



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. V, No. 3

MARCH 1, 1952

DERBY DAY IN THE CAA

by

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Supervising Electronic Engineer

We are all acquainted with the pomp and splendor associated with Derby Day in England. The CAA also has its Derby Day - the commissioning of another VOR range. To those who have never seen a VOR facility, a noonday stroll to the northeast corner of the Regional Office plot will disclose the significance of our "Derby Day". Adjacent to the quonset huts, you will see the plastic shelters for the VOR. Now, imagine one of these shelters mounted on a small building, whose flat roof consists of a metallic ring or brim, (counterpoise to the initiated) extending out from the building. The final picture bears a close resemblance to a derby hat.

The events leading up to Derby Day are a cooperative undertaking between the various Divisions of the CAA. The need for and approximate location of a VOR facility is coordinated among the Facilities, Airways Operations, Aviation Safety and Airports Divisions and, finally, by both the Regional and Washington Airspace Committees. The budget ramifications are intentionally omitted at this time.

With the above groundwork completed, civil engineers of the Facilities Division then survey several locations for a proposed VOR site. At this time, the relationship to the airways and airports, accessibility of power and landline communications, topography and roads are considered. The portable VOR, "Big Bertha", is now brought into action. This mobile rig is taken to a proposed site, placed into operation and finally flight checked. The selection of a flyable site is a difficult task and, in many instances, several locations are "test hopped" before a satisfactory site is obtained.

With the site selected and the completion of the necessary leases, easements, power arrangements, etc., the building is erected, complete with a standby power plant. The radio equipment is then installed and the final tuneup performed. Next, the acceptance by the Flight Inspection Branch. This flight check, a story in itself, is a remarkable example of precise and accurate flying. The aircraft circles the facility at both a constant altitude and exact radial distance from the site;
(Continued on next page)

concurrently an operator on the ground will track the aircraft with a surveying instrument. By means of electronic signals from the ground operator and recorders on the aircraft, it is possible to determine the difference between the actual measured azimuth bearing of the aircraft and the bearing indicated by the aircraft VOR receiver. The established tolerance of a VOR is two degrees; that is the difference between the indicated bearing from the aircraft receiver and the actual measured bearing must not exceed two degrees. The acceptance of the VOR facility for operation by the Maintenance Branch signifies Derby Day.



The only other form of a directional radio beacon which the CAA has developed into wide useage is the aural-equisignal type of radio range. This range has played an important part in developing American commercial air transport to its present outstanding position. Although the aural equisignal range has proved satisfactory, some of its deficiencies are: the radio beacon has little value if a course does not lie along the route the pilot desires to fly; the four courses are distinguishable only after considerable maneuvering; also, to find a course, a carefully planned orientation procedure is necessary. The purpose of the VOR is to give a direct, immediate and automatic indication of the bearing of an aircraft from the VOR. It not only lays down straight, radial tracks over the ground whenever they may be wanted, but also identifies each track with a distinguishing number - the bearing in degrees. This information is available at all times and with minimum effort on the part of flight personnel - truly an omni-directional radio beacon. ap

The basic principle of an omni-directional radio beacon is simple. First picture a search light such as one of our Airway light beacons, with a narrow beam, the beam directed horizontally and revolving at a constant speed; for example, one revolution per minute. Thus, once each minute, a flash from the light will be visible when the beam sweeps past the viewer. Next, imagine a second light mounted above our revolving light, the second light so arranged as to be visible in all directions. If the lights are synchronized so that the light visible from all directions flashes on momentarily at the instant the revolving beam is directed north, a viewer could merely time the interval between the flashes and determine his relationship to the lights. This is, if the light visible in all directions flashes on and fifteen seconds later a light flash from the revolving beam is seen, the viewer is directly east of our hypothetical beacon, or has a bearing of 90 degrees. If the revolving flash is seen thirty seconds later, the viewer is directly south or bears 180 degrees. If both flashes are seen simultaneously, the viewer is north or 0 degrees. By replacing the revolving light beam with a revolving radio beam and substituting a radio signal that is non-directive for the second light, we can determine our relationship to the radio station in a similar manner.

In the VOR, this radio beam is revolved at the rate of 1800 revolutions per minute; the timing explained above is accomplished electronically in the (Continued on page 4)



REGIONAL ADMINISTRATOR'S COLUMN

In the last issue of the Region Six News, I mentioned the forthcoming Regional Administrators' Conference to be held in Washington. While space will not permit reporting on all items of the agenda, I will discuss those subjects which appear to be most significant from the standpoint of our Regional operation.

One of the items of major importance presented by our Administrator, Mr. Horne, was the CAA program outlook. This subject is naturally closely related to the availability of funds for fiscal year 1953. The appropriation request submitted to Congress, if approved, will permit a limited program increase in our Airways functions to accommodate the increased workload of operating the new facilities commissioned by the end of this fiscal year. Actually the funds for this increase exceed slightly the net increase requested in the S&E appropriation. This means that the level of funds in other areas will be slightly less than the present fiscal year.

In Aviation Safety, the activity will be at approximately the same level, and possibly even slightly increased because of the cutbacks and readjustments which necessarily were made late in fiscal year 1952. In our Airports Service, there will be a slight decrease involving a reduction of personnel on a national scale of some sixteen positions. In the Federal Aid Airport Program \$17,500,000 is being requested, of which \$14,000,000 is for new projects within the continental United States. Our Airways construction program (EAMF) will be limited to the 1952 level, and it is contemplated that no new facilities will be constructed. The program will be confined to necessary relocations of radio ranges, instrument landing systems, communications stations, and towers, the combination of approximately fifty communications stations and towers, installations of voice identification on certain facilities, and repairs to intermediate landing fields.

In view of this program outlook, the Administrator stressed the importance of efficient manpower utilization and management improvement. As an example of steps being taken in this direction at the Washington level, we were informed of the proposed realignment of Aviation Development functions which will transfer the related operations line functions to the Offices of Airports, Aviation Safety, and Federal Airways, and will place the staff functions of Aviation Development within the Office of Program Planning under an Assistant Administrator. Programs planned by that office, when approved by the Administrator, will be translated into work programs for the Washington Office and the Regions. It is expected that charts, together with an explanation of this realignment of functions, will be forthcoming shortly for dissemination to Regional personnel.

The CAA's program of noise abatement was discussed. The Administrator has appointed a Committee with industry representation to take immediate steps on such matters as improved traffic patterns, the use of preferential runways to avoid populated areas, segregation of training, and improvement of pilot techniques. A long range program includes investigation of noise reduction in power plant and aircraft design including turbo props and jet engines, and a program of public education. You have undoubtedly read in the press of the action taken by the (continued on page 18)

VOR receiver with the answer in degrees that the receiver bears in relationship to the VOR. The radio beam is formed by the geometrical relationship of a group of antennas accurately positioned horizontally and vertically over a metallic plane free of any breaks or undulations. The beam is rotated electronically by a device called a goniometer.

Many conditions must be fulfilled for an ideal, error-free omni-directional radio range operation. The tolerances and adjustments, although reasonable, must be accomplished at regular intervals. Perhaps the greatest difficulties encountered arise from "terrain errors" in both the selection of a site and operation of a VOR. The term "terrain errors" refers to obstacles such as hills, fences, power lines, farming operations, even the type of soil. Any of these in the immediate vicinity of a VOR can markedly affect the travel of radio waves. One of our field technicians reported consistently erratic operation of the VOR during the hours of midnight to two A.M. After making several trips to the site during the early morning hours (a sixty mile drive) only to find the facility had returned to normal operation prior to his arrival, he decided to "sit one out". Shortly after midnight, the alarm of the monitor indicated erratic operation with no apparent indication of malfunctioning of the equipment within the building. Further investigation revealed Romeo and Juliet parked adjacent to the antenna of the VOR monitor.

Although the VOR has undergone many technical advances, the present design was frozen approximately two years ago. The Facilities Division of the Region, in addition to installing new VOR's, has an intensive program underway to modernize those VOR's commissioned before the freeze. It was originally intended that the VOR's were to be positioned as a grid system; that is, the entire nation sub-divided into squares and a VOR to cover each square. Later, these radio beacons were positioned in their relationship to the airports and airways. The Sixth Region has thirty-eight VOR's in operation and ultimately expects to have sixty-six commissioned by 1954. Alphabetically speaking, VOR signifies: Very high frequency - Omni-directional - Range.

* * * * *

MARCH OF DIMES CAMPAIGN

The following letter was received from Mr. C. C. Downing, Chairman for Federal Employees, March of Dimes, Los Angeles:

"Receipt is acknowledged of your letter of February 5, 1952, enclosing the sum of \$301.16, consisting of Money Order for \$245.16, four checks in the total sum of \$55.00, and \$1.00 in cash, being the contribution of the employees of your office to the MARCH OF DIMES.

"Please accept my sincere thanks and appreciation for your donations to this worthy cause."

PERSONALITY OF THE MONTH

Bob Boone



In the 1890's, the United States Government began a program of pushing the Indians back from all the more desirable lands to make way for bigger and better things. It so happened that the tribe of a near 2,000 Osage Indians were pushed into Northeastern Oklahoma, where only a few years later oil was discovered.

Bob Boone, Airman Agent in the Los Angeles Aviation Safety Office, was one of these Osage Indians who was destined to share one of the rich 2,229 headrights (640 acres per headright)

Boone left the reservation at an early age to attend military schools in California; but to this day retains an interest in this fabulously wealthy area. The Osage tribe is regarded as the richest tribe per person of any of the United States Indians.

Bob is a nephew of the internationally-known General Clarence Tinker, after whom Tinker Air Base in Oklahoma City is named. Bob's interest in aviation began to blossom as a result of his Uncle's influence.

He began flying at the age of nineteen, but, at his mother's insistence, gave it up for four years. By 1929, he had resumed it to the extent of engaging in acrobatic flying with the well-known Cherokee Indian Frank Clark.

In 1932, he had an interest in a flying school where he was engaged in charter service, aircraft rentals and doing contract work for motion picture flying. In what kind of movies did he fly? "Any and all kinds! Just whatever the script called for!" Bob's eyes sparkle a bit when he comments about doubling for many of the name players.

He was later a pilot for the Hearst Publications. His primary assignment was piloting the late William Randolph Hearst and other notables close to the publication magnate.

In February 1940, he began employment with the War Training Service of the CAA as a Private Flying Specialist. In 1942, he transferred into Safety Regulation as an Aeronautical Inspector. He has had duty assignments in Bishop, Burbank, Phoenix, Santa Maria and Los Angeles.

Despite his connection with oil and real estate interests, plus four years of legal training at USC, Boone turned his back on both in favor of the satisfaction he obtains from aviation. (Continued on next page)

In addition, he has traveled extensively. There's something about the unusual life of the Orient that intrigues him. He spent two years in India, China and the Philippines. And even now, he has the urge to return. The next time he goes, he wants to take along his wife, the former Lavilla Corey of Russellville, Arkansas and their children, Barbara 12, and Bonnie, 7.

* * * * *

REX BROWN RECEIVES SUPERIOR ACCOMPLISHMENT AWARD



During a special ceremony in Washington on January 31, Rex R. Brown, Maintenance Technician at the Los Angeles International Airport, was presented with an award of \$375 by Secretary of Commerce Charles Sawyer for superior accomplishment in suggesting improvements in radar equipment.

CHARLES SAWYER PRESENTS AWARD TO REX BROWN in savings to the Government of an estimated \$80,000 over a period of five years. His ingenuity in developing these modifications can largely be attributed to his intense personal interest in the entire Radar Program.

This award was the first efficiency award given by the Secretary of Commerce.

* * * * *

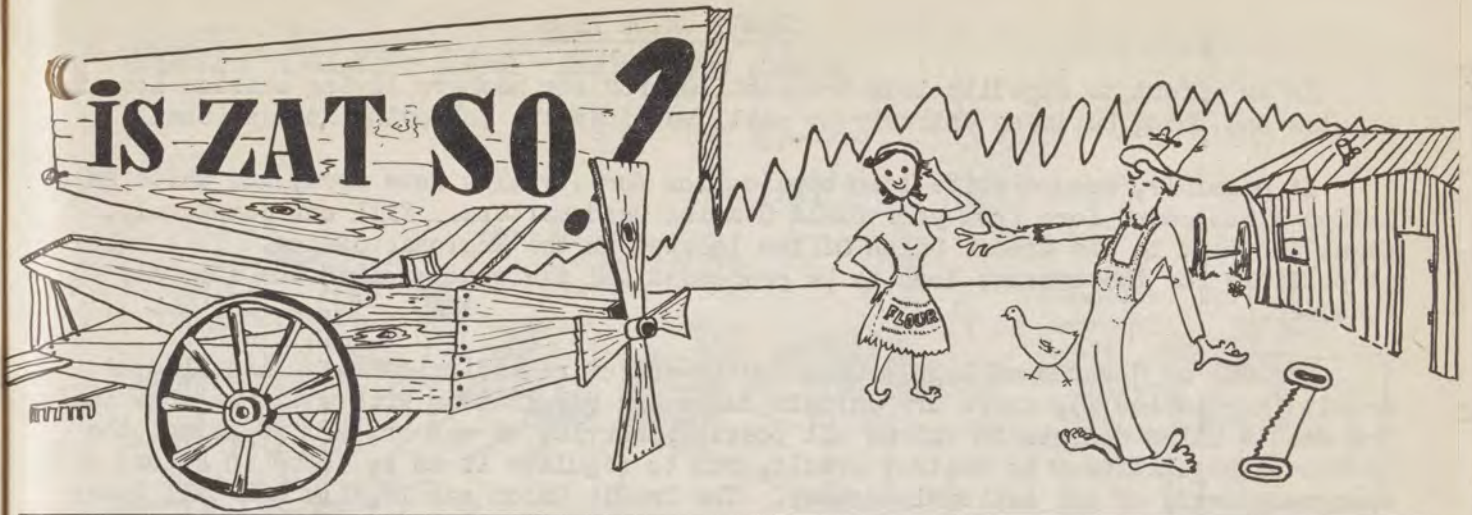
"ACC ENDORSES COMMERCIAL HELICOPTER SERVICES

"The Air Coordinating Committee, in its annual report for 1951 released today, recommended that the government encourage development of helicopters for commercial service, looking to their future use in inter-city shuttle service.

"The report, which has been forwarded to Congress by the President, recommended that commercial operators be permitted to buy a limited number of transport types, despite the current heavy military demand.

"The ACC predicted widespread use of helicopters in short-haul operations and said the government should assist this development wherever possible. The first application * * * will be airport-downtown mail and passenger service, but helicopters will find a place on inter-city routes as larger, multi-engined rotor craft become available * * *"

American Aviation Daily - 2-18-52



1. How many CAA-owned aircraft hours are programmed in fiscal year 1952?
2. How many reports of violations of CAR's were filed in the 6 Region during 1951?
3. Does an employee's private automobile insurance cover him while driving Government vehicles?
4. What is the fuel consumption of the CAA Douglas C-47?
5. What type of aircraft carrying one or more passengers has right of way over all air line aircraft?(no emergency)
6. Can you buy all necessary approved factory parts, build your own airplane and obtain a standard airworthiness certificate?
7. On a single engine aircraft, is the propeller ever feathered?
8. If a pilot has a speech impediment, can he obtain a different registration number for his aircraft to facilitate radio communications?
9. Approximately how many items are there in the Regional Stock and Stores inventory?
10. What does SRA mean in connection with facilities?

(Answers appear below)

1. 2,450 hours
2. 329
3. Usually not. Most automobile insurance policies contain a rider covering you in other cars for limited business and pleasure use. However, Government vehicles cannot be used for pleasure. It is better to obtain this extra coverage with your present policy.
4. 95 gallons of gasoline per hour.
5. Free balloons or gliders.
6. Not without the cooperation of the holder of the Type Certificate.
7. No, unless it's hit by a bird.
8. Yes; however, this has evolved from custom. There are no regulations to that effect.
9. 13,000
10. Simultaneous transmission of radio range signals and voice on range frequency. Low frequency four course radio range with vertical radiating antenna, tower output between 150 & 400 watts, useable distance 65 to 100 miles.

CREDIT UNION NEWS

In an effort to expedite loan transactions for our members living outside Los Angeles and doing business entirely by mail, we offer the following suggestions:

If possible, secure white loan application form, yellow Note form, and white Regulation W Statement form from your field Station Headquarters. Fill out completely, sign, and send to the Credit Union Office located in the Regional Office. This makes it possible for the average loan to be processed and the check mailed the same day it is received.

Because of Government Regulations now in effect regarding consumer installment credit (Regulation W), there are certain rules and regulations with which we must conform. The Credit Union desires to extend all possible service to members and it is not the intent of Regulation W to destroy credit, but to regulate it so as to be in accord with emergency needs of our national economy. The Credit Union can legally make all loans which any other lending agency can make. These restrictions were brought into being in an attempt to curb inflationary trends. While we must comply because it is law, we should all bear in mind that Credit Unions which utilize their own savings are definitely not inflationary. Credit Unions have always operated under various laws and rulings. Regulation W is another of these which restricts some of our activities but does not prevent our giving maximum service to our members.

OPERATIONS UNDER REGULATION W

Regulation W divides all loans into four classes, as follows:

1. Loans which are completely exempt.
2. Loans which are exempt under certain conditions.
3. Loans to finance the purchase of Listed Articles.
4. Unclassified loans.

Because of limited available space, Item 3 only will be explained this month with the other items to be explained in future issues.

Loans to finance the purchase of a Listed Article:

1. Loans for down payment on a listed article are prohibited.
2. The maximum AMOUNT of the loan and the maximum MATURITY for the loan are subject to the following requirements:

GROUP A:

Automobiles - 1946 & later models
33 1/3% down, 66 2/3% maximum loan value
18 months maximum maturity.

GROUP B:

Household Appliances - Stoves, refrigerators, dishwashers, ironers, etc.
15% down, 85% maximum loan value
18 months maximum maturity

GROUP C:

Household Furniture - beds, mattresses, floor coverings, lamps, etc.
15% down, 85% maximum loan value
18 months maximum maturity

GROUP D:

Materials, articles and services in connection with repairs, alterations, or improvements upon residential property in connection with existing structures.
10% down, 90% maximum loan value.
36 months maximum maturity.

The Credit Union has sufficient funds to handle all loan requests for CAA Region 6 employees. Join the Credit Union now!

MONEY TALKS - SAVE - BUY WITH CASH

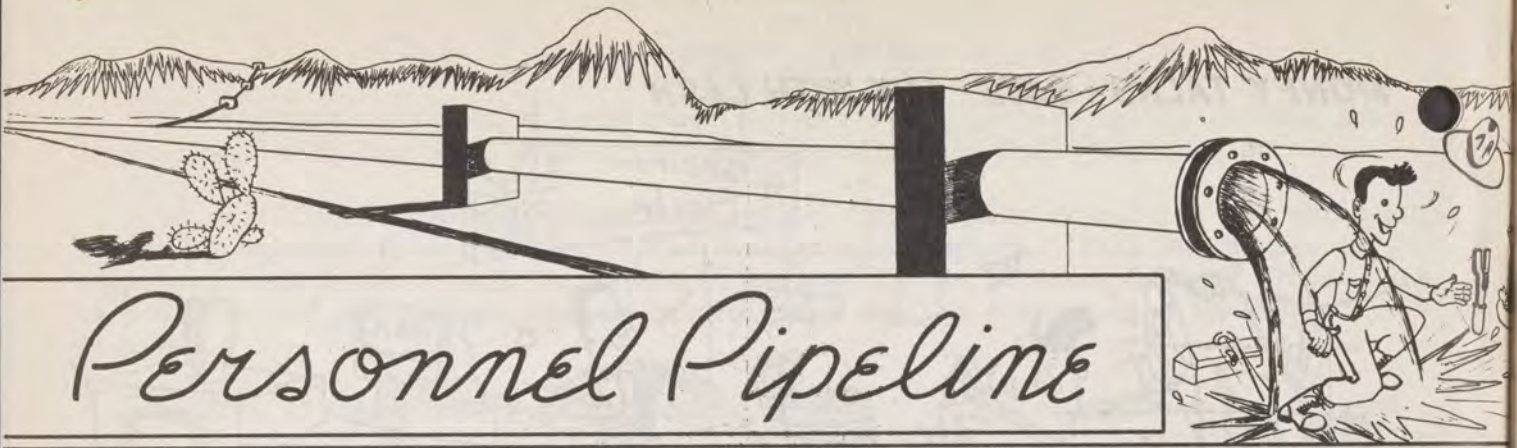


Deal with cash. Borrow from your Region Six Credit Union at low interest rates, and remember, when you borrow from the Credit Union, your life is insured for the amount of your indebtedness at no extra cost to you.

OVERBURDENED WITH TAXES



The Region Six Credit Union is ready to help you meet your taxes, or any other financial emergency. Take advantage of the Credit Union's low interest rates with borrower's insurance at no extra cost to you.



CORRECTION:

We blushed when we saw the finished product of the Personnel Pipeline of the last issue of the Region 6 News. We are referring, of course, to the portion concerning the Aviation Safety Agent Trainees, GS-9. We have received approval of a training agreement. Under this training agreement, trainees in these positions may be promoted to the GS-11 grade after successfully completing the intensive training period for six months. Employees in this category under the provisions of the Whitten Amendment had to serve one year prior to promotion.

Whitten Amendment: In the past several issues of the Region 6 News we have talked about the Whitten Amendment. In these articles we have referred to "GS grade (or equivalent)". The Commission has now published a table of GS (General Schedule) grades and their equivalents in the CPC (Crafts, Protective, and Custodial) grades. This table published for your convenience, is to be used only as follows, and for no other purpose than to determine the restrictions of the Whitten Amendment:

1. (a) The restrictions on personnel actions to positions at GS-5 or below apply to actions to positions at CPC-7 or below.
(b) The restrictions on personnel actions to positions at GS-6 or above apply to actions to positions at CPC-8 or above.
2. In taking a personnel action involving a change from one CPC position to another CPC position, each successive grade counts as a one-grade change. For example, a promotion from CPC-1 to CPC-2 is a change of one grade, from CPC-2 to CPC-4 is a change of two grades, etc.
3. In taking a personnel action involving a change from the CPC schedule to the General schedule, the restrictions will be the same as would be applicable if the change were to the CPC equivalent of the GS grade. For example, a promotion from CPC-2 to GS-2 would be a change of two grades, since GS-2 is equivalent to CPC-4.
4. In taking a personnel action involving a change from the General schedule to the CPC schedule, the restrictions will be the same as would be applicable if the change were to the GS equivalent of the CPC grade. For example, a promotion from GS-1
(Continued on next page)

to CPC-5 would be a change of two grades, since CPC-5 is equivalent to GS-3.

<u>GS Grade</u>	<u>Equivalent CPC grade</u>
	CPC-1
	CPC-2
GS-1	CPC-2
GS-2	CPC-4
GS-3	CPC-5
GS-4	CPC-6
GS-5	CPC-7
GS-6	CPC-8
GS-7	CPC-9
GS-8	CPC-10

Another provision of the Whitten Amendment permits a two grade promotion to positions through GS-11 which are properly classified at two grade intervals under the Classification Act of 1949. We have been informed by our Washington Office that the Maintenance Technician and Inspector positions in the Facilities Division fall in this category. This decision was based on a change in the classification standards, code series and titles of these positions. The new changes in title are listed below:

<u>From</u>	<u>To</u>
Maintenance Technician	Electronic Maintenance Technician
Maintenance Technician (Radar)	Electronic Maintenance Technician (Radar)
Maintenance Technician in Charge	Supervisory Electronic Maintenance Technician
Maintenance Inspector	Electronic Maintenance Inspector
Communications Installations Supervisor	Electronic Communications Installation Supervisor
Radio Technician	Electronic Technician (Radio)

* * * * *

INCIDENT REPORT

The following incident, which occurred recently in the general vicinity of Salt Lake City and Ogden, Utah, relates emergency difficulties encountered by a high-altitude military fighter pilot on an IFR flight plan, the action taken to resolve his difficulties, and the movement of other traffic as necessitated by the incident.

An F-51, flying on an IFR flight plan at least five hundred feet above all clouds from Seattle Naval Air Station to Salt Lake City via Portland, Oregon, Boise, Idaho and Pocatello, Idaho, reported over Boise at 1242M. He estimated being over Gooding, Idaho at 1255M. Since the pilot's estimate indicated a departure from filed IFR route plan, immediate communication attempts were instituted by the Salt Lake ARTC Center to secure confirmation of revised route. (Continued on next page)

At 1310M, Gooding INSAC made momentary contact with the pilot and secured information that the pilot was 80 miles southwest of Pocatello at that time, altitude 23,000 feet. However, Gooding was unable to maintain contact long enough to secure the pilot's route plans. The Ogden INSAC was then alerted to call the pilot and secure such information, plus an Ogden estimate if pertinent and to maintain such contact until an ATC clearance could be delivered.

At 1317M, Ogden established contact and learned that the pilot was north of Ogden, altitude 23,000, unsure of his position and low on fuel and oxygen. Considerable instrument traffic was operating in or was destined to operate in the airspace below the F-51, therefore, immediate steps were begun to remove such aircraft from the danger of a potential emergency descent.

At 1325M, the F-51 reported his position to the Hill AFB tower as over the Ogden radio range station, altitude 23,000, requesting letdown on the south course of Ogden until reaching VFR. Since traffic still existed, the pilot was cleared to descend on the south course of Ogden to cross the Salt Lake radio range station at 14,000 feet, then descend westbound from Salt Lake to 11,000 feet (the minimum en route altitude on the west course of the Salt Lake radio range station) and to report upon reaching 11,000 feet for further clearance. The pilot receipted, but advised that he was lost, and, in view of fuel shortage, might abandon the aircraft.

The controller succeeded in removing all traffic below the aircraft, turning a C-46 north from Ogden to the homing beacon at Corinne, Utah; stopping a C-119 at the radio range station at Fort Bridger, Wyoming; shuttling a DC-3 to break out altitude of 9,000 feet in the holding pattern west of the homing beacon at Promontory, Utah; limiting a DC-6 eastbound from the Coast to the radio range station at Wendover, Utah and holding all IFR proposed departures from Salt Lake City, Ogden and Hill AFB on the respective airports.

All other local air-ground facilities were alerted to monitor and attempt fixes on the lost F-51, but no definite position or altitude reports were received from the pilot until he reported to Hill AFB Tower. At 1410M, the F-51 reported as having an ordnance depot and what appeared to be a runway bordered by "igloos" in sight and that he would attempt a landing on it.

The description fitted Dugway Proving Ground, Utah (65 miles southwest of Salt Lake City) and authorities at that military location were immediately alerted for the possible emergency landing. At 1423M, pilot again reported to Hill AFB Tower that he was on final approach into the unknown ordnance depot with engine cutting out.

Normal traffic was resumed. At 1427M, the Tower at Dugway advised the Center that the F-51 had landed between their ammunition storage mounds two minutes before and the pilot was in custody. Any further information must be secured from the Dugway Security Officer.

Hill AFB authorities subsequently advised the Center that the F-51 had exhausted fuel on approach, encountered terrain obstacles during landing roll, and had ground-looped without injury to pilot or apparent serious damage to the aircraft. They further advised that DF attempts at Hill AFB had been unsuccessful.

DIVISION HIGHLIGHTS

Airways Operations Division:

The Donner Summit, Oceanside and Milford Airway Communications Stations and the Ogden Tower were discontinued as scheduled at the close of January 31, 1952. The Palmdale Tower was commissioned February 1, 1952 at the request and at the expense of the County of Los Angeles.

The CAA Air Defense Liaison Officers and representatives from the 28th Air Division (Defense) met at the regional office on February 18 and 19 and finalized plans for improving aircraft identification procedures in the San Francisco Bay Area.

Information has been received that the Air Force plans to establish a radar air traffic control center at Davis Monthan Air Force Base, Tucson, Arizona.

Preparations have been completed for the Facility Chiefs' conference to be held the week beginning March 10 at the Hollywood Roosevelt Hotel.

The Division Chief is attending a USA-Mexico conference in Washington the week of February 25 whose objective is to simplify and facilitate transborder flights. The Fourth Region also has a representative at the conference.

Our plan to have District Supervisors work in pairs on field trips for familiarization and understudy is progressing nicely.

An order has been placed for textbooks on supervisory and management principles. These books, when received, will be distributed to field stations for their use. This is part of a program designed to improve supervisory training.

The Sixth Region's position is being developed with respect to the agenda for the conference on air defense matters at El Paso March 11. G. I. Smith and G. L. Simonson will attend the meeting.

G. Dyke, W-381; J. R. Ericson, Bell Laboratory; and other local Telephone company representatives visited the regional office January 28 - 30 to study means of air traffic control operations. A. E. Cole, W-391, visited facilities in Southern California for familiarization purposes.

Facilities Division:

VHF Ranges:

Alternate site has been selected for relocation/conversion of the Phoenix VAR due to inability to obtain lease from owner of original site. Alternate site will be tested at the end of this month.

Made test of sites on Los Angeles Airport. Second location tested satisfactory and bids are being requested for construction.

Contract has been awarded for new VOR at Paso Robles, eventually to replace VAR, to Ed Seymour and Notice to Proceed has been issued effective February 13, 1952.

(Continued on next page)

Bids have been received for additional grading work for more testing at Camarillo. Tests will be conducted next month...Pt. Reyes, California VOR is still under Stop Order due to severe weather conditions. Construction Superintendent Brusnahan has been requested to report on conditions periodically...Additional grading and leveling on the Fort Jones mountain top site have been delayed due to unfavorable weather conditions. The MTIC has been requested to keep the office advised in regard to weather conditions. In the meantime, the range is operating on a test basis...Winslow, Arizona VAR has been converted to VOR and commissioned on February 5, 1952...Improvements including the installation of plastic antenna shelter at the Douglas, Arizona VOR have been completed and the range recommissioned on February 15, 1952...The installation of the Plastic antenna shelter and other improvements at Gila Bend, Arizona is expected to be completed and recommissioned by the end of the week...Expect to start installation at Yuma, Arizona of plastic antenna shelter and other improvements upon completion of Gila Bend...Received bids for construction of new facility for Palmdale, but work held up pending further developments on County Airport plans...Improvements on Long Beach VOR including installation of plastic antenna shelter are expected to be completed and recommissioned by the end of the month...Improvement on Blythe, California VOR is expected to be started by the end of the month.

Instrument Landing Systems:

The Burbank ILS installation work on the localizer and marker was completed and flight checked during the month. It will be commissioned as soon as the old fan marker facility can be closed down...The Ontario, California localizer was flight checked and commissioned on February 8, 1952. The City has started to grade the site in front of the glide path. Additional testing of TUS equipment will be done as soon as the grading is completed...Santa Barbara localizer was flight checked and commissioned on February 15, 1952. Glide path equipment will be installed after additional grading has been accomplished and the equipment delivered...Oakland ILS modernization started February 19, 1952.

High Intensity Approach Light Lane:

A test set-up was made at Burbank to determine the effect of the light units on the ILS localizer operation. These tests indicated no interference. A request has been made to Washington for funds and equipment for a left hand row system which will be put in on normal schedule.

Radar:

We have been advised that equipment for San Francisco ASR was shipped from Syracuse, New York on February 20, 1952.

INSACS, Towers, Centers:

Plans have been formulated for standby power installation for Van Nuys tower...UHF Air/Ground communications were installed at Sacramento Tower during this month...Plans have been completed for remote receiver-transmitter at Ukiah and for remote transmitter at Salt Lake. Work at these sites, however, is delayed due to unfavorable weather.
(Continued on next page)

General:

Dismantling of Milford, Utah L/F Range - electronic equipment has been removed from the site and buildings and other equipment surveyed as surplus and advertised for sale....San Diego INSAC Modernization - installation of console and other modernization was completed on February 7, 1952...Console Completion Program - RUP Receivers have been installed at Douglas, Gila Bend and Winslow, Arizona, also at Long Beach and San Diego, California...Contract for Long Beach Central Standby Power Plant has been awarded to Ed Seymour with notice to proceed effective March 10, 1952...Relocation of Scotty's Intermediate Field Lighting to Beatty Intermediate Landing Field is under way...Airways Flight Inspector Jack Webb presented a talk pertaining to VOR and VAR operation and utilization to Navy personnel at the Inyokern Air Station. The presentation was well received by all concerned.

Maintenance Reports:

The rains came and several facilities were gone - but not for long. Pluvius hesitated until Friday afternoon (as usual) before defacing the top of "Star Light" mountain. Ironically, the CAA previously had graded off the top of this mountain overlooking Santa Barbara and erected a VOR. After a rugged weekend by the Ground Structures boys, the radio beacon was in business as usual...The "mudders", electronic technicians for payroll purposes, in the San Francisco Bay Region also realize the significance of California weather. By the utilization of boats, boots and profanity (as usual) the outlying air navigation facilities remained above water...Last, but not least, and confirmed by the Chamber of Commerce, it snowed in the mountains and particularly at Donner Summit. At one sector, the Airways Maintenance Technician remained on continuous duty for thirty-six hours. With all roads blocked, a snow wheel and "hooking rides" on a freight train were the only means of transportation.

Airports Division:

The proposed project for the establishment of a new instrument runway at the Salt Lake City Municipal Airport No. 1 has been finalized to a point where the City has submitted a formal request for Federal aid, supported by Resolution of the City Commissioners obligating the City to submit plans and specifications for the proposed work on or before March 3, 1952. At this time City funds are required to be available for its share of the first stage of construction estimated to start in May of this year.

Several discussions over the past several weeks were consummated in a conference on February 19, 1952, attended by the Regional Administrator and the Chief, Airports Division, at which time Los Angeles County agreed to the transfer of the Palmdale Airport to the United States Air Force for the modification and flight testing of jet aircraft. The Air Force has agreed to joint civil utilization of the airport for a period up to May 1, 1953. This period will permit orderly relocation of the present civil operations located at the airport and will provide adequate time for the revision of air carrier operating specifications which now provide for use of this field as an alternate airport for the Los Angeles International Airport.

In a meeting held on February 11 and 12, at Tucson, Arizona, personnel of this office met with representatives of the Air Force, Grand Central Aircraft Company, Tucson Airport Authority and the City of Tucson, to discuss the expenditure of \$80,000 of FAAP money on the 5700' extension to the NW/SE runway required for the B-47 modification program of the Grand Central Aircraft Company. Negotiations are still in progress.

(Continued on next page)

Charles P. Merlin, Senior District Engineer, for the Ministry of Public Works of the Government of Greece, is visiting the Sixth Region as a part of the eight-months' program and itinerary arranged under an ICAO fellowship by the International Region and the Office of Airports in Washington. Mr. Merlin's training assignment extends from February 4 to April 25 in Region 6 and includes study and observation of airport design, construction, grading, drainage, turfing, lighting, maintenance, and related fields. Mr. Merlin completes his tour of the Regional Office on February 29 and will proceed on itinerary to each District Airport Office.

Aircraft Division:

Personnel from this Division accompanied Mr. Rosenbaum of the Washington Office on visits to Consolidated, Lockheed, and Douglas to discuss with the manufacturers the proposed CAA policies on structural aspects of jet transport requirements. In general, the manufacturers consider these favorably, particularly since they were in the form of proposed policies rather than proposed regulations.

Certification of the PAA version of the DC-6B at 100,000 pounds take-off gross weight has been completed, and certification for the 107,000 pound take-off gross weight will be accomplished within a month or as soon as all performance data has been reduced and made ready for inclusion in the airplane flight manual. Specification 6A4 is being revised to include the Pan American aircraft.

Representatives from this office visited Hiller Helicopters to witness drop tests of a litter installation on the skid type landing gear. This method of substantiation was suggested in lieu of determining the strength of the litter installation analytically since there was no shock absorption device between the skid and the litter, and analysis determination of the loads would be difficult.

Type certification Board inspection was conducted on the McCulloch Model MC-4C helicopter. A number of minor items for correction were noted. These items were discussed with the manufacturer's personnel who indicated that changes would be made as required by the results of the inspection.

Safety Operations Division:

Mr. Leonard Ashwell, Chief Advisor, San Francisco International District Office, and Mr. Ward Masden, Pacific Specialist for the International Region in Washington, spent a half day in the Regional Office, February 15, discussing operational problems affecting both the Sixth Region and San Francisco IDO.

Mr. Walker, San Francisco IDO, spent one day in the Regional Office discussing identification of aircraft entering the San Francisco ADIZ from Hawaii.

Agent Leimantine, accompanied by Mr. Harlon W. Bement, Utah State Aeronautics Commission and NASAO, spent February 7 in the Regional Office and attended the Los Angeles Regional Airspace Subcommittee meeting discussing the proposed danger area in the vicinity of Salt Lake City.

The field was circularized on the proposed new requirements for student and private pilot physical standards. A resume of the suggestions indicated that:

1. The present system should be retained. Only if there are undue delays in the issuance of the medical certificates through the usual channels should the District Offices issue the certificates. (Continued on next page)

2. All student applicants take the first physical from a CAA designated medical examiner.
3. A period of four years should constitute the duration for a third class physical and that revalidation period coincide with duration of physical.

Bonanza Airlines officials visited the Regional Office January 30 to discuss items pertinent to their newly authorized route extension from Phoenix to Los Angeles via San Diego. Top item on the agenda was VOR navigational coverage of their entire route. Because of incomplete coverage by VOR facilities over the Las Vegas-Reno, Nevada portion of their route and the planned continuation of low frequency radio facilities over the remaining portion, they considered it economically inadvisable to equip their fleet at this time with VOR airborne equipment. This decision was contrary to the recommendations of our agents.

A two-day instruction program on T-category performance was conducted at the Regional Office by Messrs. M. J. Brown and J. J. Ross, Engineering Flight Test Branch, on January 28 and 29. Eighteen Aviation Safety Agents attended. The Los Angeles, Burbank, San Diego, Long Beach and San Francisco Aviation Safety District Offices were represented. Regional Office Aviation Safety personnel also attended this course. A repetition of the course is recommended for the near future to allow all agents working on "heavy" aircraft to standardize understanding of this subject.

The 24-hour intensified inspection program on irregular air carriers was conducted February 15 and 16 at Burbank, Oakland, Long Beach and San Diego. This program was similar to that applied to irregular operators of C-46 aircraft last January 1, 2 and 3 but included all "large irregular" operations involving passenger carriage. Reports indicate the usual minor discrepancies.

Two Japanese industrialists, Messrs. Iwataro Nakagawa, Assistant to Vice President, and Paul T. Shoda, Executive Vice President, Central Japanese Heavy Industry, Ltd., were conducted on a tour through Pacific Airmotive Company by representatives of the Burbank ASDO. These gentlemen were interested in obtaining the latest information on facilities and procedures used in the overhaul of large air carrier engines. Their company plans to establish an overhaul base in the Japanese Islands shortly.

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"USE OF PREFERENTIAL RUNWAYS IS URGED

"A special bulletin is being dispatched to the more than 500,000 licensed pilots of the U. S. through the Civil Aeronautics Administration, the Air Line Pilots Association and all organized transport groups, requesting that all pilots utilize preferential runways which will divert take-offs and approaches over least congested areas in the vicinity of airports, reserving to the pilot the right of final decision where any question of safety is involved. Recommendation came from the National Air Transport Coordinating Committee, headed by E. V. Rickenbacker, president and general manager of Eastern Air Lines."

American Aviation Daily
February 20, 1952

President to appoint a Commission to study the problems of airport locations in relation to populated areas to which James Doolittle has been appointed Chairman with our Administrator, Mr. Horne, serving on the Commission.

With regard to the Office of Airports, a clarified policy statement of CAA's position relative to military use of civil airports was discussed and has now been disseminated.

In Aviation Safety, selections for staffing key positions in the Washington Office and in the Regions under the revised organization structure were made. A status report on the prototype aircraft testing program was given. A request is being made of the Congress to provide funds for the testing of jet transport types. While a number of areas of testing have been suggested, it was believed desirable to concentrate our efforts on this one program which appeared most important at the present time.

In Federal Airways, the progress of Airways Operations integration was reviewed and it appears that this program is progressing satisfactorily. A discussion of Regional problems in connection with staffing of combined facilities brought out the positive policy statement by the Director of Federal Airways that formula staffing figures are maximum figures and staffing determinations for combined facilities or any other facilities should be on the basis of actual requirements to do the job. Plans for carrying out the FATAC personnel and organization proposals were considered and it was agreed that further studies in this area were desirable before finalizing the program. The Regions will be circularized for further comment in this matter.

From a Regional standpoint, one of the highlights of the Regional Administrators' Conference was the award made by Secretary of Commerce Sawyer to our Rex Brown for outstanding achievement. This subject is covered more fully elsewhere in this publication. We are proud that an individual in our Region has made such a substantial contribution to CAA. I wish also to mention the fact that our Aviation Safety people made an excellent showing in the examinations conducted nationally in connection with the Aviation Safety reorganization. Here again, we are proud of our people.

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SUGGESTION PROGRAM

Status of the Suggestion Program:

Suggestions received this fiscal year through 2-27-52	105
Suggestions on hand from last fiscal year	52
Total	<u>157</u>

Total suggestions considered this fiscal year thru 2-27-52

Suggestions adopted	22*
Suggestions forwarded to Washington	36
Suggestions rejected	63
	<u>121*</u>

*Two suggestions adopted were also forwarded to Washington

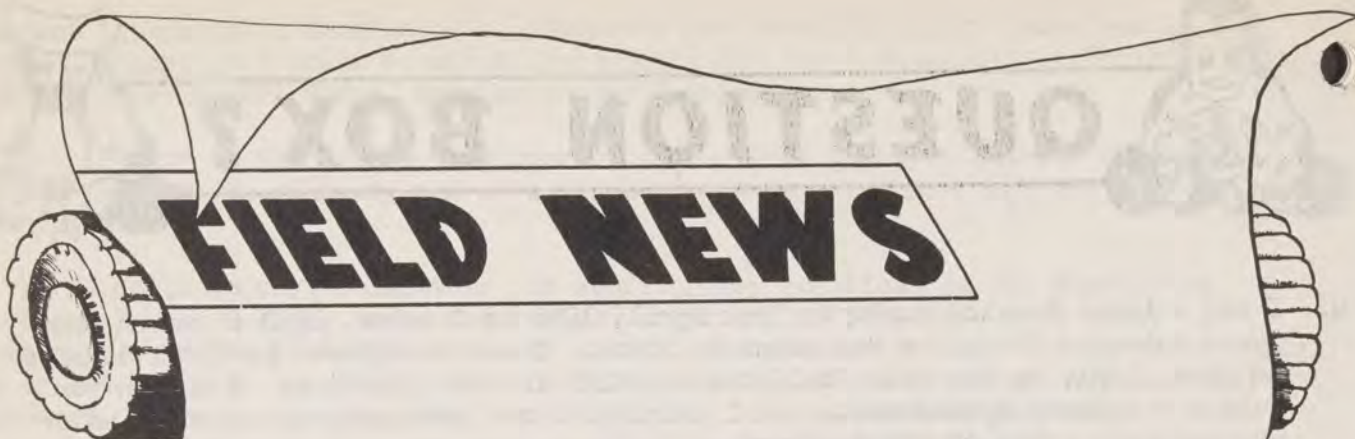
Balance on hand	38
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QUESTION BOX?



- Q. I was a Civil Service employee from April, 1946 to October, 1950 at which time I was released through a reduction in force. I was reemployed by Civil Service in June, 1951, in the same field and am still in that position. I have never held a permanent appointment. Am I eligible for a permanent appointment under any existing rules or regulations?
- A. You may be eligible under Executive Order 10157 which provides:
- (1) That any employee of the Federal government serving in an active duty status on August 28, 1950 shall acquire a permanent status upon compliance with the following conditions:
 - (a) The employee must have service continuously in a full-time active duty status, without a break in service of more than sixty calendar days during the two years immediately prior to August 28, 1950, the date of the Order.
 - (b) Have a "Good" or better efficiency rating at the time of the Order.
 - (c) The action must be recommended by the head of the agency within six months after the Order. This period of time may be extended if this action was not taken in error.
 - (d) The employee must qualify in a suitable non-competitive examination as the Civil Service Commission may prescribe.
- Q. What should the traveler do with an unused plane or train ticket purchased with a government transportation request?
- A. He should always attached the unused portion of the ticket and the white copy of the transportation request to his expense voucher. Such tickets should NOT be surrendered to the carrier. To obtain the proper credit for unused tickets or portions of tickets, we need the ticket to support our claim to the carrier. Surrender of the ticket to the carrier causes considerable confusion and delay in receiving the credit.
- Q. May an employee who is satisfied with his performance rating seek review only of remarks or comments concerning one or two elements, factors, or aspects of the rating with which he is dissatisfied?
- A. According to a recent interpretation by the Civil Service Commission, an employee may appeal the adjective rating only. If he is satisfied with the adjective rating, he may not appeal one or two elements or factor evaluations.



OAKLAND, CALIFORNIA:

INSAC: During the past two months, we have administered five Area Rating and thirteen Certification examinations, to meet the Regional Office deadline, so we have managed to keep reasonably busy. Now that we have some experience with the oral type of certification examination, we consider it much superior to the written test. It not only reveals whether the applicant knows the subject, but demonstrates his ability to use his newly acquired knowledge.

Our local paper recently published an item which may prove helpful in connection with Flight Assistance Service. Seems a pilot departed from Buchanan Field at Concord in his four place Stinson Voyager, for a pleasure trip south of the border. He picked up his father at Corona, then proceeded to Thermal, where he inquired about any regulations to be observed before recrossing the border into California. Apparently there was nothing of which he was not already apprised, for he had made this trip before. After a pleasant and uneventful trip to Guaymas and Mazatlan, where the vacationists spent nearly two weeks deep-sea fishing for sailfish and dolphin, they headed north for Mexicali, the port of entry. Since there is no radio at Mexicali, the pilot was unable to contact the field from his plane to inform the Mexican Customs officers that they were coming in to clear their departure from Mexico and their entry into the United States. On landing at Mexicali, they were contacted by Mexican officials and after a delay of a few hours were sent on their way to Calexico to face the U. S. Customs and immigration officials. This is where the trouble took place. Because they hadn't phoned the officials before leaving Mexicali, the two men were told not to get out of their plane until the customs officer could come out from town, a five or ten minute wait. This phoning before arrival was news to the pilot, but because of his failure to do so he was subject to a \$500 fine and the same held true for the Immigration Service. The customs fine was reduced to \$25 after the pilot protested, but the immigration fine remained \$500. A letter of protest and request for mitigation has been filed, but at the time this article was written, the pilot had not received a reply. As a result of this unfortunate experience the pilot suggests that all pilots planning trips to Mexico observe the following: (1) contact U. S. Customs; (2) Contact U. S. Immigration; (3) Contact U. S. public health officer; (4) Contact the CAA. (Continued on next page)

ASDO: Taloa Academy has completed the training of eleven Indonesian Flight Navigators. This training was considered highly successful, in view of language difficulties and other obstacles, as all but two of the students were certificated. One student fulfilled all of the requirements for certification, but was only twenty years old and, therefore, could not hold our Flight Navigator rating. Agent Leckie conducted four of the practical examinations, and he was impressed with the initiative and knowledge demonstrated by the students.

On Monday, January 28, 1952, the Sheriff's Office in Martinez asked Agent Gossard to give them the name of the owner of the aircraft which was buzzing homes in the vicinity of Brentwood. Our files did not contain the record, so a dispatch was sent to the LAX Insac. A reply came back in a matter of minutes with information that the aircraft was based in San Jose. In another few minutes, we had obtained the pilot's name and address and, in turn, furnished the sheriff with our information. The following Monday, we received a copy of the court's decision. All action in this case was completed within one week.

Agent Leckie addressed the Sertoma Club of Oakland on radio navigation aids and the RTCA program, using the speech handbook for his material. The address was well received as evidenced by the many questions asked at the conclusion of the talk and the invitation to return at a later date to discuss other aspects of the work of the Civil Aeronautics Administration.

We are working with the Oakland Chamber of Commerce, Aviation Committee, on a pilots' forum, the date of which will be announced later.

Supervising Agent Davis attended the dedication of a plaque honoring Robert Fowler at the San Jose Municipal Airport in recognition of the contribution he has made to aviation. His transcontinental flight in 1911 was a far cry from the present flights across the United States.

TOWER: On January 23, 1952, a B-29, en route to Travis AFB from McChord AFB, advised that he was somewhere south of Red Bluff at 14,000' and had lost all his low frequency radio equipment. The Oakland Center alerted Red Bluff VHF-D/F and that station advised that the aircraft was on a bearing of 140° from Red Bluff. Moffett VHF-D/F could satisfactorily pick up the aircraft and talk to the pilot at the same time. Therefore, Moffett VHF-D/F gave the pilot courses to fly to bring the aircraft over Moffett, descended him using VHF-D/F only until he was clear of clouds, at which time the flight proceeded underneath to Travis AFB.

Senior Controller Zauche knows now exactly what it means to be "snowed under". While on a recent ski trip, Bill got in the way of a snow slide and ended up, up ended. However, Bill felt no ill effects except that his love of skiing has decreased considerably.

On January 24, 1952, the Chief Controller attended a private pilots' conference held in the Junior High School Auditorium at Santa Cruz, California. The meeting was preceded by a pot luck supper. Representatives from the Regional Office, Salinas INSAC and the Palo Alto ASDO also attended. (Continued on next page)

SACRAMENTO:

Tower: Preparing for the proposed consolidation of Sacramento INSAC and tower overshadows any item of news that has happened at Sacramento.

The past winter has been the busiest for approach control since its inauguration on May 22, 1949 and it also brought to light the fact that practice of simulated approaches with Mather Air Force Base aircraft, during the summer months, has helped immeasurably in handling their aircraft under actual instrument conditions.

It might also be noted that a considerable amount of Mather Air Force training is carried on in T-29 (Convair) type aircraft which have automatic ILS equipment. Automatic landings have been made off the Sacramento ILS with only the throttles being handled manually.

During the past three weeks, Hamilton Field-based C-47's have been carrying on a training program using the Sacramento Range and ILS, under actual instrument conditions. Landings have been made with visibility as low as 3/8 miles and ceiling as low as 100 feet.

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A. H. HADFIELD APPLIES FOR DISABILITY RETIREMENT

Arta H. Hadfield, Chief, Facilities Division, now on sick leave, has applied for disability retirement. Last October, Haddy was forced to take six weeks' sick leave because of a perforated ulcer which affected his heart. He returned to a limited duty status November 26, but soon discovered he had not regained his normal health. On the advice of his physician, he has submitted his request for disability retirement.

Al Horning has been designated by the Regional Administrator as the Acting Division Chief.

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CAPITAL GLEANINGS

Congress has one eye on the calendar as it hustles through pending legislation. Its members are preoccupied with thoughts of the November elections and, in their present hurry to get home to the home folks, legislative action in all categories is bound to be limited at this session.

There will be few, if any, worker benefits ruled on this year. Key measures such as retirement, liberalization, increased overtime pay, unemployment compensation and others will be victims of the special circumstances of this election year.

Longer Work Day: It is a possibility that work days of the CAA, as well as many other agencies, may be lengthened to provide for a minimum 45 minute lunch period. The Budget Bureau has been asked to study the Government lunch problem in order to determine adequacy of the thirty-minute period. Attitude of some top Government officials - "Leave it to the individual agencies to administer". (Continued on next page)

The Whitten Amendment, which limits promotions of more than one grade in a grade's span (except in certain cases) continues to be criticized as unjust and unworkable. Consequently, the Administration plans to haul up its biggest guns in an all-out effort to knock it out at this session of Congress...The Senate Expenditure Committee is making an investigation of the General Services Administration, as well as the procurement policies of all Federal Agencies. Officials expect more concentration of procurement in the GSA as a result of this inquiry...

The average salary of Federal workers is \$3954 per annum. This figure includes the recent pay raise. Figures recently released which cover the fiscal year 1950 disclose that 17,288 Federal employees were dismissed for cause in that year. Causes ranged from incompetence to intoxication on duty...The Senate has unanimously approved legislation to transfer Federal employee loyalty investigations from the F.B.I. to the Civil Service Commission, which will require about 2,000 new investigators to handle the job. F.B.I. requested the switch.

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The following letter was received by the Chief of the Oakland Airport Control Tower from the President, Board of Port Commissioners of the Port of Oakland:

"As you may have noticed in the press, the Oakland Municipal Airport, on February 16, was presented the Harris-Franklin Trophy for outstanding aviation safety and operation during the year by the San Francisco Sheriff's Air Squadron.

"In making the presentation, A. E. Lattimore, commander of the Sheriff's Air Squadron, said:

"In spite of a widespread tendency among large municipal airports throughout the country to ignore, harass, and exclude the private flier in their operation of municipally-owned facilities, Oakland has established and maintained an enviable record in handling safely, efficiently, and courteously a large volume of air traffic impartially and fairly."

"The Oakland Board of Port Commissioners is well aware of the fact that it owes this outstanding award to the fine efforts of yourself and the staff of the CAA Control Tower at the airport, as well as to the efforts of its own field personnel; and the Board takes this opportunity of expressing its appreciation to you and your staff for your efforts in making the operations at the Oakland Municipal Airport one of the most outstanding in the Nation.

"To further recognize your fine cooperation with the public and the airport administration, a copy of this letter is being forwarded to the proper authorities of the Civil Aeronautics Administration."