



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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AIDS AND HAZARDS TO AIR NAVIGATION

by

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Aids and Hazards Specialist

"No! No! You can't build that big 200-foot smoke stack off the end of Fogville Airport. A large airplane full of people might hit it and fall down into nearby houses." Rather blunt, but it just about tells the whole story. Naturally, our letter would be more formal.

Our regulations state that we must be notified of proposed construction of elevated structures located on or near airways and airports. Most of the notices are of a routine nature involving no problem; however, all are carefully studied or investigated by airport managers and interested Divisions of the CAA. Upon receipt of their comments, we advise the builder of our opinion as to whether or not the proposed structure will create a hazard to air navigation. If marginal, we recommend that the construction be obstruction painted and/or obstruction lighted for the protection of air navigation. Fortunately, non-compliance with our recommendations is very negligible. However, unusual problems occasionally arise, such as expenditure for property, engineering, planning or actual start of construction prior to submission of notice of proposed construction. This usually calls for conferences with all concerned in order to arrive at a mutually agreeable solution.

Recently, a utility company submitted notice of proposed installation of a system of street lights in a new subdivision located off the side of a small single-runway airport. The Airport Manager was solicited for comments and his written reply was as follows: "I object. Request that you make the electric company put it underground". We let the utility company figure out just how underground street lighting could be accomplished.

Fortunately, there is a more positive control on the erection of radio and television broadcasting towers which, due to their great heights, could be a very definite menace to air navigation. Our recommendations are submitted to the FCC in Washington. If they are unfavorable, a construction permit is not issued by the FCC until a more favorable site is selected. However, most radio companies contact us for an informal opinion prior to acquiring property or expending money for engineering and planning. (Continued on next page)

Perhaps a most interesting phase of this work was the numerous telephone contacts during the past three years with the Telephone Company in Los Angeles, San Francisco, Denver and New York City, regarding that portion of the micro-wave radio relay transcontinental chain of towers located in our Region. There were numerous problems regarding the locations and marking of the towers which are spaced approximately thirty miles apart between Los Angeles and San Francisco, thence on to Sacramento, Reno, Wendover, Salt Lake City and to the Eastern Utah border. At present the chain is being extended to San Diego and a few outlying communities. This transcontinental radio relay system not only transmits TV programs, but a large volume of long distance telephone calls. Shortly after completion of the chain a telephone call was looped back and forth over the various transcontinental routes, so that clear voices were heard a distance of 27,000 miles, the longest distance human voice has ever traveled, 2,000 miles greater than the earth's circumference at the equator.

The "Aids" of Aids and Hazards involve inspection and then certification as "True Lights", of the revolving and blinking beacons located on or near airports, airways, and on radio towers. The purpose of these lights is to aid; that is, to guide the airmen while in flight. The "True Light" law prevents display of such lights without our certification and they may not be extinguished without authoritative permission. This law is an aftermath of the old Marine "True Light" law which prevents the display of misleading or "false lights" at locations which would put a ship on the rocks instead of in the harbor.

The saying goes that if you are lost, just find a conglomeration of poles and wires and in the middle will be an airport. The first thought is to request that utility companies put all that hazardous stuff underground. However, the problem is not that simple, because the cost of underground construction is much more than overhead construction. Also, the utility companies will not set such a precedent, otherwise they would be forced to clean up all existing similar conditions at their expense, even though they existed prior to establishment of the airports.

Some problems result from the development of subdivisions in close proximity to airports. These may not only be hazardous to air navigation, but often result in numerous complaints from residents because of the noise and dust factors associated with the airport. Foresight would have provided for the purchase of the land when it was cheap, or purchase of air easements which would limit the height of structures. Seldom has this been done. After the houses are completed, they must be serviced by utility poles and wires. Then comes the worst headache of all, the TV receiving antennas. The courts uphold that a man cannot be denied normal use of his land.

There was the case where we were solicited for our informal opinion regarding the display of large advertising signs within the approach zones of the Los Angeles International Airport. The signs would face skyward to be observed by passengers in approaching air carriers. Imagine an ad such as: "Did you burp? Next time try the train."



## REGIONAL ADMINISTRATOR'S COLUMN

As many of you know, and others undoubtedly surmise, fiscal programming for this year has introduced a number of problems. Appropriation Acts were not passed until well into the new fiscal year, and knowledge regarding actual amounts of funds which would be available were not known to the Region until sometime in November. After submitting revised fiscal programs, based on these figures, we were asked to absorb a portion of the pay increase resulting from Public Law 201. We have now resubmitted revised fiscal programs and staffing charts within the reduced funds available to us. Throughout this process, we have attempted to estimate approximately what the final outcome would be and to defer filling vacancies in order to avoid the unpleasant necessity of separating people from our service. I am most happy to report to you that we have been able to absorb these changes without effecting any separations. We have had to apply a reduction in force in a few cases, but no one has had to be dropped from the payroll. It is our hope that conditions will enable us to readvance, at an early date, those of our folks who have had to accept a temporary reduction.

In order to accomplish the foregoing objective in which we can all take pride, it has been necessary to effect economies in every other possible area, and this we are doing. Suggestions from anyone who has an idea where savings can be made without affecting our operating efficiency will be most welcome.

During the month, a field trip was made by the Regional Administrator to all of the Airports District Offices. The trip was part of a survey of the Airports Division similar to that made of the Safety Operations Division a little over a year ago. Mr. Hook, Chief, Airports Division; Mr. Winger, Chief, Planning and Evaluation Division; and Mr. Plotkin, Executive Assistant, participated in the survey. Although the conferences are not yet completed, we have obtained valuable information from our field representatives and we are confident that the contributions and suggestions made by the District Office personnel will be helpful in assisting the Region in doing a better job. When this survey is completed, the results and recommendations will be made known to all offices of the Division.

This column is being written just prior to departure for Washington for the purpose of attending two conferences; (1) a Regional Administrators' Conference and (2) a conference for the finalization of the Aviation Safety reorganization and selection of key personnel to staff the reorganized Division. A number of questions have been submitted by the Divisions and these will be discussed with the Washington Office staff, and Regional personnel advised of the outcome of consultations there.

## PERSONALITY OF THE MONTH

### Rex R. Brown



Rex R. Brown, Radar Maintenance Technician at the Los Angeles International Airport has the distinction of being the first employee in the entire Department of Commerce to receive a Superior Accomplishment Award!

This is a fitting tribute to the exceptional initiative and ability that he has shown in improving the stability and performance of the Radar System. The award will be presented by Secretary of Commerce Sawyer at a special ceremony in Washington during the week of February 28.

Rex has had a home work shop since he was ten years old, when he put up a tent in the back yard and started tearing apart the neighbors' radios when radios were no more than crystal sets.

After he was graduated from high school in 1931, he admits he was too broke to go to college. Instead, he decided to try to enter Annapolis. A mile-long list awaiting Congressional appointment didn't kill his enthusiasm. He decided to join the Navy and take the Navy Fleet Examination for Annapolis. As it turned out, by the time the examinations were held in the Navy, he was just three months too old to qualify for Annapolis. So he missed out on Annapolis and completed his four years in the Navy.

Rex came to the CAA in 1939 as a Radio Operator at Tintic, Utah. He was assigned to the Los Angeles Radar Facility since the installation started in 1949. This was the first facility of its type to be installed by the CAA and, naturally, had certain inherent design weaknesses which greatly reduced its operational availability and required excessive maintenance time.

Rex has developed and submitted many important modifications and techniques which have been adopted as standard practices and procedures at all similar facilities. He experimented in his own work shop at home and designed and fabricated special tools which subsequently have been copied by the Airways Facilities Shop at Ft. Worth. He designed, fabricated and installed experimental engineering changes which stabilized the alignment draft. He corrected the design fault in the precision receiver automatic frequency control circuit which had often resulted in equipment shut down. He fabricated special tools which expedited and improved antenna overhaul. The antennas were checked by the manufacturer and it was found that he had improved the antenna characteristics somewhat over what they had been when they left the factory.

His reports have been used both by the Washington Office and the equipment manufacturer in improving the performance of all equipment of this type. His reports indicated his intense interest in the entire Radar Program and obviously required many hours of his personal time. (Continued on next page)

His hobbies are diverse. He has, at various times, taken up photography, marquetry, electro-engraving, metal and wood work, making cabinets and miscellaneous furniture pieces for their home. He did divulge, however, that at heart he is a farmer, taking care of rabbits and chickens at home.

Rex is a native Californian and is married to the former Lucille Berryman of San Diego. He first met Lucille when she was just two days old and he was two years and two days old. He didn't see her again until ten or twelve years later when their parents who were distantly related by adoption visited each other. Rex has no excuse for forgetting his wife's birthday as his falls on the same day. They have three children.

\* \* \* \* \*

#### INCIDENT REPORT

"My friend Bruce Brooks and his wife came out to the airport to visit me on Sunday morning of the 15th of August and in due course of time I invited them to take a ride in my new Bonanza. Since we had an extra seat and one little fellow was pestering me to take him for a ride, I invited young Mr. Wells to go along. We taxied to the end of the runway and since I was not quite ready to take-off, I pulled off the side of the runway while United Airlines landed. While we were sitting there, I ran over the instruments and switches with Mr. Brooks. I showed him how the landing gear switch worked and how it locked in either up or down position, moving it into both positions as I did. While we were waiting for United Airlines to taxi off the edge of the runway, I began remembering the previous night's flight and remembered that when I taxied into the hangar I had shut everything OFF as I was tired and in a hurry to get things secured for the evening. As I was remembering, I suddenly realized that I must have put the gear switch in the wrong position. I glanced down and rechecked; sure enough, it was in down position and on the ground it should be in up position. I was very thankful that I had caught such a mistake and as I placed the switch in the correct position, I wondered if I would have been able to successfully execute a take-off with the switch in the wrong position. Those wheels would have probably come up fast. We headed down the runway and I opened the throttle. As we gained speed, I glanced at the airspeed indicator, slightly under 50, and at the stall warning indicator, a bright red. Just as I brought my vision around to the runway again, the nose dropped and everything seemed to be going wrong. Bruce, did Bruce have his feet on the brakes, since he was on that side? I started to call to him to release them, but before I did, I realized that the prop was no longer on the airplane.

"I ineffectively pushed the pedals on my side in an effort to stop our forward motion. We skidded along the runway for a couple of hundred feet and finally stopped. What had gone wrong? The motor was still running, minus prop, so I reached down and cut the switch. My pretty airplane busted up all over the airport! Now what'll I do? As I got out, I remembered putting the switch in the right position; why did the gear collapse before we got off the ground? On the ground, UP was right, wasn't it? Or was it? No! That's what I had done. Gear switch in wrong position. And my pretty airplane. No horn, no lights, no nothing, smasho!

"That twin Cessna I used to fly had a three pole switch and one of the poles was neutral and neutral had to always be right 'cause the gear was going to stay  
(continued on next page)

right where it was until I moved the switch. That Cessna also had a warning horn that aggravated the students when I demonstrated how it blew when the gear switch was in the wrong position for take-off. One little thing like that could have saved me two weeks' lost use of the airplane and a thousand dollars, but I've got the proverbial for brains and put the switch in the wrong position, thanking my lucky stars that I had caught a mistake I had made the night before. No one was hurt and I was mighty thankful for that, but the plane didn't even have to be hurt. We jacked it up and have almost completed repairs, but it has been costly".

\* \* \* \* \*

CAA REGION 6 FEDERAL CREDIT UNION VOTES DIVIDEND OF 4.5%

The membership of the CAA Region 6 Federal Credit Union voted a dividend of 4.5% to be paid on share accounts for the year 1951. This action was taken at the third annual meeting of the Credit Union held in the Regional Cafeteria on January 25, 1952. Dividends totaling \$7,712 will be added to the accounts of over 800 members of the Credit Union.

The reports given on Credit Union activities in 1951, furnished another chapter of the growth and service of the Credit Union. The number of new loans during 1951 totaled 706. This marked an increase of 240 over the previous year. There were 303 new accounts opened during 1951. The Credit Union members had a share (savings) balance at the end of the year of \$271,313.20, an increase over the previous year's balance by \$144,135.86. The growth of the Credit Union during 1951 was substantial. The most important factor in this growth has been the satisfied membership. Expansion of the Credit Union to serve a greater number of CAA employees appears assured as fellow employees hear of Credit Union benefits from the present membership.

There was a definite increase in borrowing for the purchase of shares in the Credit Union. The advantages of the Life Insurance coverage and the savings accumulated, made this plan a natural for many employees. The 4.5% dividend on savings, together with the Life Savings insurance benefit gave the average member a dividend equivalent to 5.5%, an excellent return for a safe investment.

The officers for the Credit Union for 1952 will be:

BOARD OF DIRECTORS

President	Donald R. Fulton
Vice President	C. W. Butler
Treasurer	Harold C. Orville
Secretary	Mildred Jensen
Director	De Estaing R. Newton
Director	O Dean St. Clair
Director	Robert W. Gunn

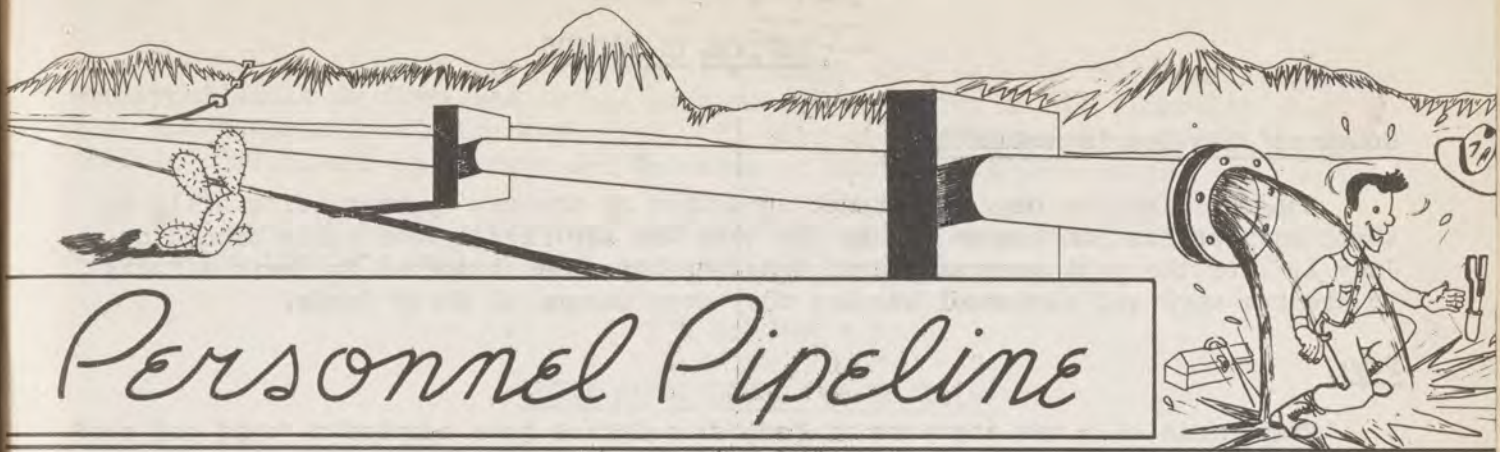
SUPERVISORY COMMITTEE

George W. Hammond  
Lenn Middlekauff  
Ford Wark

CREDIT COMMITTEE

Frank A. De Andrea  
Anthony Vergilio  
Eleanor Main

Copies of the Credit Union Financial Report and Comparison Report have been sent to all field stations in sufficient quantity so that each employee may have one.



# Personnel Pipeline

## Whitten Amendment:

We recently received information from our Washington Office that the Commission has approved the training agreement for Aviation Safety Agents, GS-9. Under this training agreement, trainees in these positions may be promoted to the GS-7 grade after successfully completing the intensive training period for six months. Employees in this category, previously had to serve one year prior to promotion.

The Washington Office is still negotiating with the Department of Commerce and the Civil Service Commission on training agreements for other types of trainee positions. As soon as more information is received on this matter, we will publish it to the field.

## Leave:

Prior to the new Leave Act, employees having accumulated leave above the maximum allowable, had to use it by the last day of the calendar year or forfeit the leave. It is significant that now it is necessary to use this leave by the end of the last day of the last pay period of the year. For example: This year the last pay period falls between December 7-20th. Therefore, a person falling in this category would have to use the leave no later than December 20 or forfeit the leave. Previously they had until December 31 to use it. Because the dates of the last pay period differ each year, employees are cautioned to plan their leave usage to coincide with this date. (Further information on the new leave policy can be found in the Question Box)

\* \* \* \* \*

Ben Mayhugh and David Geeslin, Engineers in the Aircraft Engineering Branch, recently received a commendation from the Administrator for their contribution in the development of the Ag-1, an experimental dusting-spraying plane directly aimed at farm use and farming conditions.

The plane took to the air on December 1 at College Station, Texas, just one week less than a year after developmental work began. The plane is a low wing, all metal, aluminum alloy aircraft with a 39 ft. wing span, 29 ft. 8 in. length and rugged landing gear having steel shock absorbers on the main gear and the full-swivel, steerable tail wheel. The plane grosses 3,400 lbs and weighs 1,900 lbs empty. Gas capacity of 48 gallons, gives it a 400-mile range.

The following is the closing paragraph of Mr. Horne's letter to Mayhugh and Geeslin:

"This letter is to thank you and to commend you for your contribution to this achievement and to let you know that the pride which the CAA has in this plane results from the type of help you gave in getting it into the air."

## CAPITAL GLEANINGS

### Congress' New Year's Resolution:

Congress insists they will speed up action on the new appropriation bills so that the measures can become law by the time the new Fiscal Year calls around on July 1. For the past several years, agencies have been hampered in their efforts to program work and personnel because they were unsure of their funds.

### Pay:

Proponents of a new increase in Federal salaries have adopted a "wait and see" attitude because of two reasons: (1) Congress is in a belligerent mood at present, especially concerning non-defense spending, and (2) the cost of living spiral has flattened out somewhat.

Several top administration officials have gone on record as favoring the creation of a Commission to study the entire Federal pay structure. The Commission, as proposed, would look into such things as: (1) the relationship between the classified, postal and wage board pay systems and the possibility of integrating them into a single system, (2) the possibility of linking Government pay rates to the cost of living (such as proposed by Rep. K. St. George during the last House hearings on the pay raises) and (3) possibility of fixing classified and postal pay rates on a regional basis so that they would conform more closely to private pay scales in various regions of the country.

### New Regulations:

Civil Service Commission regulations now require Supervisors to prepare written appraisals of the services, conduct, and general character of all probationary Federal workers--those serving their first year in Government. The purpose of this regulation is to force supervisors to remove the incompetents. Appraisal must be prepared two months before probationary period ends.

The Comptroller General has ruled that employees who drive Government vehicles and who are involved in traffic violations have to pay the fines themselves. Their agencies have no authority to pay the fines. This legalizes a policy of long standing with most agencies.

### Reduction-in-Force Study Underway:

The Federal Personnel Council has recommended this completely new system of RIF procedures to the CSC: Divide employees into three categories for layoff purposes: (1) Unconditional permanents which include all employees with permanent rights to their present jobs. They would have the top retention rights; (2) Conditional permanent--those having conditional or non-permanent status; and (3) Indefinite employees - those who failed to qualify for permanent status but who have been blanketed into their jobs through a Presidential order and all other non-status employees. (Continued on next page)

Under provisions of the Veterans' Preference Act, here is the order in which employees would be dismissed in RIF proceedings according to the Council's plan: (1) Non-veteran indefinite employees, (2) veteran indefinite employees, (3) non-veteran conditional permanents and (4) veteran conditional permanents.

This plan is being given very serious consideration by the Civil Service Commission and insiders feel it will have certain approval.

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ALOHA PARTY GIVEN FOR ED KLINE

The following letter was received from the Ninth Region describing the Aloha Party given for Ed Kline upon his retirement as Regional Administrator of the Ninth Region:

"Ed Kline's Aloha party was a huge success. We had a very good turn-out. Both Mrs. Kline and Ed were immensely pleased with the whole affair. The entire program was carried out with dignity befitting the occasion without being stuffy.

"Now for a few highlights: Following dinner our switchboard operator, an accomplished 'wahine', executed the hula and sang to the strains of 'For You a Lei' as she presented large orchid garlands, first to Mrs. Kline, then to Ed in the traditional Hawaiian manner. The leather bound scroll sheets were presented to Ed with appropriate remarks. He considers them priceless. An exceptionally attractive coffee table of monkeypod, which as you know is a native wood, was given to Mrs. Kline. At the presentation of the gift for Ed, a merchandise order for power tools to implement his hobby-shop in the amount of \$550.00, excerpts from your letter, and those received from other friends and well-wishers were read. Ed was a bit choked-up and his eyes shone, a little more moist than organically necessary, as he uttered his words of appreciation. Just before the Kline's departed the orchestra played and dedicated to them 'Aloha Oe' and everybody sang.

Certainly it was a grand party which you all would have enjoyed. The few speeches were brief and to the point. I'm sure no one was bored. In behalf of the committee, I want you to accept my heartfelt thanks for your generous support and participation."

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"DE HAVILLAND COMET GRANTED AIRWORTHINESS CERTIFICATE

"Britain's de Havilland Comet yesterday became the first turbojet civil airliner to be officially approved for commercial flying when it received its certificate of airworthiness."

American Aviation Daily, 1/23/52



1. What certificated aircraft engine has no moving parts?
  2. How many telephone extensions are there in the Regional Office?  
 (a) 125\_\_ (b) 56\_\_ (c) 199\_\_ (d) 263\_\_
  3. How many aircraft rental hours are programmed in fiscal year 1952 for Category I and II?  
 Category I: (a) 3000:00\_\_ (b) 560:00\_\_ (c) 129:00\_\_ (d) 842:00\_\_  
 Category II: (a) 3000:00\_\_ (b) 391:00\_\_ (c) 1621:00\_\_ (d) 940:00\_\_
  4. How many CAA-owned aircraft are there in Region 6 and what type?  
 (a) 10 - 9 Twin-engine Beechcraft, 1 Douglas C-47; (b) 3, - 2 Twin-engine Beechcraft, 1 Douglas, C-47; (c) 5 - 4 Twin-engine Beechcraft, 1 Douglas C-47; (d) 5 - 1 Single-engine Beechcraft, 3 Twin-engine Beechcraft, 1 Douglas C-47.
  5. How many Region Six Pool Cars are there?  
 (a) 32\_\_ (b) 41\_\_ (c) 65\_\_ (d) 20\_\_
  6. Approximately how much money is spent per year to establish air navigation facilities?  
 (a) \$1,000,000\_\_ (b) \$250,000\_\_ (c) \$750,000 (d) \$100,000
  7. How many people retired in Region Six in calendar year 1951?  
 (a) 32\_\_ (b) 4\_\_ (c) 18\_\_ (d) 9\_\_
  8. Where is the longest paved civil runway in Region Six?  
 (a) San Francisco\_\_ (b) Salt Lake City\_\_ (c) Phoenix\_\_ (d) Los Angeles\_\_
  9. What type facility is denoted by the letter "X"?  
 (a) Living quarters\_\_ (b) Standby engine generator\_\_ (c) Hiall\_\_ (d) Beacon, wind blow
  10. Where is the Region Nine Office located?  
 (a) Fairbanks\_\_ (b) Cairo\_\_ (c) Seattle\_\_ (d) Honolulu\_\_
- Answers on page 12 .

SUGGESTION PROGRAM

In the last issue of the Region Six News, we inadvertently omitted the name of Mr. Elwood B. Cole as being one of the members of the Field Awards Committee.

Status of the Suggestion Program:

Suggestions received this fiscal year thru' 1-25-52:	91
Suggestions on hand from last fiscal year	52
	<u>143</u>

Total suggestions considered this fiscal year thru 1-25-52

Suggestions adopted	21*
Suggestions forwarded to Washington	35
Suggestions rejected	46
	<u>102*</u>

\*Two suggestions adopted were also forwarded to Washington

Balance on hand	43
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Employee Suggestions for Which Awards have been Granted:

6-423	Ellsworth Schermerhorn	Certificate of Commendation	For suggesting the use of replacement fountain pen sacs instead of replacing and purchasing a whole pen.
6-442	Manuel Morris	\$10.00	For suggesting the use of pencil lengtheners to increase the utility of pencils.
6-449	Evelyn McMahon	Certificate of Commendation	For suggesting that a card "Pick up Only" be placed in appropriate locations for mail basket identification.
6-462	Marvin R. Felt	Certificate of Commendation	For suggesting training of personnel, where possible, at INSACS and Towers programmed for integration as Combined Facilities.
6-463	Wm. E. Nollenberger	Certificate of Commendation	For suggesting installation of a fluorescent lighting fixture over the blackboard in the large conference room.

(Continued on next page)

6-468	Morton J. Brown	Certificate of Commendation	For suggesting removal of the valve which extends into the aisle on the south side of the Regional Office cafeteria. This suggestion removed a definite hazard to employees.
6-373	Kenneth W. Hornor	Certificate of Commendation	For suggesting an informal method of communications for intra-region use using the patented "Confirmemo" form.
6-446	Minnie Fremgen	Certificate of Commendation	For suggesting that employees who drive "pool" cars be requested to load and unload passengers at the front entrance to the building to eliminate congestion.

\* \* \* \* \*

Answers to quiz, "Is Zat So?", on page 10:

1. JATO
2. (c) 199, including four test lines
3. Category I: (d) 842:00; Category II: (c) 1621:00
4. (c) Four twin-engine Beechcraft and 1 Douglas C-47
5. (b) 41, including three sedan mail trucks
6. (c) \$750,000
7. (b) 4
8. (a) San Francisco - 8,870 feet
9. (b) Standby engine generator
10. (d) Honolulu

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DIVISION HI-LITES

Aircraft Division:

Preliminary Type Certification Board inspection of Pan American World Airways' DC-6B airplane was conducted at the Douglas Company's Santa Monica plant on January 14 and 15. Special tracks for attaching the passenger seats are installed. This installation makes it possible, without any alteration to the structure, to locate the passenger seats in three different arrangements, i.e., the 44-passenger overwater sleeperette, the 85-passenger hi-density, or the 56-passenger domestic dayplane arrangement. The maximum take-off weight is 107,000 lbs., the maximum landing weight is 88,200 lbs., and zero fuel weight is 83,200 lbs. (Continued on next page)

Application has been received for approval of a Douglas A-26B with R-2800 engines, cabin pressurization, and modified fuel system. This is an NL airplane and the evaluation and testing of this aircraft will require the establishment of some new policies.

Herrmann Engineering Corp. have completed a re-run of their engine calibration and fuel consumption tests. These data have been forwarded to the Washington Office for evaluation.

Flight Engineering Inspector Heimerdinger was assigned to Oklahoma City for the week of January 14th to act as a temporary instructor for the C-3 course. This course was for the purpose of acquainting Aviation Safety Air Carrier Agents with the limitations, procedures, and performances contained in the airplane flight manual of the Lockheed 1049, Super Constellation.

Messrs. Tetsuo Oba and Ichiro Narahashi of the Japanese Aeronautics Agency and Mr. Der Yuen of Aeronautical Radio, Inc. visited this Region to familiarize themselves with CAA procedures. These gentlemen were particularly interested in the use of helicopters in connection with the establishment of civil aviation operations in Japan and personnel of the Aircraft Division accompanied them on a visit to McCulloch Motors where they were conducted on a tour of the helicopter factory.

#### Safety Operations Division:

The Safety Operations Division is informed that an application for reissuance of an irregular air carrier operating certificate from Air America, Inc., is expected in the near future. This carrier is a large irregular, which has been inactive since August 15, 1950.

The Civil Aeronautics Board hearing was held in this Region on January 24 and 25 on the Robin Airlines, Inc., C-46 aircraft accident, which occurred at Cobourg, Ontario, Canada, on December 20, 1951. Agent John W. Eagleton was assigned as CAA coordinator.

As requested by our Washington Office, a three-day special inspection of C-46 aircraft used in irregular air carrier operations was conducted on a 24-hour basis January 1 through 3, inclusive, at Burbank, Oakland, Long Beach and San Diego - these being the terminals most frequently used in this Region by such carriers. Ramp inspections were conducted on 27 flights either before departure or on arrival. These inspections involved 12 carriers. A total of 27 operational, 211 maintenance and 12 radio discrepancies were reported. Except in the case of three carriers, the discrepancies were relatively minor and necessitate follow-up action only. Violation reports have been filed in the serious cases. Copies of inspection reports received from other Regions to date indicate that the discrepancies found on carriers based in this Region were very few and of a minor nature.

On January 24, Mr. Leonard Ashwell, Chief Advisor, San Francisco International District Office, in company with Mr. Walker, a Flight Operations Agent, recently transferred from the 7th Region, spent several hours in the Burbank Aviation Safety District Office and the Safety Operations Division Regional Office. The purpose of the trip was to acquaint Aviation Advisor Walker with the Safety Operations Division personnel with whom he will be working on air lift problems of carriers based in this area. (Continued on next page)

Bonanza Airlines officials are scheduled to hold a conference with regional personnel Tuesday, January 29, to discuss items pertinent to their newly authorized route extension from Phoenix to Los Angeles via San Diego. Following the conference at the Regional Office, Bonanza Airlines officials will conduct a survey flight over this new route, stopping at all the intermediate service points between Los Angeles and Phoenix.

Flight Operations Agent Ward and Aircraft Maintenance Agent Quick from the San Francisco Aviation Safety District Office were appointed as Safety Operations Division representatives to attend the Convair 340 Type Certification Board meeting held in San Diego on January 15. In addition to contributions to the certification of the aircraft, Safety Operations participation is paving the way for a better understanding of the aircraft by Agents assigned to United Air Lines.

Mr. Raymond Matthews, aircraft inspector at the Aeronautical Center, spent two weeks in the Region, gaining information on the late developments in aircraft and air line maintenance procedures. Part of his time was spent in the Los Angeles area, visiting the major air frame manufacturers, and the remaining week was spent in San Francisco, visiting United Air Lines and Pan American Airways. It is believed that these visits are beneficial to the Aeronautical Center personnel.

The Third In-Service Training Flight Refresher Course for Safety Operations Agents started January 14 and will continue through the week of June 16, 1952. Each course will last one week. It consists of four hours each of first pilot, second pilot and Link Trainer time and six hours of ground school time for each Agent. Use of omnirange is being emphasized.

The Chief, Airman Standards Branch, attended an examiners' meeting at Phoenix Aviation Safety District Office on January 22. Various problems pertaining to the examiners' and agents' duties were discussed.

Mr. J. R. Hoyt, Supervising Airman Standards Agent, attended flight instructors' and examiners' meetings in Sacramento on January 24, and pertinent problems were discussed.

Airways Operations Division:

The Donner Summit, Milford and Oceanside Stations will be decommissioned on February 1. The Ogden Tower will also be closed on that date with personnel being transferred to Palmdale to operate a control tower at the request and expense of Los Angeles County. Plans are being formulated to move the Ogden Station to the control tower structure.

Reno is to be commissioned on February 3 as a fully combined facility.  
(Continued on next page)

Shirley B. Smith has been appointed District Supervisor of District No. 7.

C. D. Ewing has been assigned as an Aeronautical Specialist to the Technical Services and Planning Branch.

George A. Hall of the Program Requirements Branch has been appointed as a member of the Trade Advisory Committee for Commercial Radio for the Los Angeles Trade-Technical Junior College. The College is required to have committees of this nature to guide them in their school programs. This Committee has representation from all phases of the communication industry in the Los Angeles Area. Mr. Hall represents the aeronautical radio segment.

John A. Garrison and C. D. Ewing attended a meeting at Tucson, January 17, for preliminary discussions with the Air Force on installation and operation of Air Force radar systems for controlling traffic at Davis-Monthan and Castle Bases. Representatives of the Fourth Region also attended the meeting.

H. B. Wright attended a meeting at Kansas City the week of January 14th where representatives of all regions and Washington discussed plans for improvement of Service B teletypewriter system.

Shirley B. Smith attended a meeting of regional representatives in Washington the week of January 7, called for the purpose of effecting standardization of approach control procedures on a national basis.

W. A. Stephens participated in a meeting held recently in San Francisco with representatives of the airlines, Aviation Safety and local Airways Operations facilities to review and revise, if necessary, procedures for aircraft operating between the San Francisco and Oakland Airports.

#### Facilities Division:

VHF Ranges: The Camarillo mountain top site has been graded and portable VOR equipment installed and tuned up awaiting satisfactory weather for a flight check.

Contract award for the relocation and conversion of the Phoenix range to VOR is still being delayed pending our lease negotiations with the owner of the site.

Conversion of the Winslow range is nearing completion with a flight check expected about January 31.

Calls have been issued for bids on the construction of the Palmdale VOR and the relocation of the Paso Robles facility.

The Ft. Jones mountain top VOR is completed and awaiting a stretch of good weather for commissioning flight check.

A tentative site has been selected on Los Angeles Airport property for a VOR and will be flight tested upon completion of tests at Camarillo. (Continued on next page)

We are embarking on a considerable program of modernizing the early VORs, consisting primarily of installing the new plastic antenna shelters in place of the original antenna houses. At the same time we are reworking the antenna system to provide for the DME pedestal. This work has been completed at Daggett and is underway at Douglas.

Instrument Landing Systems: The Ontario localizer is nearing completion and will be ready for flight check about January 28. The installation of the new type TUS glide path equipment was completed and flight checked with unsatisfactory results, apparently due to irregular terrain some distance in front of the transmitter. Subsequent tests with military type CRN 2 glide path equipment were satisfactory and it is our present plan to install this equipment and remove the TUS equipment.

The Burbank localizer is essentially completed and will be flight checked during the last week in January.

A flight check was also conducted with CRN 2 glide path at Santa Barbara with satisfactory results. Since it will be some time before the City can fill and grade the area beyond the glide path installation, it appears that it will be necessary to install the CRN 2 rather than the TUS equipment at Santa Barbara also.

INSACS, Towers and Centers: Inclement weather has required the issuance of stop orders on the remote transmitter project at Salt Lake City and the remote receiver installation at Ukiah.

San Diego INSAC modernization is nearing completion with the target date now January 31.

All planning is completed for Phase I and II of the military UHF program. Plans are underway for the relocation of the Ogden INSAC to the Control Tower cab and for the combined Station-Tower at Sacramento. Present indications are that equipment for the latter will not be available until May.

Additional UHF installations were completed at Los Angeles Tower and Oakland Center with completion at Los Angeles Center estimated for January 31.

Work is underway on the UHF installation at Fresno with estimated completion February 1. We intend to proceed with the Sacramento installation completion at Fresno which will essentially complete the program.

The installation of 132.3 mc Simplex for communication with Naval aircraft has been completed at the Oakland Center and is underway at Saddle Peak for the Los Angeles Center.

General: Burbank ASR building and tower contractor will have construction about 80% complete by the end of January.

Installation of a 37½KVA central standby power plant at Burbank is expected to be completed by January 31. Contract has been awarded for a similar installation at Los Angeles and we have issued bids for a third such installation at Long Beach.  
(Continued on next page)

Bid invitations have been issued for the relocation of our field lighting installation from Scottys to Beatty, Nevada.

Bob Lewis, Airways Flight Inspector, addressed the Santa Monica Naval Reserve Unit on January 28, outlining the use and flight checking of CAA radar facilities to the group.

Cody Lehr, Relief Maintenance Technician at Fresno, has been selected as a Maintenance Inspector in the Communications and Landlines unit of the Maintenance Branch and Ted Kurth, Airways Maintenance District Supervisor at Salt Lake City, has been selected for Maintenance Inspector in the Lighted Aids and Power Plants unit. Harold Sutton, Airways Maintenance Technician Relief at Salt Lake City, will replace Kurth as District Supervisor in that area.

Plans have been completed for the transfer of the maintenance responsibilities for the remaining facilities at Donner Summit, Oceanside and Milford to the adjoining sectors, Reno, San Diego and Delta respectively.

#### Airports Division:

On January 8 and 9, the Chief, Planning and Evaluation Division, and the Chief Airports Division, met at Tucson with Brig. Gen. W. P. Fisher, Commanding General of the 36th Air Division at Davis-Monthan Air Force Base, members of his staff, Mayor Fred A. Emery, Airport Manager R. W. F. Schmidt, and other civic officials to discuss possible use of the Tucson Municipal Airport by the Strategic Air Command. The conference resulted in the decision that this airport would not be reactivated as a military base.

The proposed project for the establishment of a new instrument runway at Salt Lake City Municipal Airport No. 1 is progressing satisfactorily. Personnel of the Regional Office and the District Airport Engineer met with the Adjutant General of the Utah National Guard, the Director of the Utah State Aeronautics Commission, representatives of the Chamber of Commerce, and various City officials to discuss the details of work involved in the proposed project. The meetings have resulted in the City authorizing Commissioner L. C. Romney to negotiate with the various organizations interested in developing the project.

On January 15, the Deputy Division Chief and the Assistant District Airport Engineer, Southern California District Office, at the request of Senator McCarran, made a special trip to Furnace Creek in Death Valley to discuss the proposed Federal-aid project. Senator McCarran was advised of the development of this project and its current status; he expressed great interest and advised that he would strongly support any legislation required to make this project possible.

Plans for the utilization of civil airports by the Military were received from the Washington Office of Airports. These plans envision the setting up of airports into four main categories for civil and military occupancy. The list was reviewed by the Regional Administrator and his staff and recommendations were forwarded to the Washington Office of Airports. Review and approval of the 1952 National Airport Plan and the Tentative 1953 Federal-aid Airport Program were accomplished at the same conference and subsequently forwarded to the Washington Office.



# QUESTION BOX?



- Q. Under the new Leave Act, employees will forfeit, at the close of the last full pay period in the calendar year, any annual leave which exceeds the maximum accumulation allowed. The last full pay period in the calendar year 1952 ends December 20, 1952. How will this provision affect leave accrued between the end of the last pay period and the end of the year?
- A. It will have no effect on leave accrued during this period. Under the new Act, leave accrues on the basis of a full pay period rather than on a calendar year basis. Leave earned during the period between the end of the last pay period and the end of the calendar year will be included in the leave credited for the next pay period.
- Q. What authority does an agency have to grant leave in anticipation of earnings when the rate of accrual is about to change?
- A. Employees may be granted any annual leave that will accrue through the last full pay period in the year. If the rate of accrual will change during the year, the accrual will be computed on the basis of the two accrual rates.
- Q. What authority does an agency have to grant leave in anticipation of earnings prior to completion of the ninety-day continuous service requirement?
- A. None. An employee must complete the ninety-day continuous service requirement after initial employment, or reemployment after a break in service of one or more work days, before he is entitled to leave. However, if an employee is credited with leave represented by a refund of any portion of a lump-sum payment for leave, he may be granted the recredited leave during the ninety-day period.
- Q. Will an employee be entitled to a lump-sum payment for leave if he is separated at the end of the ninety-day continuous service period?
- A. Yes, since the law provides for leave credit for the ninety-day period retroactively.
- Q. Will credit be given in computing creditable service for purposes of determining accrual rate in the following cases:
- (1) For leave without pay during a period intervening between active military service and return to duty in a civilian position?
  - (2) For periods of military service upon which retired military pay is based?
  - (3) Leave without pay in excess of six months during a calendar year?
  - (4) Periods of furlough due to reduction in force?

A. Any period of time which may now or which in the future may be counted as credit-  
able under the Civil Service Retirement Act is creditable in determining the  
leave accrual rate. Therefore, the specific questions are answered as follows:

(1) Yes, provided the restoration is the result of the exercise of statutory  
restoration rights.

(2) Yes.

(3) No.

(4) Up to 6 months in any calendar year would be creditable.

Q. Must employees who were appointed, or reappointed after a break in service, be-  
tween October 6, 1951, and January 6, 1952, complete the ninety-day continuous  
service period before they may be credited with annual leave earned on or after  
that date?

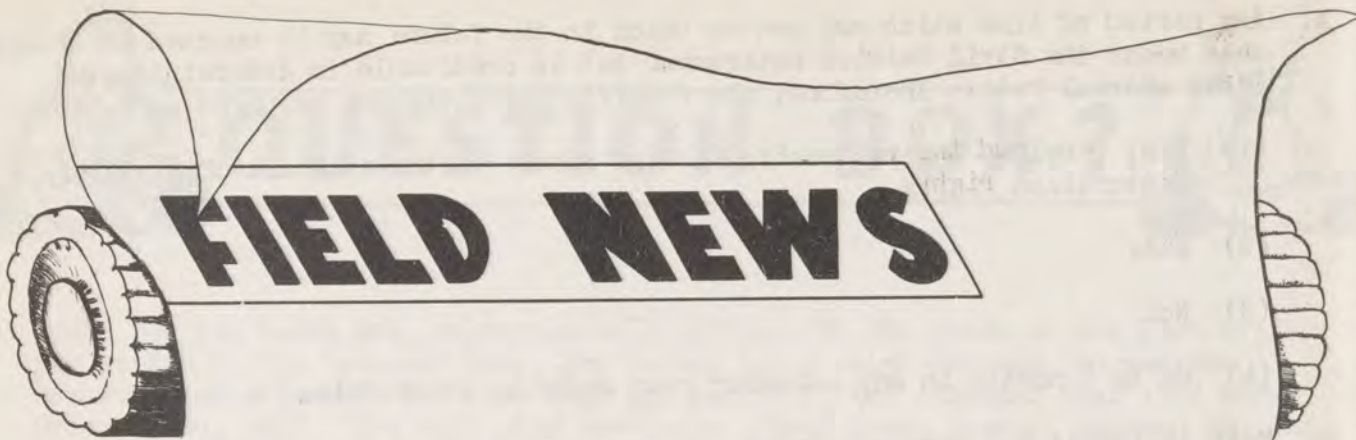
A. Yes.

Q. Will intermittent employees who formerly earned leave under regulations in ef-  
fect prior to January 6, 1952, but who are excluded from the benefits of the  
Annual and Sick Leave Act of 1951, be allowed to use any leave remaining to their  
credit?

A. No. Since intermittent employees for whom no regular tour of duty has been  
established are excluded from leave benefits, they are not under any leave system.  
They would, however, be paid a lump sum for the annual leave to their credit on  
January 5, 1952.

Q. What leave accrual is allowed for the period of January 1 to January 6, 1952,  
in the case of both permanent and temporary employees?

A. Leave for this period will accrue at the rate provided by the appropriate regu-  
lations in effect prior to January 6, 1952. Permanent employees under the  
Annual and Sick Leave Acts of 1936 will accrue annual leave according to the  
accrual table for partial pay periods; for example, an employee whose basic  
workweek during that week was Tuesday through Saturday would accrue four hours  
of annual leave for this period. A temporary employee who began a month of  
service after December 6, 1951 -- that is, a month that could not be completed  
for leave accrual purposes until after the repeal of the 1936 leave statutes--  
will be given a pro-rata credit of leave up to January 6, 1952, provided  
that he completes the month of service.



Fresno, California:

ASDO: During the month of October, 1951, the Fresno ASDO conducted a special program to promote flying safety in flying clubs and to promote extended use of air travel among members of service clubs in various cities.

Two hundred and fifty two Flying Club members were shown films such as, "Learn and Live", "Pre-flight Safety", and "Air Age", followed by panel-type discussions on subjects such as radio aids, accident prevention, navigation and meteorology. The five clubs involved appeared to enjoy our efforts and we intend to follow up with educational and recreational activities sponsored by our office.

Four hundred and sixty-nine members of eight Lions, Rotary and 20/30 Clubs were shown "Air Age", "Flight into Time", "Letter to a Pilot", and "United 6534". In all but one case, these showings and follow-up discussions followed evening dinner meetings. Since we had plenty of time, many lay questions were presented and answered to the best of our ability. As a result of these programs it looks like we shall be asked for repeat performances.

At any rate, we feel that our extra time and effort were well spent and we did meet a lot of people, even if we failed to get our motion picture operator's union cards, with "Over the Hills from Boise" ringing in our ears.

Our district is just recovering from one of the busiest dusting seasons on record. Sixty-seven legitimate operators with 271 certificated dusters, plus a number of fly-by-nights, gave us a real complaint and violation headache in the process of covering the San Joaquin Valley with a layer of dust and spray.

However, good work was done, and our efforts soothed the feelings of all but a few disgusted citizens, so as a result, most of the operators can probably start in again next season.

TOWER: After we have drifted along for years as an average small time tower at a low activity airport, it now becomes apparent that we will be upped a couple of notches in the eyes of the aviation world. The first indication is the announcement by Mr. J. L. Atwood, President of North American Aviation Inc., that the firm's facility now in partial operation at the Fresno Air Terminal will be used  
(Continued on next page)

primarily for future modification and modernization of completed aircraft. At the present time it is impossible to tell how large the Fresno operation may become. North American expects it to grow to considerable volume, and in anticipation of future military requirements they have proposed to the Air Force that additional buildings be considered for technical modification and modernization of aircraft. Having the F-86's and other N.A.A. aircraft flying off the field will be a welcome addition to the present traffic volume, and will be of interest to the tower personnel.

The second indication is the forthcoming integration of the Tower and INSAC. This will more than double our present personnel and add to the amount of traffic we now handle. All the Tower crew are being kept busy scratching through the books again in "Ye Old School Days" effort to obtain the necessary certificates to take over communicator duties when the combination takes place. Lately the communicators are seen viewing the tower stairs and mumbling to themselves, and the tower operators are heard groaning at the idea of working from midnight to eight in the morning again, but both groups are sure that it will all come out in the wash when we pick up the sacrificial knife and become blood brothers.

And now, dear readers, if you have had the nerve to read this far, we come to the interesting events department. We think this is a good example of how different agencies working together can produce a result of prime importance. On Christmas night, the Fresno Tower, INSAC and the Sheriff's Radio Department worked together as a team to locate a pilot who was lost and low on fuel. At 1810P on Christmas night, Bruce Jones, controller on duty in the Fresno Tower heard a Vultee, N-889, calling Fresno Radio and asking for help in locating his position. After hearing Vultee 889 repeat the call, Jones contacted Fresno Radio and asked if they could hear the Vultee calling on 3105kc. The communicator on duty said they could hear an aircraft calling on that frequency, but the contact was so poor that he was unable to determine who the pilot was calling, or what his message was. Jones advised Fresno Radio to ask the pilot if he could see any prominent landmarks within his field of vision and that he would relay the information from the Aircraft to Fresno Radio. The pilot advised that he was over a small town and that there were four lighted radio towers in a line to the West of the main part of the town. Jones immediately called the Sheriff's Radio Department and asked them if they would try by radio to locate a town in the valley that had a disposition of lighted towers as described by the pilot, explaining that an aircraft was over such a landmark and did not know where he was and was low on fuel. The Sheriff's Radio Department checked with several valley stations, and within five minutes had located the site of the towers as the town of Dinuba about thirty miles south of Fresno. The pilot was then given the relative positions of several other small towns near Dinuba, and when the pilot confirmed these positions and it was definitely established that he was over Dinuba, he was given a steer of 316 degrees to the Fresno Air Terminal. The high intensity runway lights were turned on full bright, and within ten minutes, the pilot advised that he had the field in sight, and five minutes later, was safely on the ground.

Mr. T. Smith, the pilot of the Vultee, came up to the Tower immediately after parking the aircraft and expressed the gratitude of both himself and his wife, who was a passenger, for the wonderful service that he had received. Mr. (Continued on next page)

Smith said that he was enroute from Cincinnati, Ohio to San Francisco and had become very confused at the sight of so many small towns in the Valley, and in a very short time, had lost all sense of direction. He was just about to give up and try to land the aircraft while he still had some fuel left, when his call for help was answered. He said that he and his wife were on their way to San Francisco for Christmas, but as far as he was concerned, he had already received his present.

Burbank, California:

INSAC: We are so busy over here that we barely found time to make this edition deadline. Our contribution must be short and sweet because we have to get back on the job. We have "Non-skeditis" and the only cure we know is hard work. Flying Tigers and Slick alone have fifty-seven aircraft ranging from DC-6 to C-46 based on this field. We are flight plan station and air-ground station to them and a host of other non-skeds, plus a host of military and private aircraft operating out of here and other airports in San Fernando Valley. We are also "Information Center" to so many companies and people we can't count them. There's never a dull moment around here and we must be good or we would get into more trouble than we do.

We are invited to address a class of 36 eaglets at Potter Flying School and want to tell them all about flight plans, ADIZ, and the importance of their ground station when they are in the air. We have to deal with all of them on their first flights and like to catch them early.

We have solved our "Permanent flight plan information" problem by setting up a book with pilot's name, address, certificate number, etc. alphabetically and setting up a cross reference index giving the ship number first, using last two numbers, then the pilot name. There are so many ships around here without a permanent pilot and vice versa. This looks like a good deal.

As most old timers know, Burbank INSAC has been on the third floor of Lockheed Air Terminal for the past twenty years, and we take this opportunity to invite all who read this to drop in any time and pay us a visit. We are busy most of the time but always appreciate visits and will surely try to find a little time to gossip and show you around. Come up and see us some time!