



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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SEPTEMBER 1, 1952

ENFORCEMENT - ONE MAN'S OPINION

by

Glen D. Woodmansee
Regional Attorney

In the early days of CAA when I was in the Enforcement Section in Washington, a pilot traveled several hundred miles to discuss a violation which had been filed against him. His reference to the reporting Inspector was something less than complimentary. In vigorous language he consigned the Inspector to that place where the climate is not salubrious and where the fire department is ineffectual. It sounded like my visitor had received rather harsh treatment. But when I said we would discuss the case with the Inspector, he immediately offered to pay the recommended fine and said something like this: "Forget that I even mentioned it. Inspector _____ is our Hitler and I have to live with him." My visitor preferred to pay what might have been an unjust penalty rather than to incur the Inspector's displeasure.

As many readers of the Region Six News know, the word "Inspector" has been in disfavor with CAA for some time and is seldom used. Our inspection personnel are now called Safety Agents. This change is a good one. Generally speaking, the public thinks of an Inspector as one whose main job is to ferret out violations and "lower the boom" on violators, no matter how technical the violation, and regardless of extenuating circumstances. It is hoped that our "Safety Agents", on the other hand, are regarded by the aviation industry as public servants primarily interested in assisting — not penalizing.

I am sure our Safety Agent is no Hitler. But we do need a better understanding by CAA lawyers and some Safety Agents of the violator's problems. We should consider the cause of the violation, as well as the violation itself. By and large, the violator is not a bad sort of person. The percentage of first offenders is high. We have comparatively few "repeaters".

I should like to see more delegation of authority to the Supervising Safety Agent in handling violations arising in his District. This would tend toward better public relations and add to the stature and prestige of the Agent. I should also like to see a more informal, personal approach in our correspondence with
(continued on next page)

violators; plain, simple language to fit the particular case instead of the stereotyped form letter such as the one used in specifying the civil penalty the violator is to pay. A registered envelope from the "Uncle" (with return receipt requested) is enough to upset the average person. But when he has to struggle through the semi-legal jargon set out in the civil penalty letter, he must be disturbed a little more than somewhat.

Most pilot violations are due either to: (1) ignorance of the Regulations -- you need to be a Philadelphia lawyer to keep track of them all; (2) inadvertence -- even CAA pilots sometimes nearly forget to close their flight plans; (3) poor judgment -- often due to faulty flight instruction; (4) inexperience; (5) economic pressure - at times a pilot's conduct, particularly in commercial aviation, is good or bad depending upon his immediate state of hunger (an expression occasionally heard around the Regional Office).

Before proceeding against an alleged violator we should be sure of our facts. Persons who report violations are not always prompted by the highest motives. They may be allergic to aircraft noise and poor judges of altitude. The complaint might be motivated by self-interest or spite. A little cross-examination of the informant may disclose that the woodpile is not entirely uninhabited. We should, therefore, attempt to get all of the facts, whether favorable or unfavorable to the person reported. There should be more personal discussions by the Agents and the Regional Attorney with the violator. Try to get acquainted with him. Invite him in to talk things over. Make him feel at ease. Try to get his point of view. Do not prejudge the case. Don't be officious. Nothing is more obnoxious to a tax-payer than an overbearing, know-it-all public official.

Few would see salvation if judged strictly by the letter of the law. And few pilots would be flying if each were penalized for every infraction of the rules. We must, of course, take cognizance of violations. But we must also use common sense in dealing with them. The violation of a particular regulation does not necessarily call for disciplinary action. The regulations are there to invoke if the facts of the particular case warrant. To some this may be heresy. If so, I am in good company. Because this is what the Administrator said on the subject:

"In determining whether legal action is warranted, and, if so, the nature thereof, we will be guided by the principle THAT WE SEEK TO PREVENT SAFETY VIOLATIONS, NOT TO PUNISH VIOLATORS." (Enforcement Policy M.O.P., March, 1950)

In those cases where the public interest requires the imposition of a civil penalty or action against the violator's certificate, he can be made to understand our position (Continued on page 4)



REGIONAL ADMINISTRATOR'S COLUMN

Two months of the new fiscal year have passed and we have about gotten our work programs geared to the dollar allotment which we have available to finance them. Last month, we talked briefly about the principal areas in which we found it necessary to curtail our activities; namely, our Airports and Business Administration Divisions. I am happy to report to you that we were able to work out mutually satisfactory and acceptable placements of all of the people affected. In some cases, these placements were made in other Divisions within our agency and a few with other agencies. The fact that we were able to place everyone reduced the total number of displacements because it eliminated the necessity of terminal leave payments which would have been necessary had we been required to separate people. This satisfactory outcome was not a matter of chance. It was the result of extra effort on the part of our operating Divisions and Personnel officials; but, more than anything, it was made possible by the unselfish cooperation of the individuals concerned.

Some of these people, recognizing the agency's problem, offered to make personal sacrifices to assist in simplifying the solutions. That sort of attitude makes you glad to go the extra mile; it makes you want to expend the additional effort to find an answer which will best solve the individual's problems, as well as serve the agency need. This attitude is not always evident. In fact, we have one or two employees registered in our complaint department at the present moment. I understand this situation is common to industry and government alike; that occasionally, individuals are dissatisfied, sometimes because of working conditions, but more often because of real or fancied unfair treatment. If the grievance has justification, supervisors should and, in most instances, do recognize it and take appropriate action to correct the difficulty. If supervisors do not find a solution, top management of this Region wants to have a try at it. Unfortunately, sometimes it appears that complaints are based on what seems to be an individual's selfish interests and these cases are the ones that cause the problems for the agency and the unhappiness for the individual.

It has always been my personal philosophy that as long as I work for an organization, I have the responsibility of putting forth productive effort at least equivalent to the compensation I receive. Surely, I have certain privileges. I can express my views on matters of policy which affect me and my working conditions. I can try to get changed those policies with which I disagree, so long as the changes would improve, rather than adversely affect the agency's program. I have the privilege of quitting if I do not like my supervisors or cannot conscientiously advocate the agency's policies and support its program. I can reasonably expect that my supervisor will consider my personal preferences when they do not conflict with the agency's requirements, but I do not have the privilege of expecting them to change their programs to suit my personal convenience. While this is a part of my personal philosophy, I think many people agree with it because I have a lot of faith and trust in people! It has been my experience that "you get your due by what you do". I assure you all it is our earnest desire to give full consideration to the personal problems of everyone and to work out mutually acceptable solutions to the extent that requirements of the service will permit.

ENFORCEMENT (Continued from Page Two)

and the necessity for the action taken. If handled properly, he will, in many instances, even though penalized, accept the disciplinary action in good grace.

I should like to close this "Ode to the Violator" by emphasizing that the primary function of CAA, as I understand it, is to foster and encourage the development of civil aviation; that our objective in dealing with violations is remedial - not punitive.



"Your Honor, the defense rests!"

INCIDENT REPORT
INSAC, BATTLE MOUNTAIN, NEVADA

On December 22, 1951, and in an elapsed time of 21 minutes, a military C47 was assisted in recovering from a position of imminent danger to one of relative safety. The aircraft, on instruments, reported just north of Battle Mountain, unable to hold his assigned altitude because of heavy ice, and losing altitude. At this point, the aircraft was already a thousand feet below the minimum instrument altitude for this area. After coordination with Salt Lake City Air Route Traffic Control, the pilot decided to try an instrument approach to Battle Mountain and was so cleared.

The decision to land at Battle Mountain necessitated an improvisation of an instrument approach procedure, as none is authorized for this airport. Suggestions were offered, and accepted, regarding the most suitable letdown procedure to be used. Information was given regarding the estimated position of the aircraft (position estimated by aural signals received while standing outside the station, utilizing the extension microphone to maintain constant contact), position of range station and airport, height of highest terrain, airport elevation and a running commentary on the rapidly moving sky cover. Exactly 20 minutes after the original contact, and while in the process of making an instrument letdown, the pilot sighted a break in the overcast. One minute later the aircraft broke out in the clear. It was necessary for the aircraft to circle for about 5 minutes to lose sufficient ice to allow for a safe landing. During this period, visual reference to the ground was maintained by opening the side windows.

COMMON SYSTEM EQUIPMENT DEMONSTRATIONS
at the
TECHNICAL DEVELOPMENT AND EVALUATION CENTER

by

James E. Read
Deputy Regional Administrator

Early in July, a letter was received from the Administrator, advising that a series of demonstrations would be held of Common System Equipments at the Technical Development and Evaluation Center at Indianapolis during the week of July 21st. Having been designated to represent the Sixth Region at these demonstrations, I will try and explain what I observed and learned.

After registration at TDEC, located on the Weir-Cook Airport, a short address of welcome was given by Mr. Donald M. Stuart, Chief of the Center. Programs of events were distributed and the gathering was divided into three groups. This simplified the job of showing many of the new devices and explaining their functions.



The afternoon of the 21st was devoted mostly to talks given by various of the engineers, explaining the functions of the devices being shown. These talks covered TVOR, the TVOR marker, DME, a pictorial computer, airport surface detection equipment, pictorial and course line computers, new airborne DME and VOR receivers and progress accomplished in the development of the daylight radar controlled screen.

At 3:00 p.m., an actual laboratory showing of the newly developed directional localizer installation was made. In this development, three different systems were employed, each of which employed the use of new types of antennae. The purpose of the new system to eliminate interferences caused by reflective mediums such as buildings, fences, power lines, etc. The daylight display of the new style radar screen continues to employ television principles, though tremendous improvements have been accomplished.

The following day, July 22d, an excellent conference room showing of the pictorial and course line computer was provided. This newly developed system makes use of an especially prepared chart depicting the various approach and departure routes of airports in the vicinity of an air terminal. Equipped with this device, which consists of a circular frame in which has been installed the chart illustrating the airport area, it is possible for the pilot to know his exact whereabouts visually. This is accomplished through the medium of a stylus which scribes a black line on the chart which represents the area being covered by the airplane. A red line on the chart represents the actual track which should be followed. It is the pilot's responsibility, therefore, to keep the scribed black line as near to the red line as possible. This device might possibly prove to be of considerable value, though the space occupied on the instrument panel is rather large.

This lecture was followed by an actual flight demonstration in a Douglas DC-3 which clearly showed the practicability of using a device of this type. A second flight in another airplane showed another type of device which operated on the same principle except
(Continued on next page)

that the picture was a projection of one frame of a 35 mm film. With this device, a small arrow on the face of the screen moved with the airplane and showed the actual flight position at all times. This particular device was operated through the medium of the VHF navigational aids and associated receivers, but proved to be more simple in operation by the flight crew than the first instrument. The first instrument shown required that the sheets of paper be changed manually and tuning of navigational aids accomplished in the normal manner. With the second instrument, the particular frame of the 35 mm film desired would be placed for projection by turning a small crank which, in turn, automatically provided reception of the desired navigational aids. This second flight also included utilization of the airport TVOR and its associated marker. By using the correct radial, an approach was made to the airport and at a given time, the TVOR marker was indicated by a series of beeps coming from the loud speaker.

On the ground, following the flight, a showing was made of this particular marker installation and it was explained that the transmitter operated on the TVOR frequency and consisted of one miniature type tube operated by the storage batteries. The power output was a very small number of milliwatts.

The final showing consisted of a very elaborate arrangement of devices which represented the progress which has been made in the system known as Dynamic Air Traffic Control. The ultimate adoption of a system of this kind could, it was explained, probably do away with flight progress boards and accomplish controlled flight movements through the medium of mechanical devices.

In conclusion, it should be stated that the two terrifically hot days and nights spent at Indianapolis were of considerable worth and thoroughly enjoyed.

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IN MEMORIAM

DAVID MARTIN GEESLIN

David M. "Doc" Geeslin died of a heart attack at his desk on the morning of August 4.

The genial "Doc" had been a project engineer in Airframe Engineering since reporting to this Region in April, 1951. Prior to that time, he had served in the same capacity in the Kansas City regional office since December 1947. One of his major engineering efforts in CAA was the part he played in the design and development of the AG-1 Agricultural Airplane at Texas A & M College. "Doc" served as engineer in charge of the layout and structural design of the wing, flaps, ailerons and landing gear, and received special commendation for his efforts on this project.

Technical "know-how" and evaluation came easy to "Doc" for his had been a lifetime of contributions to the engineering and technical fields. Before coming to CAA, he had been an engineering group leader at Cessna Aircraft Company in Wichita for seven years. Prior to that, he had spent almost twenty years in the electrical and heating and ventilating industry with projects ranging from the design and installation of electrical generating plants and distribution systems in Yellowstone National Park to industrial installations in Wichita.

Mr. Geeslin was born in Sumner County, Kansas on July 3, 1894. His education at Kansas State College was interrupted by overseas service in WW I, but he returned to earn his degree of Bachelor of Science in Electrical Engineering in 1922. He was a member of the Institute of Aeronautical Science, Society of Aircraft Structural Engineers, American Legion and V.F.W. He is survived by his widow in Santa Monica and a daughter and granddaughter in San Francisco. CAA will miss "Doc" and his place will be hard to fill.



QUESTION BOX?



- Q. I had 55 days' accumulated annual leave on January 1, 1952. Can I save 10 of the 26 days I will earn this year and use them early next year?
- A. No. The sixty-day limit on accumulation at the end of the leave year is still in effect. On December 21, 1952 (beginning of the next leave year), you cannot have more than sixty days to your credit. If you save five days of this year's leave and carry sixty days into next year, you will have to use the five days not later than June 30, 1953.
- Q. I've just noticed a statement that employees who brought over sixty days the first of the year must use all the leave they earn this year by December 20, or lose it. My agency doesn't permit advance use of annual leave, so how can I use the whole year's leave (19 3/4 days in my case) unless I wait until the end of the year to use it? If I use leave before earning it, won't I be using part of my accumulation?
- A. No, if you use only 19 3/4 days this year, no matter what time of the year you use it, your leave earnings for the year will cause you to have sixty days again at the end of the year, and you can continue to carry that much forward.
- Q. I had 10 days' accumulated annual leave January 1, 1952, and will earn only 13 days this year. I had planned to take 20 days this year and try to build my accumulation back up a little next year when I will earn 20 days. I understand now that the leave rider will prevent any future accumulation, so if I use seven of my 10 days this year, I can never build it back up. Is this true?
- A. Any future accumulation of annual leave will be only temporary for a six-month period. That is, if you save seven of the twenty days you earn in 1953, you can carry it over into 1954; but you would have to use it within the following six months or lose it.
- Q. Does the rider have any effect on leave which was accumulated from years before 1952?
- A. No. As long as you don't use such accumulation; that is, as long as you have an equal amount at the end of each leave year, you can keep it indefinitely.
- Q. I transferred from the postal field service to the departmental service in 1942. Since I could not transfer leave, I left 48 days of annual leave and 61 days of sick leave on the books — leave that I could have recredited if I ever returned to the postal service without a break in Government service. Under the new leave act, this leave has been recredited to me in the departmental service, and I now have 75 days of annual leave and 109 days of sick leave. Am I likely to lose any of this leave on December 31?
- A. Under the present leave system, there is no maximum set for accumulation of sick leave, so you will not lose your sick leave. On annual leave, the maximum is 60 days, and you will lose any annual leave to your credit in excess of the maximum (continued on next page)

at the end of the leave year, which is December 20, not December 31. Leave is now tied to pay periods, and the end of the leave year will vary from year to year, depending upon the dates of last complete pay periods in a calendar year.

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INCIDENT REPORT
LONG BEACH TOWER

At approximately 0745PST, the pilot of Cessna 76745 contacted Long Beach Tower giving his position as ten miles south of Torrance on top of the overcast. He requested local area weather, advising that he would proceed eastbound in an attempt to find a break through which he could descend. He was advised that the weather at Long Beach Airport was seven hundred feet scattered with one and one half miles visibility due to haze and to proceed to the Long Beach low frequency radio range station and thence on the northwest course to the airport. Upon request, the pilot advised that he had thirty to forty-five minutes of fuel remaining. At approximately 0759PST, the pilot advised that he was on the "beam" and saw a DC-3 aircraft. The DC-3 was United Airlines Flight 53 over the Long Beach outer marker preparing for an approach to Long Beach. The pilot of United Flight 53 was asked to look for the Cessna and to remain on top and lead the Cessna over the airport from where the Cessna pilot could make a contact approach. The United pilot could not see the Cessna, but slowed his flight and flew over the airport. The pilot of the Cessna shortly thereafter advised he was over the airport and was given some identification features of the surrounding terrain which he said he recognized. Landing clearance was issued, but the aircraft was not sighted by the tower. After several attempts to contact the Cessna, with no acknowledgment, the Los Alamitos VHF/DF was alerted and got a bearing on the plane as approximately over Long Beach airport. After several more unsuccessful attempts to contact the Cessna, it was learned that he had landed safely at El Toro MCAS at 0817PST.

This incident resulted in a twenty-six minute delay to United Flight 53 which was held on top and delays of ten minutes each to two departing Air Force flights.

* * * * *

The following letter was received from the Regional Administrator in Region Five:

"Your Region VI News just came over my desk and I am taking the liberty of including your article 'So You Want to be Promoted' in our Fifth Region Newsletter which we plan to put out in the next few days. I hope you have no objection.

"Incidentally, I have been meaning from some time to drop you a note and tell you that we in this office feel that your Region VI News is an excellent publication. It covers many items of interest to all concerned."

REGIONAL SUGGESTION PROGRAM



L-R. Mauer, Whitney, Marriott and Erickson

On August 15, Mr. Marriott presented awards to three Regional Office employees, Ray Erickson, Chief of the Airways Maintenance Shops; Chuck Mauer, Engineering Draftsman, Airports Division; and Don Whitney, Chief, Technical Services and Planning Branch, Airways Operations Division.

Ray received a \$50.00 award for suggesting a device for the prevention of engine dieseling. The Washington Office has issued Lighting and Structures Maintenance Branch Instruction No. 21a detailing the use of this device.

Chuck was presented with a check for \$10.00 for his suggestion that a front stacking tray attachment be installed on the Model "B" Ozalid machine.

A Certificate of Commendation was presented to Don for his suggestion that a form be devised for reserving the Regional Office conference rooms and that a sandwich board be placed in the reception lobby main entrance advising outsiders of what conferences were taking place and where.

STATUS OF THE SUGGESTION PROGRAM

Suggestions received this fiscal year through August 23:	17
Suggestions on hand from last fiscal year	: 39
Total	: 56
Total suggestions considered this fiscal year:	
Suggestions adopted	: 3
Suggestions forwarded to Washington	: 3
Suggestions rejected	: 11
Total	: 17
Balance on hand	: 47

CREDIT UNION LOANS TOTAL OVER A MILLION DOLLARS!

Since its organization three years ago, the Region Six Credit Union has made loans to its members totaling \$1,069,944.24. The Credit Union has obviously filled a need with our personnel in providing this tremendous loan service. In addition, it has provided high dividends for its share holders; at the same time affording low interest rates for those members making loans.

The Life Savings insurance program inaugurated in the Region Six Credit Union in November, 1949, has paid to the beneficiaries of our members a total of \$3,598.84. Life Savings insurance, which means that for every dollar in your share account, to a maximum of \$1,000, you have an equal amount of Life Insurance, has provided an excellent means to build an estate. Transferring to the Credit Union what cash or investments that you might have immediately gives you a corresponding amount of Life Insurance.

The Loan Life Insurance benefits derived by the families of our members who relied upon the Credit Union for their credit needs, total \$2,774.19, for this same period of time. Every loan obtained from the Region Six Credit Union insures your life for the amount of the loan. Not only is the loan liquidated, but there goes back to your widow and children, or other beneficiary, whatever holdings you have in the Credit Union.

When you have a credit problem or are contemplating buying an automobile, furniture or anything else on time, use the Credit Union and keep your estate and present insurance clear of encumbrance.

CASH * * * * * WE CAN ALWAYS PUT IT TO WORK.

LOANS * * * * * USE YOUR CREDIT UNION EXCLUSIVELY AND KEEP YOUR ESTATE FREE FROM DEBT.

NEW MEMBERS * * * * * YOU CAN DO NO GREATER FAVOR FOR THAT EMPLOYEE WORKING WITH YOU THAN TO GET HIM TO JOIN THE CREDIT UNION.

Financial and Statistical Report
Period Ending July 31, 1952

ASSETS		LIABILITIES	
Loans (59)	\$404,803.16	Shares (Savings)	\$391,658.39
Cash in Bank	3,246.73	Notes Payable	6,000.00
Change Fund	1,000.00	Accounts Payable	98.50
Furniture, fixtures	1,254.25	Reserve for Bad Loans	5,015.78
Other Assets	377.61	Undivided Profits	7,909.08
TOTAL ASSETS	\$410,681.75	TOTAL LIABILITIES	\$410,681.75

Number of accounts at end of period 983
 Loans made since organization - number 1,801
 " " " " - Amount \$1,069,994.24



VETERANS PREFERENCE:

In the July issue of the Region Six News, we mentioned that as of April 28, 1952, persons entering military service would no longer be entitled to veterans preference unless they could qualify under campaign or expeditionary service.

We have now been informed that the President approved an Amendment to Sections 2 and 3 of the Veterans Preference Act. The purpose of this new amendment is to extend veterans preference to those honorably separated veterans who have served on active duty in any branch of the armed forces of the United States after April 28, 1952 (the effective date of the Treaty of Peace with Japan which officially terminated World War II). The entitlement to veterans preference is scheduled to end on July 2, 1955, the date on which inductions under the Universal Military Training Act will be terminated. The widows and mothers of deceased veterans are also entitled to preference if they meet all other conditions.

AVIATION SAFETY AGENT CLASSIFICATION STANDARDS SURVEY:

It was decided some time ago that the CAA should take another look at the classification standards of Aviation Safety Agent positions. The purpose of the survey is to establish standards which are up to date and conform to current trends. Various Branch Chiefs in the Washington Office of Aviation Safety, are compiling lists of individual duties performed by individual agents. This compilation is based on their knowledge of the functions performed, detailed instructions contained in Aviation Safety issuances and the current Aviation Safety reporting system.

They will also analyze each of these duties in terms of mental demands imposed by each. This phase of the project is now slightly ahead of schedule.

The complete list of duties and mental demands will serve as a basis for field checking by representatives of the Personnel Office and the Office of Aviation Safety, for the purpose of assuring complete coverage and accuracy. These tasks will be evaluated and appropriate grade levels established for each Agent position. A basis will also be developed for determining how these individual tasks are to be considered in the evaluation of complete positions, composed of many duties. There will be ample opportunity for regional consideration and comment on the factual coverage and tentative evaluations.

It will be necessary following full agreement within CAA, to secure the approval of the Department of Commerce and the Civil Service Commission. It is contemplated that the entire project will require approximately six months.

PERSONALITY OF THE MONTH

REESE CLARK

Tall, angular, Reese Clark, top-kick in the Regional Warehouse, is no youngster to this communications business. That statement presumes, of course, that an experience record which dates back to 1907 places him in the "ole timer" category.

Reese can hardly recall the time when he wasn't tinkering around with mechanical and communications equipment. He broke in as a telegrapher in 1907 at Pueblo, Colorado with the Sante Fe Railroad. Before World War I, he had several unusual assignments - as a telegrapher and lineman with the Canadian Pacific Railroad in Vancouver, British Columbia. On one hitch in 1914, he was at an isolated territory in Canada where food and other supplies were brought in by pack train once a year.

After discharge from the Navy where he had served as a Radioman, Clark had a four-year period in politics. Thanks to the American Legion, he was named as City Manager and Chief of Police in Florence, Colorado. As to why he left, Clark's only comment was that "politics just went sour!"

In June, 1929, Reese accepted an assignment as a Radio Operator with the then Bureau of Air Commerce with his first headquarters at Salt Lake City. He subsequently became Chief of the Boise, Idaho and Seattle, Washington Airways Communications Station.

He became Depot Superintendent and Warehouse Foreman at Oakland in 1936. In the reorganization of the Regional Warehouse in 1949, Clark was the straw boss on the firing line. The revised property system which began in the Sixth Region gained national recognition as being a sharp and efficient operation. As to whether or not Reese has derived any pride in his warehouse, just watch the beam on his face when he shows you around and explains some of their accomplishments.

On the personal front, Reese was an "old bachelor for 46 years". Then along came Ella Wilbourn Clark, an ex-Texan, who decided that Reese needed a change in his marital status.

Clark has been an avowed archery expert during the years.

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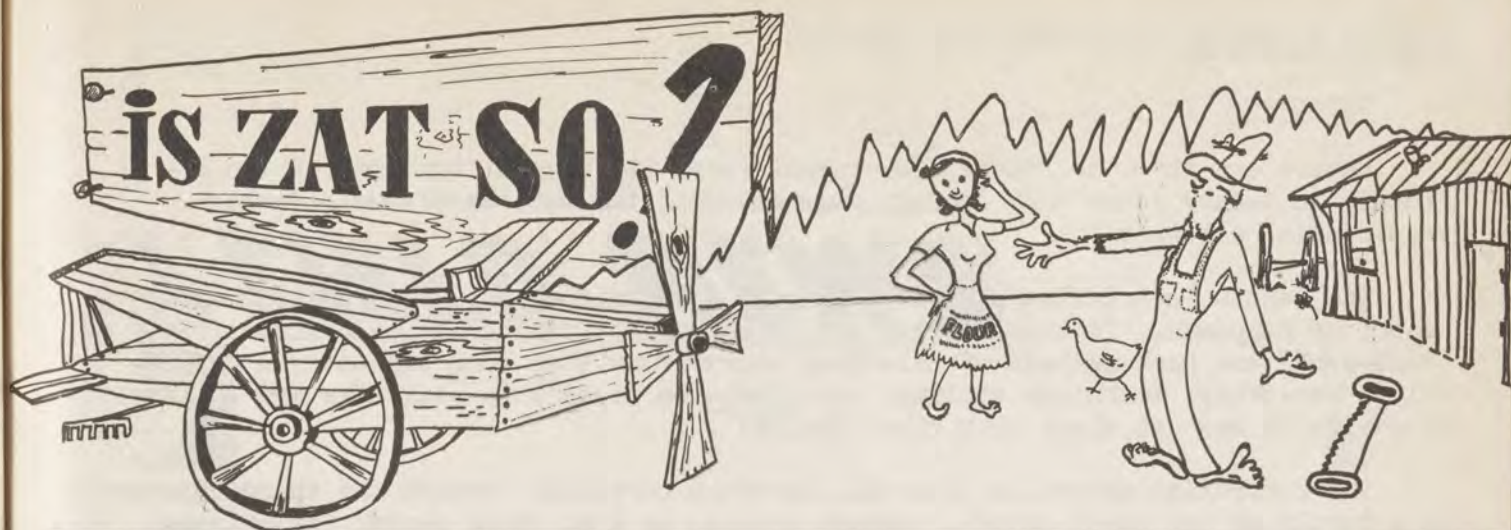
CAPITAL GLEANINGS

Personnel Change - CAA:

Donald Harvey, Personnel Officer since 1946, will move to the Civil Service Commission about September 2, 1952. He will head the Washington recruiting branch of the Commission's examining division. Mr. Harvey will replace Ernest J. Stocking, who, for reasons of health, has asked to be relieved of the top post.

TV Films:

The Civil Service Commission has, for the first time, adopted television film in its efforts to attract and recruit high caliber applicants. Three one-minute sound on film shorts are being sent to television stations throughout the country. They are intended to clear up misconceptions about the Government service and make it easier to recruit new employees. (Continued on page 14)



1. The four-engined Boeing Model 307 Stratoliner, the first pressurized land plane, was first put into regular transport operations by Pan American in 1940.
2. In 1951, the Jersey Airport on Jersey Island in the English Channel, handled 20,340 aircraft movements. There were 191,578 arriving and departing passengers and cargo in and out of Jersey totaled 1,592,640 lbs.
3. Between September 1950 and January 1, 1952, 32,670,000 lbs. of mixed cargo, including 22,246 passengers and heavy equipment, were flown in to Knot Lake, Labrador, a rich iron ore region now being developed.
4. Bankers of Los Angeles estimate that the use of air mail has saved up to \$7,000,000 annually, chiefly in avoiding interest losses by dispatching financial papers.
5. The Navy's current budget reveals that the expenditure for aviation compared to non-aviation is in the ratio of 7 to 1.
6. Airplanes have flown the North Atlantic more than 100,000 times since Lindbergh made his flight in 1927.
7. The world's 221 scheduled airlines are now flying two million miles a day.
8. 1,000 cargo planes were required to provide supplies to troops during the Battle of the Bulge. Due to increase in size of transports, 68 planes are delivering the same tonnage a greater distance in the Korean War.
9. U. S. first overseas air service established, from Key West to Havana: - Oct. 19, 1927
 First scheduled air mail flight across the Pacific: November 22, 1935
 First scheduled air mail service to Europe: May 30, 1939
 First commercial round trip flight to Europe: May 20 to May 27, 1939.
 First commercial landplane in transatlantic service: DC-4 in October, 1945.
10. Light aircraft are used in Utah on a contractual basis to blow sleet from telephone and high tension lines, thereby averting breaks in the line.
11. KLM Royal Dutch Airlines made 178 all-cargo flights across the Atlantic in 1951.
12. The U. S. aircraft manufacturers now have over 456 commercial transports totalling \$473,000,000. 285 are for U. S. airlines and 166 for foreign operators.

Turnover:

Rumors are that the Federal Government faces its biggest turnover of top officials in twenty years next January regardless of the outcome of the November presidential election.

The Senate Post Office and Civil Service Subcommittee has filed their lengthy report on Manpower. It levels heavy criticism at most Government supervisors ("sub-par") and past methods of selecting supervisors (too much emphasis on friendships, seniority, technical ability; too little on leadership qualities and ability to deal with and get along with other people) . . .

The controlled materials plan will continue certainly through the third quarter as a result of the steel strike. Expert opinion is that while demand for material has eased due to adjustment in inventory policies a scramble for materials by fall is forecast. Copper may again become scarce if pressure on the Government to put back into the strategic stockpile the 55,000 tons of copper which were released during the copper strike is successful.

AFL's American Federation of Government employees convention is underway in San Francisco. Included on the agenda are cost of living salary boosts, better retirement, etc. Since the July 1951 pay raise, the cost of living has risen from 185.2 to 189.6.

The Civil Service Commission has directed a modification of the Whitten Rider provision requiring employees to serve at least a full year between promotions limiting most promotions to a single grade. In the future, a qualified employee who has served at least a year in his present grade may be assigned to a job two grades higher. For the first year he will get the same salary as if he had received only a one grade promotion. At the end of the year, however, he must be given the full salary of his new grade. For example, a qualified employee who has served at least a year in GS-12 may be assigned to a GS-14 job. For the first year he will get GS-13 pay. At the end of the year he must be given GS-14 pay.

IN MEMORIAM

The Regional Office was saddened to learn of the death of Nicholas Loewen, Supervisory Electronic Maintenance Technician, headquartered at Fresno, California, on August 7 from acute coronary thrombosis.

Mr. Loewen was born March 5, 1895 and had been employed with the CAA and predecessor agencies since December, 1932, serving in the Fourth, as well as the Sixth Region. He was a veteran of WW I, serving with the U. S. Navy from 1915 to 1919. A faithful and conscientious worker, he was always willing to lend a hand to his fellow employees and perform tasks far beyond his call of duty. The week preceding his death, he received a letter from his supervisor commending him for assistance rendered after working hours and on Saturday in solving wiring and electrical difficulties encountered in the installation of a standby engine generator which expedited the placing of the unit in an operating condition.

The personnel of the Region extend sympathy to his wife Beulah and son Nicholas in the loss of a husband and father.



BELMONT, CALIF:

"TO : Editor, Region Six News

FROM : SEMT Johnson (anonymity be hanged)

SUBJECT: Contribution in response to the Traffic Controller of 'So you Want to be Promoted' Fame.

This is for the man who didn't get promoted, and a brief explanation that may comfort him during his brooding. It must be understood that the man who didn't get promoted is only one of the majority, so here is to the majority:

'Failure often places one in a position where unusual effort must be forthcoming. Many a man has wrung victory from defeat, fighting with his back to the wall, where he could not retreat. Responsibility, and all that goes with it in the way of remuneration, always gravitates to the person who will not accept temporary defeat as a permanent failure, but will keep the following poem in mind, and when he is passed by on a promotion, just hum or sing this song to himself:

I

The test of a man is the fight he makes
The grit that he daily shows,
The way he stands on his feet and takes
Fate's numerous bumps and blows.
A coward can smile when there's naught to fear
When nothing his progress bars;
But it takes a man to stand up and cheer
While some other fellow stars.

II

It isn't the victory, after all,
But the fight that a brother makes;
The man who, driven against the wall
Still stands up erect and takes
The blows of fate with his head held high;
Bleeding, and bruised, and pale
Is the man who'll win in the by and by
For he isn't afraid to fail.

III

It's the bumps you get, and the jolts
you get
And the shocks that your courage stands,
The hours of sorrow and vain regret
The prize that escapes your hands,
That test your mettle and prove your worth;
It isn't the blows you deal,
But the blows you take on the good old
earth
That shows if your stuff is real."

DIVISION 'HI-LITES

FACILITIES DIVISION:

VOR Ranges:

Bryce Canyon, Utah Grading for VOR site was started and will be completed early in September, approximately September 11.

Elko, Nevada Bids received for construction of facility and contract being awarded.

Lucin, Utah Substitution for Kingman, Arizona, approved by Washington. Awaiting allotment of funds for construction.

Phoenix, Arizona Installation of electronic equipment is progressing satisfactorily.

Paso Robles, California The facility was commissioned on August 9 and the old VAR facility was permanently decommissioned on the same date.

Hanksville, Utah Construction work was started on the new site. The building and tower from the Liebre Mountain site were dismantled and moved to Hanksville for reerection.

Salinas, Calif. A successful flight check was finally obtained on the converted VAR to VOR facility by lowering the tower to 16'. The installation work is progressing satisfactorily and should be ready for flight check before September 1.

Fresno, Calif. Installation of an Uskon cloth screen is being made to improve the operation of this range.

Oakland, Calif. Due to unforeseen difficulties at Salinas, the improvements scheduled for this range will be delayed until some time in September.

Instrument Landing Systems:

Arcata, Calif. Second test site for TUS glide path unsatisfactory. Work stopped until end of fog season.

Fresno, California TUS glide path test satisfactory.

Burbank, Calif. The ILS localizer and High Intensity Approach Light Lane have been commissioned.

Radar:

Oakland, Calif PAR Bids received are \$19,000 in excess of allotment. Awaiting Washington consideration for additional funds.

General:

Gonzales, Calif.	Construction work on the Fan Marker at this site has been deferred pending determination of need.
Los Angeles, Calif. ATC Center	Installation of AMIS equipment was started and will be prosecuted to an early completion.
Sacramento, Calif. TOWAC	Installation work on the TOWAC is in progress and will be completed early in September.
Williams, Calif. INSAC	Relocation of Williams INSAC to Marysville is scheduled for starting September 10 on completion of the Sacramento TOWAC.
Salt Lake City, Utah Remote Transmitter	Installation work on the project is progressing satisfactorily and will be completed by September 1.
Tucson, Arizona	A project was completed during the month to provide the tower with the use of 255.4 megacycle transmitter and receiver installed at the INSAC, on a shared basis.

AIRWAYS OPERATIONS DIVISION:

Installation of AMIS positions in Los Angeles and Oakland is under way.

A dispatch has been received from Region Four stating that the U. S.-Mexico flight plan circuit between El Paso and Juarez was commissioned August 6 for the handling of flight plans and customs notifications at airports of entry in the U. S. and Mexico.

Mr. Clyde Foreman, Chief Controller, Los Angeles Center, attended a meeting in Colorado Springs August 19 with regard to SAC Regulation 55-3.

Messrs. Foreman and Marks, Chiefs of the Los Angeles and Oakland Centers, respectively, attended a meeting at the 4th Regional Headquarters August 28 regarding 15th Air Force operations and especially "military necessity".

Mr. Art Johnson has been in Honolulu during the period August 19 to 25 observing an air and sea rescue operation demonstrated by the Coast Guard.

Mr. Shirley Smith, former District Supervisor, assumed the duties of Chief of the Burbank Tower on August 17, replacing Kurt Mathews who resigned.

AVIATION SAFETY DIVISION:

Meetings were held with the ATA representative and local chief pilots on problems relative to the Los Angeles Air Defense Identification Zone and methods of reducing the number of incidents in this area to an absolute minimum.

Agents from the Burbank Air Carrier ASDO Office participated in the interregional conference at Washington relative to operations and maintenance problems on C-46 aircraft.

Bonanza Airlines' proving flight on its Phoenix-Los Angeles route extension was conducted on July 10, 1952, and regular service was started on July 15.

Southwest Airways has service-tested an ignition analyzer made by Weidenhoff. This unit sells for about \$400. It has been satisfactory as a portable trouble shooting aid and, notwithstanding the fact that it was primarily designed for automotive use, has given results equal to other well-known units designed for aircraft use.

California Eastern Airways has completed a reorganization of its executive departments. The Oakland Division Manager, Mr. Robert Caskey, has been replaced with Mr. John Davidson. The Chairman of the Board of Directors, Mr. Andre De St. Phalle, and his staff are moving from New York to Oakland. The various departments have been given greater responsibilities and authority, and an improved operation is indicated as a result.

The Flying Tiger Line has installed a French Marboro II jet engine under the fuselage of one of its C-46 aircraft. This engine is designed for 800 pounds thrust. It is expected that this modification will improve the take-off and single-engine performance to the point that an increase in take-off weight may be obtained. In connection with the tests on the jet engine installation, a torque nose has been installed on R2800 engines. As reported, indications are that these engines are not developing the power formerly thought to be available.

The initial flight of the Honey Bee airplane, built by Beecraft Associates, Inc., of San Diego, was made on July 12, and its performance was quite satisfactory. This is an all-metal, single-place airplane weighing only 550 pounds and equipped with a 65 hp engine. The objective of Beecraft Associates was to build an inexpensive personal plane for proficiency, pleasure or business flying. It is expected that application for type certification will be made upon completion of the flight test program. This firm was organized by a group of aeronautical engineers, technicians and pilots, who also have, in preliminary design, a one-man helicopter, target drone, a medium-range twin-engine light cargo or passenger airplane, and a small all-jet delta wing research plane for prone position development work.

The model CV-340 is being approved for light ice on the basis of dry air survey, together with existing icing data, without further icing tests.

Meetings were held with Douglas personnel and, on the basis of existing stall data, approval was granted for removal of wing spoilers on Douglas Models DC-6A and DC-6B, without additional stall tests.

Mr. R. H. Rolle, Chief of Power Plant Branch, Washington, and Mr. F. T. Melton, Chief of Power Plant Section in Region Six, visited Norton Air Force Base for an informal discussion of operating and service problems of military aircraft, which are the counterpart of certificated civil transport aircraft.

In accordance with a letter of June 17, 1952, from the Director, Office of Aviation Safety, the following information was submitted concerning Aviation Safety discussion meetings held during July:

Total number of meetings	9
Total attendance	352
Topics Involved:	
Accidents and their causes; preflight planning; in-flight safety precautions; preventive maintenance; navigation aids and communications; flight club organization; need for self-development in aeronautical knowledge, etc.	

In general, the reaction of those in attendance at these meetings is quite favorable. One agent commented that it is still difficult to obtain attendance of those pilots who most need the information brought out in discussions. In one area, experience has shown that a flying club method of approach is the most practical way to encourage attention.

The Chief, General Maintenance Section, and Mr. H. L. Stamets, of the Los Angeles Aviation Safety District Office, are now working with a new Repair Station for overhaul and repair of high altitude breathing equipment. This company, the only known business of its kind on the West Coast, is Zep Aero and Breathing Equipment Company, located in El Segundo, California. The company is now preparing the necessary material for application for repair station, and the file should be ready for processing within a short time.

Mr. Milford Beutler and Mr. Edward Hill of the Manufacturing Inspection Section attended a Flying Safety Meeting at the home of Mr. Ward Hendley, Modesto, California, on August 20. Mr. Hill, who spoke on the operation and activities of the Aircraft Engineering Branch, was introduced by Dr. Simmons, President of the Modesto Airmen Association. Fifty-two members of the Oakdale Flying Club and the Modesto Airmen Association attended the meeting. Mr. John Gebelin, Jr. of the Fresno District Office was also present at the meeting.

AIRPORTS DIVISION:

On July 30 and 31, the Chief, Airports Division, and the Chief, Airport Operations Branch, attended a conference at Grand Canyon, Arizona, with representatives of the National Park Service, Forest Service, the Bureau of Public Roads, and TWA concerning the proposed development of a new air carrier airport to serve the Grand Canyon South Rim area. Funds have been appropriated for the NPS to sponsor this airport project; the Forest Service will assist by providing the necessary lands. Preliminary surveys have been made and the total project cost appears to greatly exceed the funds available to the NPS. Work on the project is being held in abeyance pending decision by the Washington Offices of the NPS and the CAA as to availability of funds.

The public hearing requested by the City of Santa Clara, California concerning the further expenditure of FAAP funds on the San Jose Municipal Airport was concluded at San Francisco after a two-day hearing on August 22, 1952. Mr. George Borsari, Deputy Chief, Airport Operations Division, Washington, D. C. and Mr. Richard T. Puckey, Chief, Airports Division, Region 7, had been designated by the Administrator to conduct the hearing. The decision as to whether or not future Federal funds will be expended on the airport, as presently located, is expected within thirty days. The Chief, Planning and Evaluation Division, Chief, Airport Operations Branch, and the District Airport Engineer, NOCAL, attended the hearing on behalf of the Region.

A representative of the Planning Branch attended a conference at Long Beach with City and Douglas Aircraft Company officials pertaining to the proposed taxiway, apron, and warm-up pads, which will be accomplished by the Air Force at the Long Beach Municipal Airport.

The Chief, Airports Division, and a representative of the Planning Branch attended a conference in the Regional Administrator's Office for a discussion with the Director, Utah State Aeronautics Commission on the need for improvements on secondary type airports within the State of Utah.