examiners, Sixth Region, does not have a register for Airway Operations Specialist. We, therefore, are unable
(Continued on next page)

to promote our employees on the basis of eligibility on higher grade registers. We are now preparing to announce an examination for Airway Operations Specialist (Air Route), (Airport), and (Communications). This examination will be announced in the near future and all Communications and Air Traffic Control Specialists will be given an opportunity to participate and in this manner they may be reached on the register and would, therefore, not have to wait for a twelve-month period.

* * * * *

ARE YOU A SUCCESSFUL EXECUTIVE?

The University of Chicago School of Business reports some very interesting research which indicates the identifying characteristics of successful and unsuccessful executives, in the September, 1948, issue of "Advanced Management". The following is a list of the successful ones:

1. He has achievement desires. He gets pleasure from accomplishment.
2. Authority does not hamper him. It neither makes him dictatorial nor submissive. He recognizes the merit of group work.
3. He has strong drives, but they are aimed toward achievement.
4. He can organize things well.
5. He is decisive, not necessarily giving rapid fire answers, but he can make decisions among several courses of action.
6. He has firmness of conviction, is not influenced by pressure.
7. He is aggressive and mentally alert.
8. He has a fear of failure.
9. He is realistic.
10. His relations with others are good.

* * * * *

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

1. What city is the county seat of Orange County?
2. The highest and lowest elevations in the U. S. are in California? True or False? Where are they?
3. What year was California admitted to the Union?
4. What is the average annual rainfall in the City of Los Angeles?
5. What was the name of Wiley Post's airplane?
6. Who is the Regional Administrator of Region 4?
7. What states comprise the CAA Fifth Region?
8. What do LORAN and ICAO stand for?
9. Name the last five Administrators of CAA preceding Mr. Horne?
10. What is the weight of the largest regular flying civil aircraft?
(Answers on page 12)



QUESTION BOX?



- Q. Is a "reallocation" (change in grade by classification action) considered a promotion action under the Whitten Amendment?
- A. Yes. A reallocation is a promotion within the meaning of the Whitten Amendment and the incumbent must meet the one-year requirements established by the new act. If the incumbent does not meet the requirements, he continues to serve at his present grade on a "detail" basis.
- Q. In the Whitten Amendment, they state grades in terms of GS or its equivalent. What are equivalent grades?
- A. The Civil Service Commission is making a study of a table of equivalence. This study has not been completed, but the Commission has indicated that we may use the following:

CPC-6	equivalent to	GS-4
CPC-7	"	GS-5
CPC-8	"	GS-6
CPC-9	"	GS-7
CPC-10	"	GS-8

- Q. I resigned from a GS-11 position in May 1950. I came back to my old agency last month in GS-9. May I be promoted to my old grade at any time a vacancy opens?
- A. No. You must wait 12 months after your last appointment before being promoted. The provision for waiving the time limit for promotion back to a grade formerly held applies only to employees who were separated or demoted from that grade as a result of reduction in force.
- Q. How should I accomplish the "Consignee's Certificate of Delivery" on the original Government Bill of Lading when one or more cartons are missing from the shipment?
- A. Accomplish the "Consignee's Certificate of Delivery" to show actual pounds received, (deduct the weight of the missing carton or cartons from the total weight of the shipment). Also complete the "Report of Loss, Damage, or Shrinkage" on the reverse of the GBL, and sign your name and title.

REGION SIX CREDIT UNION NEWS

The annual membership meeting of the CAA Region 6 Federal Credit Union will be held in the Regional Office cafeteria, January 25, 1952, at 4:00 p.m. Election of officers and the voting of the dividend rate will be two of the principal purposes of this meeting. Also a complete report of the Credit Union operation will be given by the Board of Directors and various committee chairmen. The annual meeting offers each member an opportunity to express approval or disapproval of the manner in which the affairs of the Credit Union have been conducted. Credit Union members will greatly help the success of the annual meeting by attending.

On January 1, 1952, the Credit Union bookkeeping system will be changed to a more efficient method. This change necessitates the issuance of a new passbook for each account. It is necessary that after you have received your new passbook the old one be turned in to the Credit Union to be stamped and cancelled. The old passbook will then be returned to you. It will be appreciated if all members will cooperate by sending in their old passbooks so that the change over will be accomplished as smoothly as possible.

The dividends for 1951 will be credited to all accounts on the date of the annual meeting, January 25, 1952. Dividends may be withdrawn from accounts by request of the member.

Again this year, the Credit Union office will handle 1952 automobile license fee registrations for Regional Office Credit Union members.

We are gratified at the response of our members and prospective members to the request for questions regarding the Credit Union and its operation. It will be our policy to answer these questions through our column in the Region Six News, in the hope that others who perhaps have the same questions may benefit. We will continue to welcome any inquiries on the Credit Union procedure and benefits.

* * * * *

Answers to Quiz on page 10:

1. Santa Ana, California.
2. True. Mt. Whitney - 14,495' and Death Valley - 241' below sea level.
3. 1849
4. 15.56 inches.
5. Winnie Mae
6. L. C. Elliott.
7. Missouri, Kansas, Colorado, Wyoming, South Dakota, Nebraska and Iowa.
8. LORAN - Long Range Air Navigation; ICAO - International Civil Air Organization.
9. Donald W. Nyrop, Delos W. Rentzel, Theodore P. Wright, Charles I. Stanton, Donald Connally.
10. Boeing 377 Stratocruiser - 145,800 lbs - 72½ tons.

W. E. (ED) KLINE RETIRES

On the occasion of the retirement of W. E. (Ed) Kline, Administrator of the Ninth Region, the following letters were exchanged, and they are reproduced here in the belief that all CAA employees will be interested:

November 1, 1951

"Dear Mr. Horne:

"This is to advise you that I will retire as of December 31, 1951.

"This organization has been my life work and it is with quite a bit of regret that I now sever my connections with the organization which I feel I had some small part in building.

"It is a far cry today from the time in 1923 when I purchased two carloads of kerosene lanterns to light the boundaries of our emergency fields between Chicago and Cheyenne so we would be in a position to start night flying on July 1, 1924. We had no money to do anything else and we were determined to get started. So if some of the boys think we have money troubles now, they should have been with us then.

"I trust that I will be able to see you before I retire.

Sincerely yours,

/s/ W. E. Kline"

December 5, 1951

"Dear Ed:

"It was with regret that I learned of your intention to retire on Dec. 31st.

"However eagerly you may await the opportunity to rid yourself of the burden of government affairs and devote your full time to your hobbies and to your personal matters, we in the CAA will experience a deep and sincere feeling of loss.

"It is axiomatic that no organization can be better than the men who compose it. If today, the CAA has achieved a position of public trust and confidence, it is because of the unstinting devotion of public servants such as you. You were among the pioneers who really created this organization. It is for us to perpetuate the principles of devoted public services which so well are exemplified by your long career.

"The problems which confront us today, onerous and perplexing as they may be, are made less difficult by the record of experience which you and your colleagues have left for our guidance. (Continued on next page)

"You have served the CAA in many capacities and in many places. You are the first Regional Administrator to retire. This fact gives our organization a feeling of maturity and the realization that with maturity, comes greater responsibility.

"Your friends everywhere, and they certainly must number in the hundreds, join me in hoping that the door which you now open will lead to many additional years of happiness and contentment.

Sincerely yours,

/s/ C. F. Horne
Administrator of Civil Aeronautics"

REGION SIX COMMENDED

Region Six, in general, and A. G. Heimerdinger, Airplane Pilot, and James J. Ross, Flight Test Engineer, in particular, were commended as a result of work in connection with the certification of the Super-Constellation airplane. The following letter was forwarded to Mr. Horne, Administrator of Civil Aeronautics, by Mr. Hall L. Hibbard, Vice President and Chief Engineer of the Lockheed Aircraft Corporation:

"Yesterday we officially received our signed certificate from the CAA for the certification of the Super-Constellation airplane. On this occasion I wish to make a few statements, on behalf of the Company, concerning our deep feeling in this matter.

"We have always had harmonious relations with the CAA, but the series of tests culminating in this approved Type Certificate was the most favorable experience of all and a very, very gratifying one. The very great cooperation of the CAA during this series of tests has been a source of deep satisfaction to us. In particular, the efforts and cooperation of the Sixth Regional Office have been splendid. They have worked at all hours in an effort to get our tests conducted with dispatch and, in this connection, we wish to tell you particularly how much we appreciate the efforts and cooperation of your pilot, Mr. Heimerdinger, and your engineer Mr. Ross.

"In closing, may we say that in every way we have been gratified with the manner in which the CAA has cooperated and worked to the end of getting our approved Type Certificate to us at the time we needed it."

LE
as
le
qu
le
be
la
le
TR
st.
of
Ci
ma

INCIDENT REPORT

The following incident shows what sometimes happens when a pilot "assumes" anything. The phrases, "It seems -" "I assume -", "It should -" are invitations to accidents:

"I have been flying off and on since 1940, pretty sharp, lots of time in the type of aircraft involved. Nothing to worry about. When I came over the strip in question, I noticed a great deal of snow had fallen in this country where snow never falls (according to the old timers) I also noticed a couple of jeep tracks down the side of the airstrip. Close investigation revealed that these tracks could not be more than 6" to 8" deep and of course that never bothered anyone. After all, I've flown into and out of deeper snow than that on many occasions. There was evidence of drifting around the bushes but none whatsoever on the strip and the tracks bore that out. Gear down and have at it. Don't want to hit the tent near the side of the strip, know it is a long ways away, but always give it lots of clearance, hold left. Let's make our own tracks, if we use the jeep tracks it may throw us around with one wheel in more resistive snow, hold left. Plenty fast today, guess I'll hit about the top of the hill. Aw, but what the heck, let's plunk her on and get it over with, WHUP!!! You dumb #*"\$&\$. And it wasn't your airplane this time. Who would have thought that there was a drift there, surely there couldn't be, the snow had the same contour as the strip without snow, and the tracks indicated the depth all the same, but my gosh. The left wheel touched first in snow of about 10" to 12" depth and the plane immediately assumed an attitude of about 45° heading to the direction of the runway, nose wheel blazing a path for the left wheel to follow. Heck, we're headed right for the tulies, full right rudder, no response, should use brake but weight is already thrown forward on nose wheel, might overload it. There I have it under control, but tulies here we come, off the strip and into the rough stuff, clunch, umph. The nose wheel collapsed upon hitting a clump of dirt, brush and snow. That's it."

* * * * *

CAPITAL GLEANINGS

LEAVE

The new leave plan as scheduled goes into effect January 6. Leave is creditable as follows: Service (combined military - civil) less than 3 years, 13 days; with 3 but less than 15 years, 20 days; 15 years or more, 26 days. But remember this--the law requires that each employee serve 90 days without a break in service before he can earn leave. A break in service, even of one day, means that the 90 day waiting period must begin all over again--unless the break is on leave without pay. Another feature of the law allows all Government service and honorable military service to be creditable for leave purposes.

TRANSFER FREEZE

Latest reports indicate a reversal in Civil Service thinking in the setting of stringent rules regarding transfers. Surveys for September showed that only one percent of military agencies personnel turnover was due to transfers. On basis of this figure, Civil Service may shelve their original plans to order the freeze or transfers as premature. (Continued on next page.)

PAY RAISE - RETIREMENT

Mutterings from the capital indicate these issues will take top billing at the next session of Congress. Congressmen report the squeeze has begun for liberalization of the Civil Service Retirement System. For example, retired employees are bombarding their Congressmen with demands for annuity increases.

Wage increase demands stem from (1) the steadily increasing cost of living (up 3.2 percent since January); (2) a serious move to bring Federal pay in line with comparable positions in private business and industry.

Chaff: 1952 is expected to bring-tightened budgets with restrictions on travel and an over-all reduction in personnel -- by attrition rather than by firing..... Restrictions against outside employment on the part of policy making Government officials were announced at a recent President's press conference. Administration thinking apparently leans this way: (1) A flat prohibition against any type of outside employment for officials above some still undecided but relatively high grade level (Grades 12 and 13 are being discussed). (2) For all other employees, a general requirement that they must accept no outside employment which conflicts with their Federal jobs..... Some top Government officials have voiced criticism of the revised Whitten amendment, claiming that it seriously hamstring sound personnel practices.

* * * * *

DIVISION HI-LITES

Airways Operations Division

During the month tests were given to thirty-one candidates for the position of Chief of a combined station and tower in accordance with procedures prescribed in Division Bulletins. Twenty-five out of the thirty-one candidates attained passing marks in these tests.

The combined tower and station at Las Vegas was formally commissioned on December 9, 1951. It operates 24 hours daily.

Mr. W. R. Staff, Mr. A. F. Fielder, and Mr. John Garrison visited field facilities during the month for the purpose of acquainting field personnel with the Integration Program.

Don Whitney, 6-549, and V. W. Holden, 6-577, attended VOR conference in Washington, D. C. on December 12 through 13 to discuss planning and designation of the victor airways system. Recommendations were made for establishing victor airways criteria. Discussions were held on reporting points, terminal area procedures, enroute transition procedures, minimum enroute altitudes and minimum reception altitudes during the conference.

Aircraft Division

Application for Type Certificate has been received from the Douglas Company for a new model 66-passenger airplane. The airplane is designated as the Model DC-7, and resembles the DC-6B in configuration, but will have a fuselage 40 inches longer than the present DC-6B. Wright R-3350 compound engines with take-off hp of 3250 and Hamilton Standard propellers will be used. Take-off weight is specified to be 116,800 lbs. (Continued next page)

The CB fire extinguishing system has been submitted for our approval. This installation is made in an executive DC-3 aircraft, and will be the first official CAA approval of a CB fire extinguishing system in a certificated airplane.

Panagra expects to install R2000 engines in their DC-3 aircraft. It is anticipated that Aircraft Division personnel from this Region will be requested to participate in approval of the first installation, which will be made in Miami.

A final Type Certification Board meeting was held on the Douglas R6D-1. This is the Navy version of the Model DC-6A. Personnel from Douglas, Bureau of Aeronautics, and CAA participated. A draft of the Aircraft Specification and necessary revisions to the Type Certificate were made.

The Type Certification Board approved the Lockheed Model 1049-53 on November 27, and Eastern Air Lines accepted delivery of the first airplane a few days later. Type Certificate No. 6A5 was issued to the Lockheed Aircraft Corporation. Engineering Flight Test Branch personnel conducted a production flight check on the Model 1049-53 airplane being delivered to EAL.

Engineers from this office visited the International District Office at San Francisco to discuss the PAA's engineering and maintenance personnel various problems which have arisen in that area, particularly in regard to the program for supervision of PAA's engineering designees by the Aircraft Engineering Branch of this Region.

Airports Division

Personnel of the Airports Division attended the semi-annual meeting of the California Association of Airport Executives in Santa Monica December 5th through 7th. The Chief of the Division participated in the panel discussion on "Military Exercise of Recapture Clauses in Airport Agreements."

Morwick Ross, Executive Assistant, Office of the Administrator, Robert P. Boyle, Deputy General Counsel, and C. P. Marcum, Organization and Methods Officer, visited this Region on their national itinerary in connection with the Administrator's appraisal of CAA airport programs, principally as to policies followed in the field for implementation of programs.

N. S. Nyhus and D. P. Samson of the Washington Office of Aviation Defense Requirements met with Airports Division and other Regional Office personnel for the purpose of discussing the activities of that office in connection with the Federal-aid Airport Program. They advised that competition between agencies for allotment of controlled materials from the Defense Production Administration is increasing, and the need for complete and accurate justification is very necessary.

The proposed further development of Salt Lake City Municipal Airport No. 1, and more particularly, in connection with the establishment of a new instrument runway is still under consideration. Since CAA's meeting with City Officials on November 9, 1951, the City Engineering Department has been authorized to conduct reasonably accurate surveys of the area involved in connection with the proposed construction, for the purpose of establishing a more firm estimate of cost. (Continued next page)

This work is nearing completion, and it is expected that a meeting of all concerned will be held within the next week or ten days, at which determinations will be made as to whether the development will be undertaken. The Adjutant General of the Utah National Guard has indicated that a decision will have to be reached by the City within the immediate future, so that the Guard's planning can be completed for either participating in the new runway, or extending of the N/S runway, to accommodate its operations.

On December 20, the Chief, Airports Division, and personnel of the Planning and Evaluation staff and Airways Operations Division attended a meeting at San Diego with Admiral Henderson, City Manager Campbell, and other City and Navy representatives to discuss the proposed ultimate development of Montgomery Field as the air carrier terminal for San Diego. It was agreed that operations could be conducted at Montgomery Field and the Miramar Naval Air Station without undue interference and a committee of Navy and CAA representatives is to be appointed to work out the details for possible later adoption by the Airspace Subcommittee.

During this period a workload analysis was made of the NOCAL District Office by the Chief of the Division as part of a study for evaluation of activities and methods for best utilization of effort on the various functions assigned the Division.

Comprehensive Field Reports listing data necessary for the 1952 National Airport Plan have been received from the SOCAL, ARIZ, UTAH, and NEV Districts and are now being checked and printed. Regional clearance of the Plan should be accomplished early in January.

Safety Operations Division

A new irregular air carrier operating certificate was issued to Robin Airlines, Inc., d/b/a North Continent Airlines of Burbank, California. This carrier has been inactive for approximately eleven months.

Messrs. Stahl and Ross of the Washington Office of Aviation Safety visited the Regional and Burbank District Offices in connection with the certification of Slick Airways pilots as flight engineers. Conferences were held with Slick Airways officials regarding application for approved flight engineer courses. The Washington visitors made the round trip on Slick Airways to observe its operations.

The irregular air carrier operating certificate of Air Services, Inc., was transferred from Region One to Region Six. Inspection of this carrier will be the responsibility of the Burbank Aviation Safety District Office.

Mr. McGilvray of the Department of Transport, Australia, stopped in this Region, after having visited Region One, Oklahoma City and Washington, D. C. On December 17th, Flight Operations Agent Paul Thornbury of the Los Angeles Air Carrier District Office accompanied Mr. McGilvray to Trans World Airlines for a study of airline dispatching procedures and to Los Angeles Airways for a similar study and a general discussion of helicopter operation with Los Angeles Airways officials.

Mr. William F. Clifton, Chief, Examination Development and Construction Section, Washington, visited the Regional and District Offices during the period December 7 to 13, 1951. The examination development program was discussed; also problems pertaining to written examinations were observed and discussed. (Continued next page)

After a survey of the District Offices regarding the private pilot examiner's fee, it was the consensus that the present fee should be changed. It was recommended that, although an upper limit be permitted, such as \$10.00, it be optional with the examiner as to the exact amount, provided the \$10.00 limit is not exceeded.

Over 900 sample questions for a new instrument written examination have been submitted to the Airman Division, Washington. The majority of these questions were compiled by the Agents; however, some were submitted by the examiners. It is proposed to issue a list of questions to be used as a study guide to assist an applicant in preparing for an examination.

Flight Operations Agent Trainee James A. Ragan has completed his induction training at the Burbank District Office, where he is serving on temporary detail.

Facilities Division

VHF Ranges: Tests with portable equipment indicate we can obtain a suitable VOR site on the Tucson Airport if the Air Force follows through on their request for the relocation of the present range.

The initial site selected for the Kingman VOR, some 4 miles north of the airport proved unsatisfactory. At both Kingman and Tucson we intend to further explore the possibilities of mountain top sites.

Portable equipment is now being set up at the South Mountain site north of Camarillo for possible flight check this week. If this site proves unsatisfactory, we plan to test La Jolla peak back of the Mugu radar site.

On completion of the Camarillo tests, we plan to set up the portable equipment at Los Angeles Airport in an attempt to locate a suitable interim VOR which will serve until final plans for the development of the airport are crystallized.

A site has been selected adjacent to the MRL range at Stockton for further VOR test later this spring.

Reno mountain top VOR was commissioned on December 13. This facility is without voice as the telephone company has been unable to negotiate a satisfactory right of way for our control line.

Bad weather has delayed the Fort Jones mountain top construction and we now expect the facility will be ready for flight check about January 14.

Due to the heavy rains and impassable roads, construction of the mountain top VOR at Pt. Reyes was placed under stop order until spring. A temporary hook-up of the VOR equipment at the Winslow conversion was made to permit testing of the facility before the permanent radio installation was undertaken. This test proved satisfactory and it is now expected that the converted facility will be ready for commissioning January 11.

Plans have been completed and bids invited covering the relocation and conversion of the Phoenix VAR to VOR.

Instrument Landing Systems: Completed tests at Ontario to verify operation of localizer with relocated antennas. Test proved satisfactory and the permanent installation of the antennas and screen is now proceeding. Meanwhile we are receiving new TUS null reference type glide path equipment for Ontario and the installation crew is preparing for its installation.

The San Francisco localizer screen has been installed and tests show that it has greatly reduced the course bends and scalloping which were previously characteristic of this facility. Enlargement of the San Francisco localizer and glide path buildings have been completed preparatory to the installation of dual equipment. (Continued next page)

Although it appears that we will not be able to commission the facility, work is proceeding on the Burbank localizer and associated markers. The middle compass locator at the west entrance to the airport approach zone has been completed and was commissioned since it is also the transmitter for the low frequency tower voice now on 260 kilocycles. The Burbank ASR construction has been delayed awaiting the arrival of the ASR tower and other construction equipment.

Voice identification on the Los Angeles outer locator was commissioned December 20.

Low Frequency Facilities: The Canoga Park MHW facility has been completed but will not be commissioned pending the commissioning of the remainder of the Burbank ILS components.

The "H" facility at Payson, Arizona, was commissioned December 11.

Bids were opened on the Murrieta Air Force facility. Contract award is awaiting shipment of construction equipment by the Air Force.

INSACS: Modernization of the San Diego INSAC in its revamped quarters is now under way. A number of UHF transmitting and receiving facilities were completed during the month following receipt of long awaited coaxial cable. UHF service is now available at Los Angeles, Burbank, Montague, San Diego, Reno, Santa Barbara, Bakersfield, Elko, Paso Robles, Salinas, Lovelock, Wendover, Battle Mountain, Tucson, Ontario, Red Bluff and Sacramento. This represents 75% completion of the projects assigned this region under Phase I of the military UHF program.

General: Messrs. Campbell and Grosh, Chiefs of the Flight Inspection and Engineering Branches, respectively, attended a VOR conference in Washington, December 3 through 14, for the purpose of bringing our national standards and flight check procedures for the maintenance of VOR ranges into line with the knowledge and experience which we have gained over the several years that we have had these facilities in operation.

The requirements for the additional VHF and UHF services from the Los Angeles Traffic Control Center have necessitated the modification of the bomb shelter adjoining the center in order to accommodate the transmitting and receiving equipment. This job is now under way.

An unusual series of "sour engines" has apparently been brought to an end upon the recent completion of the third engine change since we received the Douglas N-15 back from standardization. The diligence and cooperative attitude of the Aircraft Service Branch during this series of troubles is greatly appreciated.

The Division was greatly saddened during the month by the death of two of our old time employees. Jim Taylor, Construction Superintendent for District I, passed away at his home in Los Angeles from a heart attack on November 22nd. Nate Wagstaff, Airways Maintenance Technician at Salt Lake City, became ill while at work on November 30 and passed away shortly after returning to his home.

We are happy to report that Fred Jones is making a good recovery from the injuries received in an automobile accident in which he was involved last September and expects to return to duty shortly.

* * * * *



PALO ALTO, CALIFORNIA

Manufacturing Inspection Branch, District Office No. 25: This facility, which has only recently obtained maturity and was officially designated District Office No. 25, is located in Palo Alto, California (home of the famed Stanford Indians, who earned title to be one of the Rose Bowl teams during their recent football season).

Our prime responsibility is helicopters (infuriated palm trees, to use the more common name known to current production workers). Hiller Helicopters started into production late in 1948 and produced 80 machines up to the late fall of 1950, at which time the entire production facilities were taken over by the Armed Forces. The original military models, H-23A for Army and HTE-1 for Navy, have lately been superseded by the new models, H-23B and HTE-2 respectively, using a greater horsepower engine and was recently awarded Type Certificate 6H-2 by the CAA Sixth Regional Office.

Personnel of this office were assigned to the Aeronautical Center in mid-March 1950 for a two weeks course concerning helicopter principles and operation. While undergoing training, it was reported that the McDonnell Company of St. Louis, Mo. had made the first successful autorotation with a Ram Jet powered helicopter. Upon returning to the Hiller Company in mid-April, the problem of attempting simulated autorotations with their Hiller Hornet, Model HJ-1, came up for discussion. It was suggested that the first requisite would be to develop a positive igniting system to relight the burners in order to restart the engines to learn the autorotative characteristics of this experimental helicopter. Subsequent development of a positive igniting system led to numerous simulated autorotations and later actual autorotation landings with no untoward incidents or hazard to flight personnel.

Autorotations at maximum gross weight were next attempted, but it was found that considerable forward speed was necessary in order to maintain safe rotor speed. The suggestion was made that the low pitch position of the rotor blades should be changed from 0° to a negative angle of attack, since lift was always 90° to relative wind. An initial test with the blades set at $\frac{1}{2}$ ° negative pitch was tried and pointed the way to increase it up to several degrees. Successful autorotations have since been made up to maximum gross weight in perfect safety with the helicopter behaving in accordance with the pilot's wishes.

Noted above are only two of the many instances which occur repeatedly during the development and subsequent approval of prototype aircraft which is handled by personnel of the District Offices of the Manufacturing Inspection Branch.

SALT LAKE CITY, UTAH

INSAC: We felt the need for a universal language here recently when the pilot of a South American aircraft contacted the station to file an instrument flight plan. By means of our Spanish-English dictionary, sign language, and a limited knowledge of Spanish, we were finally able to extract the necessary information, only to learn later that the radio operator aboard the aircraft spoke English fluently.

Musician Pee Wee King caused us a number of grey hairs a few days ago. Pee Wee was scheduled for a personal appearance at Salt Lake City but upon his arrival over Salt Lake found our fair city socked in, so he decided to land at Provo - about 40 miles to the south. After waiting about four hours at Provo for the Salt Lake weather to improve, he departed Provo -- no flight plan -- leaving word at Provo that he would proceed to Chicago if unable to land at Salt Lake. The TV, radio, newspaper and other interests who had been anxiously awaiting the arrival of Mr. King, were quite concerned when Pee Wee failed to make an appearance. Our telephone fairly smoked until we finally located Pee Wee at -- of all places -- Las Vegas, Nevada.

Old man winter is breathing down our neck. According to local weather statistics we are setting some new records for this time of year for Utah. With not too fond recollections of the winter of 1947-48, we are checking our supply of red flannels, coon-skin hats, and bear-skin coats. Some of the less hardy of us have even been caught gazing longingly into the distant southwest, dreaming of warmer climes.

We are taking this opportunity to comment on the very favorable improvement in MEDIS operation during the past year. We still notice instances of apparent misunderstanding in use of the correct condition code to effect the prescribed diversion for each specific type of communication. A little more training and review on the part of all of us and we'll make MEDIS a smooth operation yet.

Aviation Safety District Office: The Civil Defense program in the State of Utah has been working very effectively to coordinate all activities in the field of transportation and emergency evacuation.

The Civil Air Patrol throughout the state has held several practice flights under simulated emergency conditions. These flights have been coordinated with Utah Highway Patrol, Sheriff's Aero Squadron and Jeep Posses. Reports of these activities indicate that many lessons are being learned by all groups participating and through these practice missions a closely knit Civil Defense aviation program is being developed.

Spanish Fork Flying Service has been doing considerable overhaul work for private owners and flight operators based in Idaho. They also have been busy developing use of aircraft engines for agricultural purposes. A recent installation consisted of a Guiberson Diesel Radial aircraft engine on a mobile feed chopper.

A very unusual accident happened at Salt Lake recently when a pilot flying a light aircraft encountered water in the fuel line. The water froze and the engine stopped with propeller in a vertical position. After scanning a highway for automobiles and seeing none in sight, the pilot elected to land on the highway. The landing was made with excess speed, resulting in quite a bounce. During the bounce, an automobile drove under the aircraft and when the aircraft settled down, the propeller stuck in the trunk lid of the car. The driver saw the aircraft in the rear-view mirror and came to a halt with no further damage to the car or aircraft. Neither the pilot nor the driver of the car saw one another before the aircraft had settled on the automobile.

APTC: Since official word has been received that Radar (GCA) will not be in operation at Salt Lake Municipal Airport until after July 1, 1952, we have inaugurated "G.S.A." instead. "Ground Sound Approach" brought some very favorable comments from eye-witnesses and the following commendation from the pilot, a Lt. Commander in the U.S. Navy:

"I wish to commend the tower operator for the outstanding manner in which he aided me after my initial pass over the airport. In circling to land, I lost sight of the field and the tower operator vectored me back over the field from the sound of my engine. This action saved time which I would otherwise had to spend in relocating the field and getting lined up for a landing".

It began with an F-6-F-5 attempting to locate Hill Air Force Base but ending up with Salt Lake Tower assisting him to a safe landing during a snowstorm. While the controller stayed on the mike, the assistant controller went out on the roof and kept pointing in the direction from which the sound of the aircraft could be heard. From the direction to which the assistant was pointing, the controller in the tower kept giving headings to the pilot to get him in position to line up for landing. It was successful and the pilot landed with nearly an inch of ice on the windshield and with the reported statement that if Salt Lake Tower had not helped him he would probably have bailed out within the next few minutes. So, with "G.S.A." we chalk up another aircraft brought in safely instead of abandoned over the City or out in the Lake.

Two marines recently reported to approach control that they were holding on the Salt Lake Radio Range station in accordance with approach control instructions. During the process of air carrier approaches from the Ogden and Salt Lake Ranges, the controllers are startled to hear something like the following: "This is --- we are not sure we are on the Salt Lake Range now, so we are going to do another orientation problem" -- this from the two marines! Approach control gets busy giving them instructions, weather in vicinity of Ogden and Salt Lake and where some fairly large breaks can be seen. A break is found and at approach control's request for a description of terrain, the marines are located somewhere over the Lucin Cut-Off, near Promontory Point, West of Ogden.

These are routine experiences, so common lately that we are devising new procedures constantly for assisting those who come into the Valley of the Rocky Mountains. By the way, the High Intensity runway lights have been of considerable assistance once the pilot has been vectored into alignment with them.

Besides being sure of death and taxes, we are also fully assured of "Changes" -- at least around an airport. A progressive airport is never without some form of construction in progress and usually it affects traffic control in one way or another. Such has been our lot during the past two months. Parking area under construction, two taxiways blocked and two runways closed with only one runway on which to operate all traffic. Taxi instructions became so involved at times that it was felt that TV was the only answer. At the time of this report, all is normal again and fortunate we are because the recent snowstorms have kept the snowplow crews busy night and day. The snow banks are building up rapidly alongside the runways and taxiways.

Salt Lake tower has assisted with coordinated activities involving the State Highway Patrol emergency rescues and ambulance cases where it has been quicker to fly accident victims to the hospital rather than to endeavor to use a car. We have assisted in several search and rescue attempts by the Air Force and Civil Air Patrol.

(Continued next page)

It would make a controller's life a little happier if a few pilots would be more mindful of expressing a little appreciation. For instance, a phone call to say "thanks fella, you saved a lot of airplance for me today" would surely make one feel good. Recently, the tower saved a fifteen thousand dollar plane and another probably near a hundred and fifty thousand dollars - neither pilot as much as said "thanks, tower". One of them retracted his gear as he came over the end of the runway and was not aware of it. Just a thought, but perhaps there are many of us who forget the need others have of an expression of gratitude -- a word or two costs nothing, but it surely brightens the day for its recipient. Good thought to bear in mind with the coming of a New Year.

Our 191st Fighter Squadron (F-51 group), although still with us at Salt Lake Airport, is now officially based at Clovis, New Mexico. Most of them are staying here in Salt Lake for the Holidays and will proceed to Clovis after the first of the year. When they return it will be with Jets.

At our regular monthly meeting of facility chiefs at Salt Lake during November, we had the pleasure of a vist from Mr. Marriott, our Administrator. He was able to spend some time in the tower in an informal chat with some of the personnel. His visit was surely appreciated. We also enjoyed the first official visit of our new District Six Supervisor, Bill Staff, who called a meeting of the chiefs at Ogden and Salt Lake.

During the past few months several F-51 groups from Wyoming and Colorado have spent a week at a time at Salt Lake Airport, using our facilities, the Wendover Bombing Range, and towing their own targets with F-51's. During one week, we also had the pleasure of working with a Marine Group of F-8's. All of these groups have shown a splendid spirit of cooperation and fortunately none of their visits have been marred with accidents or mishap to personnel or aircraft.

ARTC: Although the fall weather has been unusually severe to date, which, combined with extensive Atomic Energy participation by this Center, has resulted in very little annual leave being permitted for hunting jaunts, the total "kill" has been surprisingly good since almost entirely restricted to regular days off. For example, of 15 deer hunters, eleven returned with venison; a Center party of five returned with five geese - the prized Canadian Honkers; a party of five returned from a dove hunt with the limit of 50 birds; numerous bags of ducks, pheasants and sage hens were made and MacDonald and Austad bagged an elk apiece. The elk kill by "Warden" Austad could not have been at a better time, as it somewhat lessened the "ribbing" over his deer hunt. Yea, the renowned sportsman, Grover, did depart on a deer-hunt with his pretty wife, Maxine. After driving by car to the end of the road, "Grove" proceeded to heavily load himself with paraphernalia. Maxine, knowing too well his habit of wandering up hill and down dale for many miles, firmly announced that she would remain in the immediate vicinity of the car. Yes -- you've probably guessed it -- when Grove returned, weary and worn after hours of tramping quite deer-less, there was dear Maxine with the largest deer bagged in that particular hunting area and the third largest listed for the entire season in the State of Utah.

As a result of being seen in the custody of the "law" at odd hours of the day and night, numerous doubts and aspersions have been rumored concerning the characters of "characters" Dunckhorst, Durand and Mark. After a detailed investigation, we are happy to report that such suspicions are unfounded (we hope). At least, all three tell the same (tall?) tale of now being Auxiliary Salt Lake City police, Salt Lake County deputy sheriffs and Utah State Highway Patrolmen as a result of successfully completing arduous courses in Civil Defense. We still are inclined to wonder (when they are without credentials or artillery, that is) whether the frequent assignments to the "Vice" Squad are a result of personal preference, innate ability or past experience.

VERNAL, UTAH

Vernal, Utah is the populous center of the Uintah Basin, which is located in Eastern Utah. It is a very progressive Community, 130 air line miles ESE of Salt Lake City.

The nearest railroad is well over 100 miles distance, which has resulted in the airplane playing a very important role in the economic welfare of the Community, as well as the surrounding area. Oil production and development, together with activities relating to several proposed large reclamation dams in the area, are playing a very important role in the economic development of Vernal and vicinity. Due to the semi-isolation of the area, fixed-base, scheduled, and private aircraft operations, are considered a necessity.

During the early stages of the Federal-aid Airport Program, a Class III airport, with one paved runway, together with airport lighting and other facilities, was established. The airport development was sponsored jointly by Uintah County and the City of Vernal. Shortly after completion of the airport, Frontier Air Lines established scheduled services, and in addition to handling a sizeable volume of passenger traffic, has also provided air freight service, which has been used extensively by the population of the area. It is of interest that air freight consists of furniture of all types, oil well supply equipment, and, particularly, the transportation of diamond coring drills.

The airport has been used extensively as a base for aircraft utilized in connection with oil exploration and related activities. Of particular interest, in this connection, was the basing of one aircraft, equipped with magnetometer exploration apparatus, for a period of three months.

The maintenance and operation of the airport since its completion has presented some major difficulties, as a result of joint operation by the City and County. Personnel of the Utah District Airport Office was privileged to render assistance in connection with the many problems that arose and, as a result of that Office furnishing basic management material as reference together with suggestions and guidance, an Airport Board, having complete jurisdiction over all airport matters, has been established by the City and County. This Board is functioning with a high degree of efficiency, which has resulted in a very much improved airport operation. Personnel of the Aviation Safety and Airport District Offices take a great deal of pride in the fact that, in representing CAA, they have been of material assistance in the development of aviation activities, which have proved to be so vitally necessary to the economic welfare of this semi-isolated area.