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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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AVIATION DEVELOPMENT

by

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The CAA Aviation Development Program has been discussed with field personnel at all locations where we have district offices and/or facilities with the exception of Bryce Canyon and Hanksville. It is anticipated that meetings will be held in the remaining areas within the very near future.

It is physically impossible for the two incumbents in aviation development in the Regional Office to contact and discuss educational and developmental programs with civic groups and key individuals in each community in our Region. Yet aviation will not assume its rightful place in the social and economic structure of our country until all citizens have been apprized of its importance. This goal can be realized through the cooperation of all CAA personnel, together with the efforts of the aviation industry and other interested persons.

The personal participation of you CAA employees, individually and by teams, in the overall aviation development program has contributed, and is continuing to contribute, materially to the general acceptance of aviation. Your efforts are definitely assisting communities in properly evaluating their airports and you are helping society to interpret the effects of aviation in terms of social changes. Your enthusiasm and efforts have been definite assets to the CAA and to the aviation industry.

The importance of a sound development program is becoming increasingly more important in view of the unfortunate incidents which have recently occurred in the east. Unless strong efforts are made to counteract growing unfavorable reaction to these and other incidents, all aviation faces a set-back that will not be overcome for years. Public animosity is usually the result of an uninformed populace. Every effort should be made by all aviation interest, and particularly by the CAA, to develop and conduct informative and educational programs that will cause the general public to accept aviation in terms of its contributions to mankind. (Continued on next page)

The contributions that aviation can make to society are typified by the recently conducted "Operations Haylift" in the snow-bound areas surrounding Elko, Nevada. People from all walks of life donated endless time and effort to assist ranchers who were in danger of losing hundreds of thousands of dollars worth of livestock and, in some cases, human lives because of the heavy snow falls. Aviation played a tremendous part in this realistic drama.

The local fixed base operator in Elko participated in one very important phase of this operation. He flew many hours delivering groceries, medicines, supplies, mail, etc. to snow-bound ranches. He flew farm hands and other workers from one location to another as the need for manpower shifted from area to area. In some instances, he flew out expectant mothers, timing the flights so that their arrival in Elko would be ahead of that of the stork. In many instances, upon landing in an area, he was required to spend upwards of two hours taxiing back and forth in order to pack the snow sufficiently for a successful take-off. It was interesting to witness some of these activities and to hear the narrative stories told by those closely associated with the operations.

On a broader scale, the local citizens, with one individual acting as coordinator, organized and actively participated in the actual "haylift". The Air Force and the Navy provided planes (C-54's, C-47's and Flying Boxcars) for the operation. As many as two hundred bales of hay were hauled on each flight and dropped near herds of cattle that had gone without feed for several days. Local ranchers or business men served as navigators and assisted in dropping the hay. Very little hay was available in Elko, making it necessary to do the loading at Lovelock and other areas. Inclement weather slowed down the operations from time to time, but the over-all program was successfully completed in a few days.

This drama was further intensified, from our viewpoint, when the needs of a seventy-five year old rancher became known. He was operating in an isolated area, running 75 to 80 head of cattle. When the "lift" began, he had already lost approximately one-half of his stock, but the coordinator, without hesitation, assigned number one priority throughout the lift to his needs.

It was interesting to observe the interest displayed by the Elko citizens during the first few days of operations. The parking areas at the airport and the highway along the side of the airport were filled with the autos of people who had come to witness the operations. It is this type of endeavor that demonstrates to the citizens and taxpayers the true and indisputable value of an airport and aviation. The monetary benefit of the haylift to the cattlemen of Nevada, together with the resultant values to the people of the City of Elko, will pay for the airport many times over. There is no doubt in our minds that there will be few, if any, citizens of Elko who will ever give any thought to the possibility of closing their airport because of expense, noise, or accidents.

We doff our hats to the CAA personnel in Elko who were an intricate part of this important humanitarian endeavor by assisting in the overall coordination and operation with a service that was so vital to the success of the "lift".

It is true that not every community can have a "haylift" to publicize its airport, but there are numerous other media through which the value of aviation may be brought to the attention of the general public. We sincerely hope that our CAA personnel will take the initiative in encouraging programs which will foster the development of aviation.
(Continued on Page 6)



REGIONAL ADMINISTRATOR'S COLUMN

April has been a busy month. In one respect, it seemed to be the month of foreign visitors and Washington Survey Teams. Among the foreign visitors were Dr. P. Nilakantan of India; Mr. Fabio Bedoya of Bogota, Colombia; Mr. Charles P. Merlin of Greece; Mr. Kalevi A. Kirvesniemi of Finland and Mr. M. H. Paranjpye of India. While these visits are time consuming for us, the exchange of ideas is interesting and profitable.

We had visits from the following individuals and survey groups from Washington:

Mr. C. F. Horne, Administrator
Mr. Thomas W. Bygate, Organization & Methods Office
Messrs. Wm. Burko, R. W. Pulling and David Sabin, EANF Review Team
Messrs. H. E. Dixon and Guy Dorsey, Personnel Survey

These investigative surveys are important since they enable the Region to get a clear idea of national policy and, to some degree, contribute toward revisions which will benefit CAA's overall operation.

The President's Airport Commission, which includes our own Administrator, also conducted hearings in Los Angeles and San Francisco.

In addition to the foregoing, we had our own Airports Division Survey team continuing its project of interviewing personnel of the Division. All of the interviews have now been concluded and a draft of the findings is being prepared. The cooperation of everyone who participated in this process is sincerely appreciated. The constructive suggestions presented to the survey group will enable us to develop recommendations which I am sure will increase our operating efficiency and contribute to a more effective Federal Aid Airport Program.

We have received all of the tentative Regional Fiscal Program Allotments for 1953, based on the requests submitted to the Congress. Action has already been taken by the House on this Appropriation Request and it is now pending before the Senate. It appears that our operation in 1953 will continue at about the same level as during the current fiscal year and also permit the commissioning of some of our new facilities.

April is also the month of Performance Ratings. I sincerely trust that all supervisors executed these ratings conscientiously and fairly, with full recognition of the worthwhile service rendered by our people.

CREDIT UNION NEWS

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

1. I desire to borrow \$500 to consolidate my indebtedness of several small accounts, at the lower Credit Union rate. I have a co-signer for such a loan who is a reliable businessman, but is not a member of the Credit Union. Can he act as co-signer?

Yes. A reliable person who is not a member of the Credit Union or not a CAA employee may co-sign a note. However, the Credit Committee prefers an employee of the CAA as a co-signer.

2. I desire to build an estate by borrowing \$1,000 from the Credit Union, and depositing this amount in the Credit Union. What rate of interest is charged on this type loan?

The interest rate for a loan in any amount for the purpose of buying shares is $\frac{7}{10}$ of 1% each month on the unpaid balance. This type of loan may be written with a repayment schedule of 36 months or less.

3. I have a present balance on an unsecured loan in the amount of \$200. Is it necessary that I repay this loan in full before I may make application for additional money?

It is not necessary to repay a present balance before being eligible to make application for additional funds. The largest amount any member may borrow without security is \$400, for permanent personnel, or \$100 for temporary appointees. If you are a permanent employee, with a \$200 loan, for instance, you may borrow an additional \$200 without security.

4. What rate of dividend was paid on money invested in the Credit Union during 1951?

The Credit Union paid a cash dividend amounting to $4\frac{1}{2}\%$, or \$7,712. This was in addition to the fact that Life Savings insurance was carried on each account up to a maximum of \$1,000 for any one member.

5. What is Life Savings Insurance?

Life Savings Insurance is a plan whereby each member is insured, for an amount equal to his savings balance in the Credit Union at the time of his death, to a maximum of \$1,000 in accordance with the provisions of a Group Life Insurance issued to the Credit Union, and premiums paid by the Credit Union.

PERSONALITY OF THE MONTH

VAUGHN M. CLAYTON

Recently appointed to one of the Region's top administrative positions is Vaughn Clayton, formerly an electronic installation engineer who was advanced to the job of Chief of the Facilities Maintenance Branch.

Vaughn has tackled his new duties with the vim and vigor characteristic of his personality. Clayton has come a long way since his appointment fifteen years ago with the CAA as an Airways Keeper. Now 39, he has been "monkeying" with radios for approximately 30 years. His eyes twinkle when he discusses the first crystal set he put together when only a nine year old youngster. He admits to being a radio bug all of his life and it was only a natural course for him to take electrical engineering at Weber College, Utah, after high school graduation.



Since his appointment in 1937, he has advanced to his present position by virtue of service in practically every type position in either the installation, maintenance, or repair of CAA electronic aids.

One of his most interesting assignments was a special detail to British Central Africa. The CAA put Clayton on a "lend-lease" basis for installing radio facilities for the military along the Gold Coast. He still recalls one project which he directed by use of some 150 African Negroes where he installed a low frequency range enclosed in a house constructed from hand sawn solid mahogany planks. While on this African assignment in 1942-43, he contracted malaria in Nigeria and spent as miserable a four weeks as any human ever spent.

Clayton is a private pilot, having logged 240 hours "up yonder". As a member of the TYRO's Club in the Regional Office, he soloed about a year and a half ago.

He has had one rather embarrassing incident which he reluctantly mentions. It seems that he was headed for Blythe in a rather strong dusty wind and, for some mysterious reason, lost his bearing. Imagine his surprise when, instead of coming into Blythe, he found himself deep in the Imperial Valley at the El Centro Airport. He had quite a difficult time explaining this.

As for hobbies, Clayton is an avowed fisherman.

AVIATION DEVELOPMENT (Continued from Page 2)

Our genial friend, Bob Schmidt, formerly Chief of the Airports Division in this Region, and now Manager of the Tucson Municipal Airport, recently conducted a survey to determine the tangible value of the airport to the community of Tucson. This survey revealed the astounding fact that over a relatively short period of time, the medical profession received \$37,000 as a direct result of aviation in that community. Aviation passengers travelling through Tucson had sought \$37,000 worth of medical assistance. A total of over \$500,000 was spent in Tucson during the period under study by aviation travellers for amusements, food, ground transportation, and merchandise. Over \$47,000 of this total was spent for ground transportation alone. Once information of this type is made available to the citizens of a community, they will have a greater respect for their airport and local aviation businesses and will accept them on a par with other activities that are contributing to the welfare and growth of the community.

Your reaction to that phase of aviation development commonly referred to as aviation education is very gratifying indeed. The enthusiastic manner in which you receive groups of children at your offices and facilities is commendable. The time that you devote, in many instances your own time, speaking to classes, explaining facilities operations and discussing the overall objectives of the CAA, is an important contribution to the development of a general understanding of aviation and the community. You are assisting the schools in their efforts to prepare children for the problems they will encounter in adulthood. You are helping boys and girls in choosing their life work and you are making a major contribution to communities, youth leaders, etc. in combating problems of juvenile delinquency.

* * * * *

IN MEMORIAM

Civil aviation lost one of its greatest assets when Hugh Brewster, Supervising Agent of the Burbank Safety District Office, was killed in an automobile accident on April 4. Hugh was one of CAA's old-timers, having been first employed in 1928 as an Airplane and Engine Inspector. His first appointment was in New York, and he came to the Sixth Region as a Supervising Agent at Burbank in 1938. He had two different tours of military duty. He was one of the distinguished pilots of the AEF during WW I and participated in the Meuse-Argonne, Argonne and St. Mihiel campaigns. During WW II, he was recalled to active service with the Marine Corps as a Colonel. One of his assignments during the second World War was Commanding Officer of Henderson Field, Guadalcanal, during some of that Island's darkest hours.

Hugh was one of aviation's best known personalities. He is survived by his wife, Anna; three sons, Hugh Jr., Edgar, and James; and a daughter, Mrs. Barbara A. Packer.

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On April 7, Donald O. Tesdall, Aircraft Communicator at Wendover, Utah, passed away in the Veterans Administration Hospital in Salt Lake City. Tesdall's home was in Bellingham, Washington. He became interested in radio operation shortly after his entrance on duty with the Air Forces in December, 1942. After completing radio operation training, he was assigned to duty as a Flight Radio Operator and Observer with the 8th Air Force in the European Theater. He was decorated with the Distinguished Flying Cross in 1944 and received the Air Medal with 3 Oak Leaf Clusters in the same year. He entered on duty with the CAA in Seattle, Washington, as an Aircraft Communicator on October 15, 1945. He later transferred to the Communications Station at Petersburg, Alaska, returning to the continental United States on April 15, 1951.

SUGGESTION PROGRAM

On March 18, 1952, at Pescadero, California, Dorman E. Johnson, Maintenance Technician, was presented an Employee Award Certificate, together with a check for \$10.00, for his suggestion that the phrase contraction "ALRGN" be used on dispatches.

Certainly worthy of recognition is the fact that Mr. Johnson has submitted more than fifty suggestions since 1946 and has received four cash awards, three of which were in the amount of \$10.00 and one in the amount of \$25.00. Prior to 1948, when the cash award program was inaugurated, Mr. Johnson had received Certificates for adoption of six of his suggestions. At the present time, he has four or five suggestions under consideration.



STATUS OF THE SUGGESTION PROGRAM

Suggestions received this fiscal year through 4-23-52	125
Suggestions on hand from last fiscal year	52
Total	177

Total suggestions considered this fiscal year through 4-23	158
Suggestions adopted	22
Suggestions Forwarded to Washington	47
Suggestions rejected	89

DORMAN JOHNSON (RIGHT) RECEIVES AWARD

3 Suggestions adopted were also forwarded to the Washington Office.

Balance on Hand 19

* * * * *

Dear Lord, help us to do our very best this day and be content with today's troubles, so that we shall not borrow the troubles of tomorrow. Save us from the sin of worrying, lest stomach ulcers be the badge of our lack of faith. Amen.

INCIDENT REPORT

The ship had been serviced and was ready for the flight from LaGuardia Airport, New York. All passengers climbed aboard. We taxied to the take-off strip, were cleared by the control tower, and in a burst of speed and power, we left the ground at exactly sunrise.

After one-half hour of enroute flight time had elapsed, we looked back and saw the most beautiful sight a mortal man has ever seen -- a "sunset" in the East. This is diametrically opposed to a principle universally taught in our primary schools.

Well, we continued on our journey and, in another hour and one-half, we landed at Los Angeles International Airport in darkness. But one-half hour later we saw the same old sunrise of three hours before, when we originally took off on our flight.

Strange how man has conquered the forces of nature, so that normal relationships begin to take on a different meaning. In the above example, the event depicted will be a reality possibly before 1960. It is predicated on the following two facts: (1) that a jet aircraft at a speed of 1500 mph can travel from LaGuardia Airport to Los Angeles International Airport in two hours; and (2) that the earth is rotating at a speed of 1000 mph about its own axis. The time differential between the two above-named airports is three hours. This now makes it possible for a man to "out run" time, figuratively speaking.

It may be a nuisance, though, to practice this innovation. Can't you imagine eating a lush steak dinner in New York and then emplane for Los Angeles, arriving at 5:00 p.m. just in time for a steak dinner!

We pause to wonder at this "jet age". It's terrifying, it's terrific! Our hope is that sociology will be able to match and cope with this growing technology.

* * * * *

WASHINGTON EANF SURVEY TEAM VISIT

On April 9, 10 and 11, a three-man survey team visited the Regional Office in search of facts and figures about the EANF program. The members were William Burko, Federal Airways in Washington; David Sabin, Budget Office in Washington; and Ronald Pulling, Aeronautical Center at Oklahoma City.

The team was organized by the Deputy Administrator to review present EANF staffing as developed from workload factors. This action was necessary because of a sharp reduction of the EANF appropriation and the introduction of a personal services ceiling limitation within the appropriation.

The conference method was used by the team in conducting the survey. The Engineering and Construction Branches of Facilities Division were invited to discuss their problems of workload and staffing. At the conclusion of the meetings, the team asked for specific schedules and charts from the individual Division branches. With this information, the team hoped to find an answer that would lead to a control mechanism for EANF staffing.

On the whole, the Region felt that this was a healthy approach to the problem, and all who participated had every confidence that their efforts would bring desired results.



OFACS, SAN FRANCISCO, CELEBRATES TENTH BIRTHDAY

(Story and Names of personnel above on page 10)

Left to right -

Line 1: L. M. Schieferstein, A. K. Frazier, E. C. Butler, D. H. Cordano,
E. Mathews, H. E. Davis.

Line 2: L. S. Hoppick, C. F. Cornman, A. P. Browne, G. J. Schaefer, W. K.
McIntosh, E. E. Mills, L. H. Leonard, A. J. Cooper, G. E. Robinson.

Line 3: J. Dittrich, A. Pawelczak, C. Hunter, J. B. Craft, R. M. Olson,
V. Seeberger, E. M. Robertson, J. S. DeMeo, C. F. Brookman, W. W.
Ruff, J. I. Ellefson, V. S. Tygret.

Line 4: F. J. Lesko, J. R. McDaniel, C. F. Coder, W. A. Diebner, G. C. Lowell,
I. F. Hanich, S. L. Barr, D. H. Walden.

The following is E. C. Butler's (Chief Aircraft/Overseas Communicator, OFACS, San Francisco) account of their tenth birthday:

"On April 1, 1952, Overseas Foreign Aeronautical Communication Station KSF celebrated its tenth birthday. We had a birthday cake, pictures and a little newspaper publicity . . . The picture (on page 9) includes five of the men who were on hand to open the station ten years ago. They are from left to right in the lower part of the picture: L. S. Hoppick, A. K. Frazier, E. C. Butler, D. H. Cordano and E. Mathews.

"On that first day we handled a little weather traffic and a few messages concerning operational matters. From that small beginning our traffic load grew rapidly until by the end of World War II, we were handling communication with as many as 160 planes every 24 hours in flight between the Mainland and Hawaii, and point-to-point traffic was running into millions of words per month. At present, we are handling communication with thirty-five to forty aircraft a day on the Mainland/Hawaii routes and our point-to-point traffic is averaging three and a half million words per month.

"About a year ago, the CAA inaugurated a schedule of charges on certain traffic handled for Airline Agencies by Overseas Foreign Aeronautical Communications Stations. Revenue from this source has averaged around \$8,000 a month at KSF. KSF alumni are working in many stations in this Region and more than half a dozen have graduated to 'Chief' jobs. We would like to take this opportunity to send our best regards and wishes to all of them."

WRITE BETTER LETTERS

-The Secret: Forget You are Writing, Pretend you are Talking

Every time you write a letter, you paint a portrait of yourself. Look at these two samples. See how a few words, identical in meaning, can draw two completely different pictures.

First consider this:

"I am at present engaged in the sale of corn on commission. It is not an avocation of a remunerative description."

Got the picture of the man who said that? O.K. Now suppose precisely the same thought had been expressed in these words:

"I sell corn on commission. It does not pay."

You get a picture of quite a different person, don't you? The first man is windy and pompous. The second is forceful and direct.

They were two different people, too. The first was Micawber, the famed blowhard in Dickens' David Copperfield. The second was a businessman who revised Micawber's words into uncluttered English.

Which style do you use in your letters? Remember, they picked W. C. Fields to play Micawber in the movies. Unless you want your writing to suggest a ridiculous old gent with a red nose and a high hat, you'll learn to use the second style.

Let's see how that transformation of Micawber's statement took place. It was a simple but instructive process. Two basic rules of letter writing were applied:

Don't use needless words.
Get to the point.

Here's how needless words were pruned from Micawber's prose. "Engaged in the sale of" means "sell". That one word does the work of Micawber's five. "I am at present" means he's doing it right now. Well, you could say "now" instead of "at present" and make a 50% saving on the deal. But "I am now selling corn" is still too wordy. Why say "now" when "I am selling" means selling now? And why use that when the simplest form of all, "I sell" carries the full meaning of present action?

Now take the next sentence. What's wrong with saying, "It is not an avocation of remunerative description"? That sentence is weak because it describes the point instead of stating it. If selling corn doesn't pay, why not say so? Can you imagine the FBI saying, "Crime is not an occupation likely to yield large returns"?

Old Micawber had one saving grace. After rambling a while, he finally would get to the point by saying "in short . . ." or "in other words . . ." In the sample we used he did go on to say, "In other words, it does not pay." (Continued on next page)

You can use the same trick to analyze and improve your letters. Take a file of carbons of your correspondence home with you tonight. Pick letters at least a month old. You can't be critical about those you wrote today or this week. You thought you expressed your ideas the best way, perhaps the only possible way. You still think so. But you will be able to look at older letters with a fresher eye.

Settle down in a comfortable chair and read each letter slowly. As you finish each one, say to yourself, "in other words" and then rephrase the gist of the letter.

Unless you are a better letter writer than 90% of the people using the mails today, your "other words" will be shorter, punchier, more effective, than the ones you actually used. Try it. You'll see.

To help improve your writing, here is a nine-point check list of good traits in letters. See how well your file checks out.

1. Do you start punching right off? Or do you dance around on your toes first? If you open with any of the well-worn variants of "This will acknowledge yours...." you're still in the warm-up stage. Your correspondent knows he wrote you, and he knows you are answering him. Why waste time telling him those obvious things? Start right off with what he's waiting to hear.
2. Is each sentence short enough to read comfortably in one normal breath? If not, break 'em up. A liberal sprinkling of periods puts spice in your writing.
3. Do you use overworked phrases? Be leery of words that run in packs. Don't say "prior to" when you mean "before," "in the event that", when you mean "if," "make inquiry regarding" when you mean just plain "inquire." Dozens of such phrases have one-word substitutes.
4. Do you steer clear of that awkward "the...of" construction? Don't write "the delay in the filling of your order." "The delay in filling your order" is better.
5. Do you use simple sentences? The soundest sentence form ever invented is the straight subject-verb-object order. Don't be afraid to use it. It's good! Qualifying clauses and parallel ideas are easier to grasp in separate simple sentences.
6. Have you told everything necessary? Put yourself in the reader's place. Did you tell him all he needed to know? Did you answer his questions completely?
7. Have you cut out everything unnecessary? From the reader's viewpoint again, is there anything in the letter he knows already? Or anything he doesn't need to know? If so, take it out. It's deadwood.
8. Have you talked in friendly, personal tones? If your letter is couched in terms of "I" and "you" without too much "I" - you probably are all right on this item. But if you refer to either yourself or your reader in the third person, you'll sound as formal as a minuet and just as old-fashioned.
9. Have you used words you would use over the telephone? The words you save just for letters sound affected. Beware of them. Many have a legalistic flavor. Examples are "party" for "person", "secure", for "get", "numerous" for "many", "such" for "this". (Incidentally, don't say your price list is attached "hereto". Where else would it be attached?) (Continued on next page)

After you apply those tests to your carbons, you'll know your letter-writing faults. Then you will be ready to go back to the office and sin no more. But you'll have to keep reminding yourself about those pitfalls. Most of them are habitual. Breaking habits isn't easy.

Before you write a word of your next letter, think out what you have to say. Do your doodling before you start to write, not after. Figure out the points to make and jot down an outline. That saves time and helps put first things first.

And then relax. Too many people tighten up when they face a typewriter or start dictating. Don't worry about all the rules of grammar you've forgotten or never knew. You're about to write a letter, not literature. You're not after a Pulitzer prize. You're just one human being trying to communicate with another human being.

So use ordinary, everyday language as much as you can. Of course, you don't want to be too slangy or to make gross grammatical errors. Chances are you won't. Most of us speak a fairly presentable brand of English. If it's good enough to use on the boss, it's serviceable for letters, too.

One last tip: Keep working at improving your letters. Good writing takes practice. Professional writers, even those with great natural gifts, spend years learning their craft. You may never be a pro, but you can be pretty darned good.

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IN MEMORIAM

The Region was saddened to receive the report of the sudden death of Louis S. Hoppick, Airways Operations Specialist (Comm.) (Overseas), at San Francisco April 25, following a heart attack.

Mr. Hoppick had been employed at various locations of the CAA since October 25, 1936. He had been stationed at San Francisco since March 16, 1942. He served in the U. S. Navy for twelve years prior to his appointment with the CAA.

All employees extend deepest sympathy to his wife and children in the loss of a husband and father.



DID YOU KNOW THAT -

1. The aviation industry is the largest industry in the State of California, exceeding that of agriculture.
2. The domestic certificated air carriers of the U. S. carried a total of 22,620,083 revenue passengers during 1951 in contrast to 17,346,943 in 1950 and 15,080,704 in 1949.
3. During 1951, more passengers arrived in the U. S. from abroad by air than by any other means of transportation.
4. International certificated air carriers of the U. S. carried 2,040,880 passengers in 1951 in contrast to 1,675,477 in 1950.
5. 6,663,816 ton miles of domestic freight were flown during 1952 by Slick Airways, one of the large air carrier lines.
6. California Central Airlines, an intra-state airline operating in California, carried 14,075 passengers the first five weeks of 1952 and on one day, February 24, 1952, 1,183 passengers were flown for a total of 355,537 miles.
7. From four to six Japanese airmen will arrive in the U. S. shortly to be trained by the CAA at the Oklahoma City Center and by the Spartan School of Aeronautics. They are to be trained as aviation inspectors and pilots.
8. Southwest Airways carried 96,572 passengers in 1951, a 250 per cent increase over 1950.
9. The Japan International World Airways has been formed and an application has been filed with the U. S. Government for permission to operate between Japan and the U. S., via Honolulu and on into South America.
10. The Swedish Jet Fighter, SAB-J29 is said to have a top speed of 660 miles per hour.
11. In 1951, more people travelled between San Francisco and Los Angeles by air than by any other single means of commercial transportation.

Note: Beginning with this issue, this column will contain pertinent information which may be used by CAA personnel in outside contacts.

CAPITAL GLEANINGS

Leave:

As reported last month, the Independent Office Appropriation Bill passed the House of Representatives with a Rider affecting annual leave. The Rider provides that any leave accumulated during any calendar year and unused by June 30 of the succeeding calendar year will be lost. While the Rider's author, Rep. Albert Thomas (D-Texas) insists that the Rider does not intend to affect leave accumulated in past years, the Senate's manpower subcommittee is convinced the Rider, as written, would wipe out leave accumulated in any year, past or present, unused as of June 30 of this year, provided the Rider is enacted into law by that time.

Out of the general confusion comes word that insiders feel the Senate will either strike out the Thomas Rider or at least amend it to make sure it doesn't bother leave accumulated in prior years. The Rider is now before the Senate's Independent Offices Subcommittee of the Appropriations Committee.

Promotions:

The Whitten Amendment will be stripped of some of its worst features according to recent Senate-House vote. The amended Rider, when signed into law, will relax some of the arbitrary restrictions on permanent promotions, although it still continues the general rule that employees can be promoted only one grade at a time. The most important single feature of the revision will now allow agencies to make permanent promotions to any job which the Civil Service Commission permits a permanent job appointment; provided there is no increase in the number of permanent employees, in any grade in any agency, above the September 1, 1950 level.

Around the Horn:

Official statistics reveal that five agencies now account for 77% of all Federal employees. The tabulation is as follows: Department of the Army, 21%; Post Office, 20%; Navy 18%; Air Force 11%; Veterans Administration 7%....The Civil Aeronautics Administration was one of the few agencies exempted from provisions of the Jensen (limiting the filling of vacancies) Rider...Others were non-administrative employees of Justice, including the entire FBI, all of the Bureau of Standards and the "operational employees" of the Coast and Geodetic Survey.

The Material Picture:

The predicted mushrooming shortages of early 1952 have not materialized; instead, except for some spot bottlenecks, notably copper, significant upturns in the availability picture have been seen. Steel supplies, especially those types most needed in the manufacture of consumer durable goods, are considerably easier. Lead is no problem now while zinc and aluminum are steadily coming into easier supply. Indication of this trend are small soft spots appearing in retail prices. However, not enough as yet to create significant consumer demand.



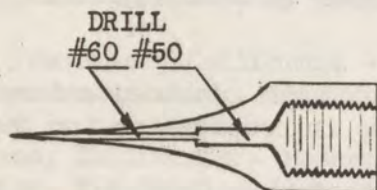
QUESTION BOX?



- Q. When making a shipment on a Government Bill of Lading, is a Commercial Bill of Lading necessary?
- A. No. A Commercial Bill of Lading must not be issued when a Government Bill of Lading is used. The only time a shipment is made on a Commercial Bill of Lading is (1) when the shipment is sent collect and the transportation charges are not payable by the Government, and (2) in an emergency when a GBL is not available. In this case, the commercial b/l must carry the notation, "Government Property - to be converted to GBL at destination". The appropriation chargeable contract or order number, and the authority for making the shipment must also be shown.
- Q. If an employee breaks his twenty-four month period of service at one location to transfer to another location, either at personal expense or at Government expense, does he begin a new twenty-four month waiting period at the new location before attaining eligibility for transfer at Government expense as provided in Paragraph III-A-2 of Administrative Order No. 254?
- A. Yes. By reference to the above paragraph you will note that the employee must have been at the same headquarters for twenty-four months.
- Q. May a fine imposed by a court upon an employee for a parking violation committed while driving a Government vehicle in the performance of his official duties be paid from an official appropriation?
- A. The fine is the personal responsibility of the employee and there is no authority for making payment from appropriated moneys.
- Q. I have not received Standard Form 1126a, Payroll Change Slip, covering the retroactive pay raise of October 24, 1951. May I be furnished one for my file?
- A. SF 1126a is only issued on individual salary changes; such as promotions, demotions, periodic pay increases, etc, but not when all Federal employees are granted a pay raise by Congress.
- Q. What disposition should be made of the original Government Bill of Lading upon receipt of a shipment?
- A. The original Government bill of lading should be released to the handling carrier as soon as possible after receipt of the shipment. A signed bill of lading is an acknowledgment that the services called for have been performed by the carrier, and is required by the carrier in order to obtain payment for the transportation furnished. It is mandatory that payment covering transportation be made to the carrier within a period of not to exceed ten days after delivery has been accomplished. Therefore, prompt handling of the original GBL is essential.



FULL SIZE



ENLARGED SECTION

3/8" round or hex stock may be used, drill and tap to fit individual oiler. Drill holes before tip is shaped.

OILER TIP FOR TELETYPEWRITER FELT WASHERS

Here is an employee suggestion which we feel is worthy of fabrication by those technicians having sufficient need for the gadget. Region-wide procurement is not possible due to many types of oilers in use.

DIVISION HI-LITES

Airways Operations:

Approval has been received to establish approach control service at Tucson approximately May 1, 1952 and at Las Vegas approximately June 1, 1952. It is likely that approach control will also be established at Reno and Fresno at later dates.

Preliminary arrangements have been made to move the Williams Communications Station to Marysville in June. The new station quarters are under construction at Yuba County Airport just south of Marysville.

Preliminary discussions were held April 24 with a representative of the 15th Air Force regarding radar traffic control operation at Davis-Monthan AFB.

Airways Operations Specialist, Robert P. Graner, of the 8th Region visited the San Francisco and Los Angeles Towers and the Sixth Region Office with regard to structural planning and equipment arrangement for surveillance and precision radar operation.

Mr. Kalevi A. Kirvesniemi, of the General Survey Office of Finland (the equivalent of our Coast and Geodetic Survey) visited the Los Angeles Tower, Los Angeles Center, and the Regional Office in respect to utilization of aeronautical charts and maps.
(Continued on next page)

George R. Ames and John S. Linscott completed their detail to Operation Longhorn and returned to their regular assignments in the Salt Lake City and Oakland Centers during the month.

Facilities Division:

VOR Ranges:

Camarillo, California - Test on second hilltop site unsatisfactory. Site on new Air Force Base flight tested for new site for Camarillo. Site marginal, further investigation required. Grading hilltop underway for "bowl" counterpoise for further test.

Ft. Jones, California - The mountain top site has been regraded and smoothed and radio installation crew is now at the site making final tune-up in preparation for the new flight check.

Needles, California - The tower and control lines and final installation work have been completed and the facility commissioned on April 17.

Palmdale, California - Contract work on this facility is being carried on by Contractor Daileys of St. George, Utah, with James E. Crenshaw, Civil Engineer, inspecting the work. Work was started on March 31.

Pt. Reyes, California - Release of stop order on this project has been issued for April 29.

Checks were conducted for VOR coverage between Ogden-Wells and Ogden-Burley. Adequate coverage obtained along both segments. These checks were conducted at 12,000 feet which is the lowest altitudes at which sufficient coverage can be expected.

Phoenix, Arizona - Relocation VOR Range - Lease negotiations have been completed and it is anticipated that Notice to Proceed with the contract work will be effective May 12.

Paso Robles, California - Convert VAR to VOR - Relocation and conversion. Contractor Seymour completed contract work with exception of a minor item on the access road, which will be completed as soon as the roadway becomes dry enough to work on. Radio installation work will be started the early part of May.

Improve VHF Ranges:

Crescent City	A contract was awarded under the Improvement of VHF Ranges for moving
Fortuna	the south monitor pole at VOR sites listed. Contractor started work
Red Bluff	April 21. Sacramento has been completed and Red Bluff is underway.
San Francisco	Installation crew started work at Modesto but the work was interrupted
Sacramento	to send crew to Ft. Jones.
Modesto	

Gila Bend, Arizona - Grading and smoothing of site is underway and should be completed by the end of the month.

Prescott, Arizona - Work at this site has been completed and a successful flight check was made on April 17.

Instrument Landing Systems:

Burbank, California - All work on this facility has been completed and successfully flight checked except for the glide path. TUS glide path equipment has been received and installed for test purposes and will be flight checked about May 1. Markers have been commissioned and the localizer will be commissioned as soon as the Lockheed Corp. builds a fence around the site to prevent vandalism and erratic operation caused by people passing near the antennas.

San Francisco, California - Modernization - Installation work on the localizer has been completed. Glide path equipment has not been received to date.

Fresno, California - Modernization - Installation crew under supervision of Steven F. Kay, Electronics Engineer, will start work at this location on Monday, April 28.

Airport Surveillance Radar:

San Francisco, California - Contractor for the installation of the equipment has not arrived at this facility to date, but is expected about May 1.

Oakland, California - Information has been received that the electronic equipment for this facility has been shipped and is expected to arrive approximately May 7.

Tower VHF A/G Communication:

San Francisco, California - Radar channel was installed during the month.

Center VHF A/G:

Los Angeles, California - Installation of TUQ Standby at Saddle Peak is in progress.

Establish Combined Tower and INSAC:

Sacramento, California - Installation will start on this facility as soon as Washington-furnished equipment has been delivered.

INSACS:

Montague, California - Completed plans for enlargement and modernization.

Ogden, Utah Relocation - Installation of this project is in progress and will probably be completed before the middle of May.

Light Lanes:

Burbank, California - Bids received for construction of Left Hand Row High Intensity System and contract will be awarded and work started within a few weeks.

Remote Tuning VHF:

The installation of RUP Receivers has been completed at Prescott, Bakersfield, San Francisco, Oakland, Palmdale, Thermal, Daggett, Fresno and Tucson.

VHF Remote Receiver/Transmitter:

Ukiah, California - Remote receiver and transmitter - Stop order was released and construction work will be completed before the end of the month.

Central Power Plant:

Long Beach, California - Installation work on this facility will be completed before the end of the month.

Salt Lake City, Utah - Remote Receiver/Transmitter and installation of standby engine generator. Stop Order was released on these projects effective April 21.

Los Angeles, California - The installation of 18.75 KVA engine generator in the ARTCC was completed during April

General:

Flight path computer for automatic approaches has been received and installed in Douglas N-15. The installation was accomplished by Bendix representatives.

Coded transmissions of weather broadcast at the San Francisco OFACS facility were replaced by a radio telephone weather broadcast on 3117.5 kc, 6210 kc, 8540 kc and 12824 kc on April 1, 1952.

H. R. Williams, Chief, Lighting and Structures Maintenance Inspection Section, W-371, accompanied by one of his inspectors, Engineer J. A. Karikus, arrived at the Regional Office on April 7. The day was spent in the office and shops interviewing personnel and discussing maintenance problems. On the 8th, they proceeded to San Diego to take up a regular inspection schedule. Mr. Nichols, W-372, and Radio Engineer Ernst are also in the Region on a radio and radar inspection schedule.

Aviation Safety Division:

Personnel of the Aircraft Engineering Branch and the San Francisco Aviation Safety District Office (Air Carrier) participated in the icing tests of the Convair Model 340, which was flown to Seattle and Annette Island, Alaska, for evaluation of the airplane in actual icing conditions. These tests lasted approximately two weeks, and the airplane is now in San Diego where the test data are being reduced by Convair and CAA personnel. The Model 340 differs from the Model 240 in that it has a larger wing span and a slight modification to the anti-icing system. The Model 340 is being tested with the installation of Goodrich brakes, which are to be incorporated for certification. It is expected these tests will be completed very soon, and then the autopilot tests will follow. (Continued on next page)

The initial work of planning an overhaul time limit schedule for the Convair 340 aircraft has been completed and a meeting between representatives of the CAA and airline operators (represented by ATA) was held March 26, 27 and 28. A program was agreed upon which will be submitted to Washington for approval.

The Lockheed Aircraft Corporation has indicated that the type certification tests for the Super Constellation 1049, TWA version, will begin April 28 and will be completed during that week. The TWA version differs from the EAL version in that it has a center section fuel cell in the fuselage, will have 100 additional hp both in the take-off rating and meto power rating; however, the gross weight of 120,000 lbs. will still be maintained. The PB-10 autopilot will be installed in the TWA version, and there will be minor differences in the radio equipment installations. Delivery has been made of the first Lockheed Model 049 modified for BOAC. Four additional 049's are to be modified and completed within the next thirty days.

Prince Bernhard of The Netherlands was flown to the Hiller plant from San Francisco Airport in a Navy HTE-2 Hiller helicopter on April 18 for a brief tour of the factory. He expressed his delight with its ease of control. He was given a demonstration of the Hiller HJ-1 ram-jet helicopter. The Prince is a fixed-wing pilot with considerable flight time and has had some helicopter experience.

Personnel of the Manufacturing Inspection Section escorted Mr. Nilakantan, Director, Air Research and Development for the Government of India, on a tour of the Hiller plant. He was given a demonstration flight, and expressed intense interest in the possible use of helicopters for pest control in his country. Later in the month, Mr. Paranjpye, Manager of Operations and Maintenance for the northern section of India, toured the Hiller plant and was also given a demonstration flight.

Mr. William B. Perry has been designated as Acting Supervising Agent of the Burbank Aviation Safety District Office (Air Carrier) pending selection of a Supervising Agent under the NPP.

En route specifications, authorizing Southwest Airways to operate at least 500 feet on top with a visibility of three miles at altitudes lower than minimum en route altitudes, have been approved. The authorization is in accordance with Civil Air Regulations Amendment 61-5 and Manual of Procedure 3-2.521, and was coordinated with Air Traffic Control.

Aircraft Sales, Limited, has purchased ten Lockheed C-60 aircraft from New Zealand National Airways and is bringing them to this country for overhaul. The aircraft have not been certificated previously for civil use in this country. The first of the problems of converting these aircraft has been encountered, inasmuch as New Zealand National Airways does not have an approved repair station. The problem of accepting the overhaul of the aircraft may set a precedent for future aircraft brought back into this country.

The Chief, General Operations Section, attended a private pilot conference at Palm Springs, California on March 28, 1952. General problems of safety and other items of mutual interest were discussed. (Continued on next page)

We are informed that Vail Field, one of the older airports in the Los Angeles district, is being closed some time in August. The ground area occupied by this airport will be utilized for the increase of industrial development in that area.

Agent Kauffman of the Fresno Aviation Safety District Office reports that the increased cost of parts and engine overhauls for the larger aircraft used in agricultural operations is resulting in increased interest in lighter type aircraft for these operations.

General Safety Agents are currently engaged in the General Aviation Manpower Survey requested by Washington. This project is expected to be completed previous to May 7, 1952.

Airports Division:

A comprehensive study was submitted to the Washington Office of Airports consisting of a drawing of each completed FAAP project and a brief narrative history of each of these airports as to utilization of facilities developed with Federal funds. The narratives include an evaluation of the results achieved and the extent to which the developments have profited civil aviation in the community and nationally. It is believed that this report will serve not only as a supplement to information previously submitted to Washington on airport management, and as a useful working tool in connection with future planning and programming and for management advisory service, but also may prove to be valuable during budgetary hearings. As additional FAAP projects are completed, it is planned to revise the study and add new material, making of it a continuing report.

During the month, the Administrator, after concurrence by the Munitions Board, authorized this Region to approve the sale, by the City of Santa Monica, of approximately ten acres of land situated in the southeast corner of the Santa Monica Municipal Airport to Lear Inc., for the purpose of constructing an electronics defense plant, for the sum of \$106,000. A Deed of Release which will free the land from the "airport use" requirement of the War Assets Instrument of Transfer has been prepared for the Regional Administrator's signature.

On Wednesday, April 16, the District Airport Engineers from Arizona, NOCAL, and SOCAL were called in for a conference to review the status of our current 1952 fiscal airport program and to revise the tentative 1953 airport program.

Airports Division representatives from both the Regional and District Offices, Henry Aaron, Airport Engineering Division, Washington Office of Airports, and Charles P. Merlin, Senior District Engineer for the Ministry of Public Works of the Government of Greece, the latter visiting the Sixth Region under an ICAO fellowship, were among the approximately 400 engineers and scientists attending the Symposium on Airfield Pavements for Jet Aircraft, sponsored by the U. S. Naval Civil Engineering Research and Evaluation Laboratory at Port Hueneme, California, on April 17 and 18. Papers were read by leaders in the airport and aircraft field on problems created by heat, blast, and fuel spillage effects of present and future jet aircraft on airfield pavements and progress toward the solution of difficulties.

Mr. Merlin has just completed a two-month training period in the Sixth Region in connection with airport engineering, maintenance, and related fields. (Continued on next page)

Mr. Fabio Bedoya, Avianca Air Lines, Bogota, Colombia, who is studying airline and airport operations in this country, was in Region 6 for one week, April 2-9, obtaining information on airport management and operations. In company with the Management Consultant, he visited Lockheed, Los Angeles International, Long Beach and San Francisco airports, observed their operation and obtained information on rates and charges and use fees, and ways and means of developing additional revenue from non-aeronautical sources.

Final inspection was conducted April 2 on the Sepulveda By-pass project at Los Angeles International Airport. Tomei Construction Company completed connections to the by-pass so that traffic is now using the new by-pass (future N/S runway). This has made it possible to close the old by-pass and work is under way on the second phase of Project No. 9-04-035-108 which consists of removal of the fence adjacent to the by-pass, tearing out the old by-pass, and replacing it with runway and taxiway pavement so that it will be possible to use the full 8500 feet of runway.

In reviewing the Monthly Comment on Aviation Trends for February, 1952, it has been noted by the NOCAL District Office that Mott Field at Dunsuir, California, recorded eight forced landings during 1951, of the 127 recorded on 129 CAA intermediate fields during that interval. This was the third largest in the United States, exceeded only by Gage, Oklahoma, 9; and Daggett, California, 14.

A Federal-aid Project is under way at Mott Field to improve runway gradient; and gravel surface runway and parking area, and relocate field lighting.

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PERSONNEL APPRAISAL

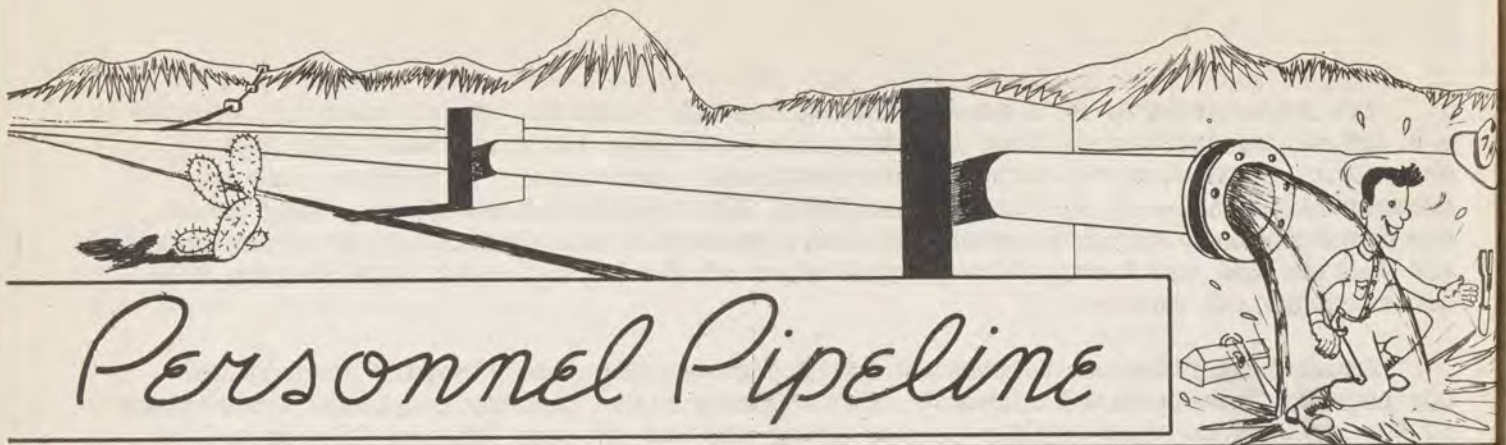
Mr. Herbert Dixon, Chief, Classification Division (W-92) and Mr. Guy Dorsey, Assistant Chief, Placement Division (W-91) have been making a thorough inspection of the Personnel operations of the Region. In studying the Classification operations of the Region, Mr. Dixon has made a series of on-the-spot audits of various jobs in the Los Angeles area.

Mr. Dorsey has devoted his time to a study of the Region's promotion plan, performance rating system, personnel processing, and other related placement actions. Mr. Don Harvey, CAA Personnel Officer, was scheduled to be present, but, for personal reasons, postponed his visit until the week of May 12.

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AVIATION SAFETY OFFICIALS MEET

The Director of Aviation Safety, W-270, called a meeting of key Aviation Safety officials throughout CAA for one week beginning April 28. Mr. Marriott and Mr. W. A. Klikoff, newly designated Chief of the Aviation Safety Division, represented this Region.



Personnel Pipeline

In this issue, we are departing from the usual material published in this column to bring you excerpts of a speech made recently by Chairman Robert Ramspeck of the U. S. Civil Service Commission before the Civil Service Assembly of the United States and Canada. Mr. Ramspeck's speech is very timely, as it comes at a time when much criticism has been leveled at the government service.

"I should like to make it clear at the outset that I do not hold that Government or its employees should be immune to criticism. From the democratic processes which permit differences of opinion and free and open discussions flow the decisions that make our form of Government the best that man has yet been able to devise. But criticism must be constructive not destructive. Criticism should be specific, not general; on an individual basis, not of Government employees as a class, or by association. The sins of the spectacularly guilty few must not be visited upon the many who are innocent if we are to retain the very form of Government we are now so deeply engaged in selling the world over. We are spending billions of dollars and shedding immeasurable quantities of blood in the doing of that Herculean job in humanity's name.

"It is my purpose to undertake a campaign to bring about better public understanding of government employees and what they do. That is a public relations problem. It seems to me to be worth trying. The public is essentially fair when they have the facts and I expect to make every effort to acquaint them fully with those facts.

"What grieves me most is that so many well-meaning and excellently-intentioned individuals and organizations today indulge in the practice of hammering away at only the destructive side of the story about Federal employees. Precisely why they participate in this form of self-destruction is impossible to understand. One clue, however, runs through virtually all such presentations. That is the tone depicting the high-mindedness which these detractors of government insist prompts them to compound and magnify the myths about Federal employment.

"You know the sort of things: All Federal employees are lumped into one category; they're 'bureaucrats' - never workers. All are loafers; all, to hear them tell it, are overpaid; not any, according to these lopsided versions, can be or are fired, and so on and on, ad infinitum, ad nauseum, and entirely without regard for the facts of the matter.

"When streamlining of government and administrative reforms are mentioned, they are almost invariably mentioned in terms of what has not yet been accomplished. Rarely, if ever, is there presented the other side of the story, the side covering the many progressive steps already taken in this direction. When economies are suggested, always
(Continued on next page)

this is done with regard to what still remains to be achieved. Never is it brought out that the very carping tone of the recommendations and the accompanying derision of government employees in themselves result in increased costs that are many, many times as great as the cost of the real or fancied evils these critics so zealously pursue. It probably doesn't even occur to many people that unjust and personally derogatory criticism drives good men and women out of government and skyrockets the costs of recruiting and training personnel of lower quality

"There is no question in my mind that, in seeking to effect savings, these critics, by persisting in the use of destructive, headline-hunting tactics, rather than the constructive attitude which built up our great country, are costing the taxpayers they so vociferously represent, untold millions in the long run.

"In my opinion, there's a mighty interesting story to be told on the constructive side of how our government functions under the democracy we are all striving to preserve. The facts about government, without distortion or embellishments, can be presented in an animated manner designed to capture the attention and fire the imagination of the public so vitally affected by it. The tools and techniques of public relations are available to us. All we need do is apply them and reject, once and for all, the concept of public reporting which has made of government presentations the drab, colorless, statistical documents they too frequently are.

"Here are but a few examples of what I have in mind: When government employment is portrayed -- for any reason, political or otherwise -- as Utopian, we can and must come back with the following facts, which are all on our side: So far removed from "Utopia" did Federal employees consider their employment that 321,291 of them quit their jobs in the year ending last June 30.

"When that old wheeze is trotted out -- about how it is impossible to fire a Federal employee -- our factual, but effective, answer can truthfully be: In that same last fiscal year, 17,250 were discharged.

"When the destructive story is circulated -- as it regularly is -- that nobody ever is allowed to run out of work in a Federal agency or department, our facts can speak for themselves once again: 17,039 did run out of work and were removed from the payroll through reduction in force because projects on which they were working were completed.

"As I see it, our job is twin-hinged. In addition to giving the public the facts, we must inculcate a revitalized pride ... in government employees.

"Our work is cut out for us in our efforts to produce better government through better management. We must exert increasingly greater efforts to instill in men and women with leadership qualities the crusading spirit to undertake to improve government by giving it their personal attention, by helping to operate it. In the Civil Service Commission, we are ever-lastingly stressing our concept that management is a philosophy, and must not be sacrificed by mistaking mechanics for management. We continuously endeavor to sharpen the tools that we hold management to be, so it can work more effectively toward our ultimate goal, which is, of course, better government.

"You and I and all people interested in better government have the same objectives. We should join hands in utilizing the same weapon, one which has made our country great -- truth. We can, and should, undertake jointly the work of bringing home to the public -- forcefully, forth-rightly and in the interests of a better country -- that good management is a good investment; that it is shortsighted to regard it as an expense, and that

(Continued on next page)

we can have good management and, through it, good government, only by attracting and holding as government employees the highest type of people. If we do not check this disease of indiscriminate smearing, we cannot hope to retain good employees in the Federal government, much less attract new ones of high calibre.

In closing his speech, Mr. Ramspeck quoted the President, as follows: "It is time we made it perfectly plain that we feel it is an honor to work for our fellow citizens through public service."

Mr. Ramspeck then said, "That's the spirit in which good people must accept service in government. To restore that spirit is our job -- the job of all of us interested in good government. There's a tremendous job to be done. Let's get together and do it."

* * * * *

INCIDENT REPORT

The following incident report was received from the Chief Controller - Los Angeles Tower, and took place on April 20, 1952:

"At approximately 1820P, Air-route Traffic Control asked Los Angeles Tower if they would search for Taylorcraft 358 on Surveillance Radar. 358 had advised he was lost in the vicinity of Burbank. Radio calls from 358 were very weak at Los Angeles, however, the Burbank Communications Station and Tower were both receiving his signals intermittently. Burbank Tower was transmitting to the aircraft. At our suggestion, Burbank Tower requested 358 to change to 332 kcs and listen for Los Angeles Radar on that frequency. Burbank Tower then relayed 358's transmissions to Radar via Schedule "F" Circuit.

"Los Angeles Radar established radio contact with Taylorcraft 358 on Range voice (332) at approximately 1840 and requested 358's heading and altitude. The pilot of 358 advised he could not read his compass very well but he was heading South and his altitude was 6000 feet. Radar then advised the pilot to maintain at least 500-on-top clouds and advised the pilot to see if any mountains were visible. Pilot replied that he could see mountains north and east of him. Los Angeles Radar then requested the pilot to determine if he was in the "A" or "N" quadrant of the Los Angeles Radio Range. Pilot said "A" quadrant. This limited the search to the two "A" quadrant areas on the Surveillance Radar Scope.

"Upon inquiry at this point, 358 advised he had one or one-and-a-half hours of fuel remaining.

"At this time, Los Angeles Radar, Long Beach Radio, and Long Beach Tower began hearing 358's transmissions on 3105kc. Burbank was no longer hearing 358's transmissions, therefore, we searched the southeast "A" quadrant area of the Surveillance Radar Scope, rather than the northern "A" quadrant area in which Burbank is located.

"Several Radar targets were visible in the southeast "A" quadrant. For identification purposes, Los Angeles Radar requested 358 to turn west, then east, then south, and again west, limiting each heading to one minute flight time. General directions were given rather than specific headings because of the Pilot's stated inability to read his compass. 358 was thus identified at 1900P, location approximately 17 miles southeast of Los Angeles Range. (Continued on next page)

"Radar Controller then asked the pilot if he believed he could maintain normal flight while Radar descended him through the overcast in straight flight. The pilot advised that he didn't believe he could, that he had no instrument time and was unable to see the few instruments he had in the plane.

"The pilot was then asked if he was adept at spin recovery--the thought being that if it became necessary to descend 358 through the overcast and in event he might enter into a spin, he could recover below the reported 6000 feet base of the overcast and be vectored to the airport. He replied that he was not sure of his spin recovery and was afraid to enter the overcast.

"Controller Nichols then asked Los Alamitos Naval Air Station if they had any local aircraft flying. They advised that an SNB (Twin-Beech) was flying locally below the overcast and was at our disposal. We requested Los Alamitos Tower to advise the SNB to contact us on 121.5 mc. After coordinating with the ATC Center and Long Beach Tower with respect to traffic, the SNB was vectored, by Radar, through the overcast and toward the Taylorcraft.

"All stations on our Schedule "F" circuit (Long Beach, Santa Monica, Van Nuys, Burbank, and Los Alamitos Air Station) were then called to determine if there were any breaks in the area that 358 might possibly descend through. Long Beach reported large breaks in the vicinity of Huntington Beach.

"Radar advised 358 of the reported breaks and the pilot asked to be guided to Huntington Beach. Los Angeles Radar then gave him corrective headings toward Huntington Beach and when just past 25 miles from Los Angeles, his Radar target began to fade out. (Normal for such a small aircraft at that distance)

"Rather than chance losing the radar target until we had other means of assisting the pilot, we instructed 358 to make a 360 degree turn to his right until the SNB could locate him. The pilot complied and the target was retained. The SNB, after reporting on top was vectored to the Taylorcraft with Radar establishing 500 feet separation between the two aircraft while they were searching for each other. The SNB was requested to turn on his landing lights to assist 358 in locating him. The plan at this time was to have the SNB guide the Taylorcraft to the reported breaks in Huntington Beach area, outside the radar target range for the light aircraft.

"358 spotted the SNB and turned to follow when he saw a large break and lights right below the aircraft. The pilot advised Radar he would descend immediately and radar requested he report leaving each thousand foot level. During 358's descent, his radar target began fading out at 4000 feet and disappeared completely at 3000 and this information was passed along to the pilot.

"The pilot reported beneath the overcast at 2000' and was given a northwest heading to the Long Beach airport after ascertaining from the pilot that he had descended in a relatively small area and was still in the approximate position Los Angeles Radar had last received a target. The pilot then advised he was in 'home territory' and could find the airport now. Los Angeles cleared the pilot to change to Long Beach Tower frequency. (continued on next page)

"Long Beach Tower lighted their Neon Approach lights and High-Intensity runway lights to aid 358 in locating the airport. The pilot advised he had the Long Beach airport in sight at 1928P and landed safely at 1935P.

"Santa Ana FCC Direction Finding equipment was alerted at 1830, but never could get a fix on the aircraft.

"The assistance given to this aircraft would not have been possible without the aid of Burbank Tower and Long Beach Communications Station and Tower in relaying 358's radio calls to Los Angeles Radar. Senior Controller Dick Fischer was the Radar controller handling this operation, assisted by Controllers Merle Nichols, Rex Elwell and John Murley, coordinating.

"Credit should also be given to Los Angeles Radar Maintenance personnel for having the Los Angeles Radar equipment in such excellent operating condition. The minimum operating specifications do not require the radar equipment to be capable of picking up such a small target (Taylorcraft) at such distances."

The following letter of appreciation was received from the pilot of the Taylorcraft involved in the above incident report:

"This is Taylorcraft 358 writing Los Angeles Radar to express my most sincere thanks for all the aid given me during my dilemma last Sunday evening. After blundering around so long looking for the breaks which I expected to find over Burbank, I had reversed my path so many times that I had no idea where I was. I would not have known in which direction to look for clear spots if they were reported.

"Since I have had no instrument training and could not even read the few instruments I did have in the dark and clouds, I am quite sure that I could not have successfully descended through the 3000 or so feet of clouds.

"For this reason, there is little doubt in my mind that you saved my life. I'm sure that you can find satisfaction from that statement, and you can be sure that I found satisfaction in the fact that you did.

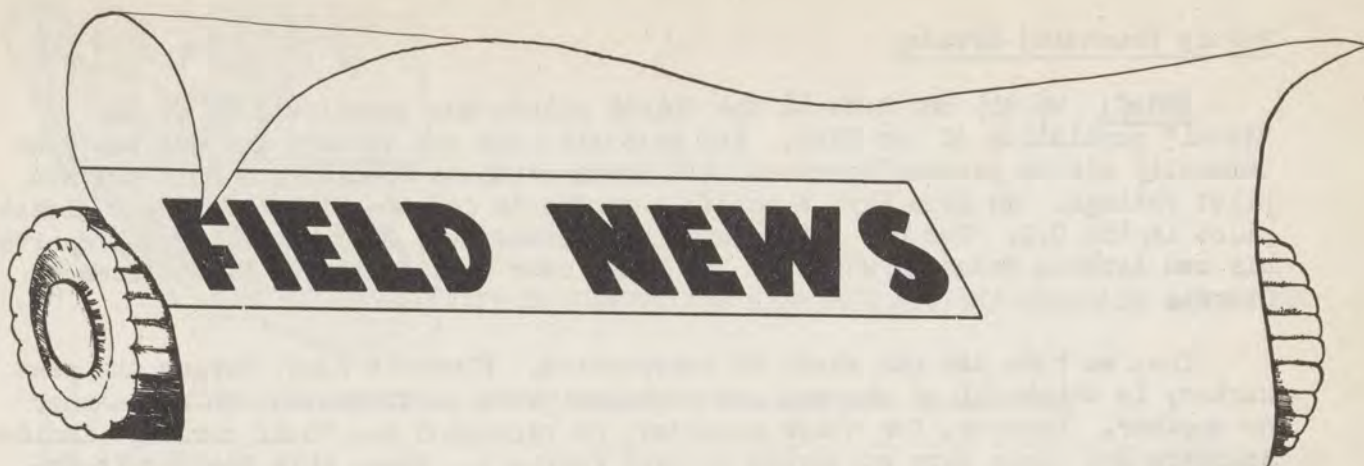
"Once again, to you, and to anyone else who may have had a hand in the procedures, many thanks."

* * * * *

MILDRED JENSEN RESIGNS

Millie Jensen, long time Secretary to the Division Chief in Airways Operations has tendered her resignation effective May 2. She plans to be married May 7 and she and her husband will live in El Segundo where they have purchased a new home.

We are all sorry to lose Millie and we wish the newlyweds every happiness and success. Incidentally, Millie is recovering very nicely from her recent surgery.



Reno, Nevada:

TOWER: Interest concerning the combined facility here has shown marked increase both with the flying public and with our own personnel at other locations. The future of many of the personnel with the CAA is concerned with this type of operations and a healthy interest is being shown. Educating the public to fully make use of the many short cuts will take time, but the reaction after explanation fully justifies the effort.

Contrary to the usual cheery outlook on spring, an adverse effect is in evidence in this locality caused by the worst winter in forty years. With a present snowpack on the mountains of 314 inches, bearing a water content of some seven feet, arrangements have been made to evacuate all equipment near ground level because of flood possibilities. Where during the past few months, ski operations on the airport have been in evidence, pontoons seem to be in order for the near future.

Prescott, Arizona:

INSAC: The Prescott INSAC is just beginning to "bud out" from under a very wet winter season that has seen the station's activity and workload continue to climb to new records in the station's history. Everyone in the station complement is longing for that warm and sunny fishing weather to show up and most of us are hopeful that the pressure will ease up a little too, when the skies clear.

One of the reasons for the extra "pressure" this winter has been the intensity and frequency of the air searches that have been centered in the Prescott area. At this time, the Prescott INSAC has worked with the Prescott Squadron of the Civil Air Patrol and the Air Rescue Service on five separate searches since January 26. Search headquarters for four of the five searches has been located on the Prescott Municipal Airport and, to date, the total hours flown by the local CAP unit is nearing the 500 hour mark, all of which means extra work of the type that receives the consideration and extra effort that is always there when there is a possibility of saving someone's life.

Battle Mountain, Nevada:

INSAC: We tip our hats to the thirty pilots who constitute 4% of the "total" population of our City. You statisticians get to work and see how your community stands percentile-wise. All Communications Specialists hold private pilot ratings. We also have a possible candidate for the title of second oldest pilot in the U.S. Our own Frank Eaton has tucked away 80 summers. Frank sports his own Aeronca Sedan in which he has flown over most of the U. S. and some of Canada.

Yes, we have had our share of emergencies. Five, in fact, during the past winter, in which all of the station personnel have participated, in one manner or another. However, for sheer suspense, we recommend the "hair curling" incident Saunders and Jones were subjected to last February. Seems this Beechcraft decided to fly VFR on top. As he approached Battle Mountain, he encountered severe turbulence and lost 5000 feet within seconds, leaving him, literally, in the soup. In a nightmareish sequence, the pilot reported visual homing around a mountain peak (nothing else in sight), losing visual ground contact, attempting to climb out and losing altitude. A goodly portion of his radio reports were punctuated by hysterical screams of his passenger. Two hours later, and after much verbiage, the aircraft landed at Battle Mountain.

We must interject a paragraph on the weather. We have had too much snow, too much rain, and too much water. At least one ranch is inundated and the vital road link to the SP railroad depot is out. Please forward our paychecks by carrier pigeon.

The only nice comment we have for this past winter is the slight rise we had in our March activity report. Operation Breakthrough, or the haylift at Elko was the cause.

The Good Intentions, But Overlooked Department

"Believe me, I am writing to your superiors tomorrow about the wonderful job you fellows did."

Thoughts in Passing.....

New Phonetic Alphabet.....Bravo
Integration.....Bravissimo
Statute vs Nautical miles.....Where are we?
Snow, Ice, Floods.....You should have seen the winter of '89

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