



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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SELLING SAFETY

by

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Safety is an easy commodity to sell. Everyone wants it. Everyone can afford it, and everyone thinks the other fellow ought to buy more of it. However, getting the other fellow to buy more of it, aeronautically speaking, sometimes presents somewhat of a problem. Everyone has his own idea of safety. What one pilot may consider to be absolutely safe would be looked upon with horror by another pilot with similar background and experience.

"Would you permit your wife and family to go flying with a man you had just licensed as a private pilot?", was the question asked of a new Safety Agent by his Branch Chief, during a discussion involving the requirements for a private pilot rating. "No, sir," was the prompt reply, then hesitating, "but I'd let your wife fly with him, sir."

We in the Fresno ASDO are attempting to challenge the pilots in our area to fly more safely, to fly more often, and to improve their aeronautical knowledge and skills. Our medium through which we may accomplish these objectives is the Flying Club.

By offering an incentive, an opportunity to participate in an interesting educational program, and by showing the pilot how he and his FAMILY can participate in a top notch recreational program, we have built up an Association of Flying Clubs, composed of some twenty clubs, with 500 members owning more than 235 airplanes. Interestingly enough, since the inception of this Association in February of this year, no member has been involved in an accident or violation. Obviously, we can't assume that our Association is entirely responsible for this fine record. But if we have contributed to this result in any way, we feel that our efforts have been worthwhile. (Continued on page 2)

The incentive of which I speak consists of a beautiful trophy, a scale model of the Wright Brothers Memorial at Kitty Hawk, now being built by the Hughes Aircraft Company, to be presented as their contribution to this Association. By a simple mathematical formula, each club, large or small, competes with the other clubs on an equal basis for this perpetual trophy. Points are given for new members, passing CAA written examinations, getting additional ratings, and for non-commercial flying. Points may be taken from a club by the Safety Evaluation Board for violation of Civil Air Regulations or for accidents. We in the ASDO sit on this board, only in an advisory capacity, and have no vote. To date, a meeting of the board has not been necessary.

Each quarter during the fiscal year, the clubs submit their records to the Association Secretary, who audits them and keeps a running total of all points earned. At the end of each fiscal year, the club earning the most points is awarded the Hughes Trophy and their name is engraved upon the base.

Our educational program consists of two phases. At least once every sixty or ninety days, we bring to the club at their regular meeting, the best speaker obtainable, either from the Regional Office, the Field Office, the Weather Bureau, or the Aviation Industry. These speakers discuss such subjects as Use of the Radio and Radio Aids to Navigation, Maintenance and Care of Private Aircraft, Accidents - Their cause and Prevention, Engineering and Flight Characteristics of the Private Aircraft, and Weather and Its Part in Flying Club Activities, to name but a few.

Our second phase of this educational program has been to encourage the clubs to employ a ground instructor to conduct regular classes during part of the club meeting so that the members may qualify for written examinations, which we conduct at the club meetings when requested.

Our recreational program consists of frequent Sunday Flights either for breakfast or pot luck lunch, with the local flying club acting as host. The host club strives for and receives community participation. The local flying club contacts the Chamber of Commerce and service clubs soliciting their help for transportation, trips through community industries and sometimes even samples of the local product. In the case of the Columbia Flight in the Mother Lode country, a yard of rich gold ore was brought to the airport. A sluice box was set up, and an old miner showed the visitors how to wash gold with a pan. Most everyone was able to pan several flakes of gold. Those who were not so lucky were given small pieces of gold-bearing quartz.



ON THE RAMP AT CHICO



"CHOW TIME"

To be able to fly someplace and have transportation upon arrival, meet many friendly people, and have something interesting and different to do when you get there, seems to be a unique and appealing part of our program.

Our most recent flight was to Chico, California (see picture on page 2) where we "took over" Richardson Springs with 300 people participating. 233 of our group spent the night at the Springs enjoying dinner, dancing, movies, and other activities, and they came to Chico in more than 150 airplanes. Needless to say, the community did a wonderful job of receiving the group, providing them with transportation and gifts and just generally making them

feel at home. While we in the Fresno ASDO feel that we have had a small measure of success thus far in promoting safety and private flying, we are also making a lot of friends both personally and for the CAA. More pilots are beginning to realize that the CAA has a real service to offer the private pilot and that enforcing the regulations is but a small part of our job.

Recently, one of the Association members told me confidentially, "You know," he said, "before I met you fellows in CAA, I thought it was smart to see what I could get away with while flying my airplane, but now, I not only feel that it might be a reflection on the club I belong to, but also might jeopardize the fine relationship I have with you people."

We hope to make our Association a Region-wise organization and we invite any flying group in your district to join with us. Let us hear from you.

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STATUS OF SUGGESTION PROGRAM

|  |   |    |
|--|---|----|
| Suggestions received this fiscal year through Oct. 23: |   | 34 |
| Suggestions on hand from last fiscal year              | : | 28 |
| Total  | : | 62 |
| Total suggestions considered this Fiscal Year          | : |    |
| Suggestions adopted                                    | : | 9  |
| Suggestions forwarded to Wash.                         | : | 8  |
| Suggestions rejected                                   | : | 29 |
| Total  | : | 46 |
| Balance on hand  | : | 16 |



1. West Germany airports handled over 600,000 passengers during the first half of 1952, thereby reflecting the importance of Germany to the air transport industry.
2. Ontario, California, International Airport reports a profit of \$85,000 at the end of its fiscal year.
3. Flying Clubs of Canada flew a total of 69,277 hours during 1951. Only 40,356 hours were flown during 1950.
4. United Air Lines is soon to adopt VOR as its primary navigation aid.
5. It is predicted that more than one-half million passengers will use the Oakland Municipal Airport in 1952. This is more than the combined population of the three cities adjacent to the airport - Oakland, Alameda and San Leandro.
6. Scandinavian Airline System (SAS) proposes an airline route, via polar regions, connecting Los Angeles and Copenhagen.
7. The Flying Tiger Line predicts its domestic civil freight revenue for 1952 will exceed \$6,000,000.
8. The fuel in a loaded Air Force B-47 weighs more than the combat gross of a B-17 used in World War II.
9. The domestic scheduled trunk airlines carried 2,094,116 revenue passengers during the month of July, 1952. This is a 9.3% increase over July, 1951.
10. The Fifth Region, CAA, has rented a Robert Fulton "Airphibian" roadable airplane and will test and demonstrate throughout the Region.

"PUBLIC SERVANTS FOR PRIVATE BUSINESS"

Secretary of Commerce Charles Sawyer spoke on the above subject at the Annual Awards Dinner of the American Marketing Association in Washington, D. C. on September 30, 1952. The following is a small part of that speech which we believe will be of interest since it reflects appreciation of the fine work being done by CAA personnel in emergencies:

"One of the serious drawbacks of public service is that the Government employee seldom receives credit for the work which he does and too often is paid for his labors with unwarranted criticism and abuse. It is heartwarming, therefore, to see this display of recognition by private business of outstanding jobs done by Government employees. I need not add that it is especially gratifying that three of your four awards this year are going to members of the Commerce Department. It is hard to over-estimate the value of such recognition to the morale of our people.

"I want to say a few words about our fine public servants. As an individual whose life's work has been primarily in the field of private business and law, I am not unaware of criticism concerning public employees.

"Let me say this. I have been Secretary of Commerce for more than four years, and during that time I have made a conscientious effort to know as many of the people in my Department as I could. I have dealt with a great many of them in my daily work. I have met with almost all retiring employees during those four years, and presented special awards to over 600 of them. They have talked freely of their interests and aspirations. My experience has convinced me that it would be hard, if not impossible, to find a comparable aggregate of talent and diligence in any of our great industrial concerns.

"Many people are drawn to public service because it offers a scope and range of activities which would be hard to find in private employment, and because it gives them a sense of participation in the history of a great nation at a crucial juncture in world affairs. Many find their work adventurous, for service in the apparently staid Commerce Department is not without its moments of danger, sacrifice and heroism.

"Recently I had occasion to commend personnel of the Department's Civil Aeronautics Administration and the Weather Bureau for their devotion to duty during and after the recent typhoon on Wake Island. Of the 700-odd people on the Island when the typhoon struck, 200 were CAA personnel and their families, and 40 were Weather Bureau personnel and their families.

"During this harrowing event, our people stood courageously by their posts to warn away aircraft from the unusable runways on the Island. They took part in the dramatic emergency evacuation by air and maintained such good discipline that, although the Island was virtually blown into the sea, only four people out of 700 suffered injuries. Many of our people remained on the Island despite the almost complete loss of buildings and equipment and worked at top speed and efficiency to restore normal operations.

"Public service also shows other quiet forms of heroic action. Those of us in Government service in recent years are familiar with the lights which burn late at night in many Government buildings -- a symbol of the diligence and devotion of those who serve the people.

"Of course wild and fantastic stories are circulated about Government. There is one which I feel may deserve or demand comment from me because it is wrong and  
(Continued on next page)

because it has been widely disseminated. It was said that the Commerce Department's annual expenditures jumped since 1940 from 37 million dollars to over one billion dollars. This quote was taken from a statement widely circulated dealing with the expenditures of five Federal departments over the period from 1940 to 1952. This statement was completely misleading as Senator Carl Hayden of the Senate Committee on Appropriations has pointed out. During the period covered by the compilation, the Commerce Department had acquired the Weather Bureau, the Civil Aeronautics Administration, the Bureau of Public Roads and the Maritime Administration, the last three of these being the large spenders of money within the Department of Commerce and accounting for the great bulk of all Commerce spending—the Bureau of Public Roads alone accounting for about one-half of our total expenditures. I might add that these acquisitions followed recommendations of the Hoover Commission for streamlining the Government and reducing waste and duplication. These comparisons also have not made allowance for the increase in Federal pay levels and comparative costs of construction and supplies. As one who has worked hard for economy in my own Department, and advocated many measures which I believe promote economy throughout the Government, I am entirely in sympathy with those who worry about the cost of Government. But I deplore this sort of misleading information. \* \* \*

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#### INCIDENT REPORT

Air Force 7528, T-11, departed Hamilton AFB, San Raphael, California at 1826P on an approved IFR flight plan, specifying a cruising altitude of "at least five-hundred on top" direct to Lindbergh Field, San Diego, California. The aircraft was unreported since departure. Los Angeles and Burbank INSAC were requested to call the aircraft beginning at 2030P and continued calling until 2055P with negative results. Riverside MFS also advised that AF7528 was two hours without progress report since departure. The pilot's estimate at San Diego was 2241P, and Los Angeles ARTCC estimate was 2113P. San Diego Tower was requested to suspend arrivals and departures from 2113P until 2214P. Los Angeles Tower and all air carrier dispatch offices at Los Angeles were advised of the delay time at San Diego. Los Angeles ARTCC asked Lindbergh Tower to request North Island GCA to broadcast blind to the pilot and ask that he make identifying maneuvers to locate the aircraft.

In the meantime, AAL 1 was over San Diego at 2123P, holding north of La Jolla at 6,000 feet, WAL 731 was over La Jolla at 2127P, holding north of La Jolla at 7,000 feet. AF 7528 reported over San Diego at 2134P, at 2,500 feet, working San Diego INSAC on 4495kcs. and the range frequency of 224kcs. This seems to indicate that the pilot did not experience a complete radio failure. Lindbergh Tower advised that it was necessary to hold AF 7528 at 2,500 feet, because of an Aercoupe declaring an emergency due to shortage of fuel. The Aercoupe landed at 2145P, AF 7528 landed at 2154P, AAL 1 given an approach clearance at 2152P, WAL 731 given an approach clearance at 2158P. The delay to AAL 1 was 29 minutes, WAL 731 was delayed 31 minutes.

## PERSONALITY OF THE MONTH

### RO LEMMER

The movie industry may have its Eddie Cantor, but CAA has its Ro Lemmer! Count them--Carol-11, Susan-7, Linda-5, Rita-2 and Margaret, who arrived three months ago.

So the Chief Airport Traffic Controller at the Los Angeles International Airport and his Lady Ann have equalled Eddie and Ida's record. But Ro and Eddie have more in common! Each, in his own way, keeps eyes glued to television screens. Ask the GCA boys at Los Angeles.

It's difficult to dis-associate Ro from the Los Angeles International Airport. He, in fact, has grown up with it. Ro's first flying instructions, in 1935, were given by California Flyers, Inc., then located at the Los Angeles Municipal Airport. His first solo flight was made from there and he landed, as he puts it, "where the main run-way is now, only it was grass and dirt then."

He was later joint owner with three other flying enthusiasts of a Waco-OXX-6, a bi-plane hangared on the L. A. Airport in the space now occupied by Air Research Air Service.

His first airport experience was as an Airport Night Attendant at the Los Angeles Airport, then under the jurisdiction of the City of Los Angeles. He was next a control tower operator for the municipally operated Los Angeles Tower. In January of 1942, when the CAA took over operation of the tower, Ro came into the fold as an Airport Traffic Controller.

Ro next took a three-year leave of absence, so to speak. During this time, he served as Assistant Chief, then Chief, at the Bakersfield Tower and as Chief of the San Diego Tower. In August, 1946, Los Angeles beckoned again and Ro returned as Chief Airport Traffic Controller at the International Airport, a position he currently occupies.

Ro is a native of Holdingford, Minnesota, being born thirty-nine years ago. At fifteen, his interest in flying zoomed. He made a thirty mile trip to Charles Lindbergh's home town of Littlefalls to see the "Spirit of St. Louis." He made up his mind right then that Aeronautical Engineering was for him.

In 1934, he enrolled in the school of engineering at the University of California at Los Angeles. However, after two years of "scrimping", economic conditions forced him to abandon his original goal and channel his efforts into another phase of aeronautics. Tho' denied the opportunity to design airplanes, he reached the top spot in controlling them.

Ro recently made his debut in the movies--well, at least he was a part of the sound effects of the newsreel made at the Los Angeles City Council hearings on the routing of the proposed valley freeway. It seems that Ro and Ann have just completed a new home which, for a time, seemed threatened by the contemplated freeway. As Ro had used his annual leave this year improving and landscaping his property, you can well imagine his willingness to accept a position on the Committee representing the property owners of that district. As Ro says, he contributed to the volume of "hoots and hollers" heard at the Council sessions.

## "FACTS ABOUT GOVERNMENT WORK AND WORKERS"

In the last issue of the Region Six News, we initiated a column relating to "Facts about Government Work and Workers". Additional Myths versus Facts are given below:

I. THE MYTH: Government employees are just a bunch of bureaucrats doing unnecessary work.

THE FACT: Here are some of the kinds of work they do:

On September 30, 1951, one-half, or 1,260,002 of all Government employees were in the Department of Defense, manning our shipyards, arsenals, supply depots, and weapons laboratories. The great bulk of these Defense Department employees -- Army, Navy, and Air Force -- are mechanics, steelworkers, riveters, electricians, draftsmen -- all the artisans required by heavy industry. They are scattered from San Francisco to Norfolk, from Texas to the Great Lakes, in our territories and at foreign bases.

One-fifth, or 504,715, of all employees were in the Post Office Department. In spite of the fact that newspapers and magazines must be carried at low rates below the cost of handling, the Post Office comes close to paying its own way.

Veterans Administration employees -- accounting for 7%, or 179,313 of the total -- care for disabled veterans in hospitals, provide benefits to veterans' families, and handle vast insurance plans. These are services authorized by a grateful people through their Congress for millions of veterans and their beneficiaries.

In the Department of Commerce were 69,502 employees, or 3% of the total. They were employed in the Civil Aeronautics Administration controlling our airways; the Coast and Geodetic Survey; the Census Bureau; the Bureau of Standards, which assists nearly every major industry in the United States; the Weather Bureau with 387 primary stations and 10,600 cooperative, or part-time stations, manned by only 7,986 paid employees carrying on a service essential to our civilization; the Patent Office; and the emergency agency known as the National Production Authority.

In the Department of Interior, with 59,430 employees, or 2% of the total, are such activities as the Geological Survey; the Bureau of Reclamation, which has revitalized millions of acres of unproductive land; the government of our various territories; the National Park Service; and several important defense activities for the purpose of conserving power, minerals, and fuels.

The Federal Security Agency had 35,325 employees, with its 500 social security offices; its vast network of Public Health protection through marine hospitals, quarantine stations, and medical research; its services to the nation's schools; its great St. Elizabeths Hospital for mental patients -- one of the greatest in the world (here alone were 2,511 employees for 7,200 patients); its mere handful of 118 employees helping the states in their rehabilitation of thousands of physically (continued on next page)

handicapped civilians each year; and the Food and Drug Administration which, with only about 1,100 employees, inspects and controls the purity, cleanliness, honesty and labeling of all foodstuffs, drugs, and cosmetics that move in interstate commerce.

In the Department of Justice were 31,673 employees carrying on our law enforcement activities, our immigration and naturalization, our Bureau of Prisons, and, last but not least, our great F.B.I.

The Department of State, with its immense responsibilities abroad at hundreds of foreign posts, had only 30,543 employees.

II. THE MYTH: A Government employee never quits.

THE FACT: During the fiscal year ended June 30, 1951, 321,437 employees voluntarily quit their jobs.

III. THE MYTH: You can't fire a civil service employee.

THE FACT: 17,039 were removed from the payroll by reduction in force during the same period.

IV. THE MYTH: Government employees engage in political activities.

THE FACT: It is against the law (Hatch Act) for them to do so. They can vote and express opinions as private citizens, but their activities are limited as compared with citizens not employed by the Government.

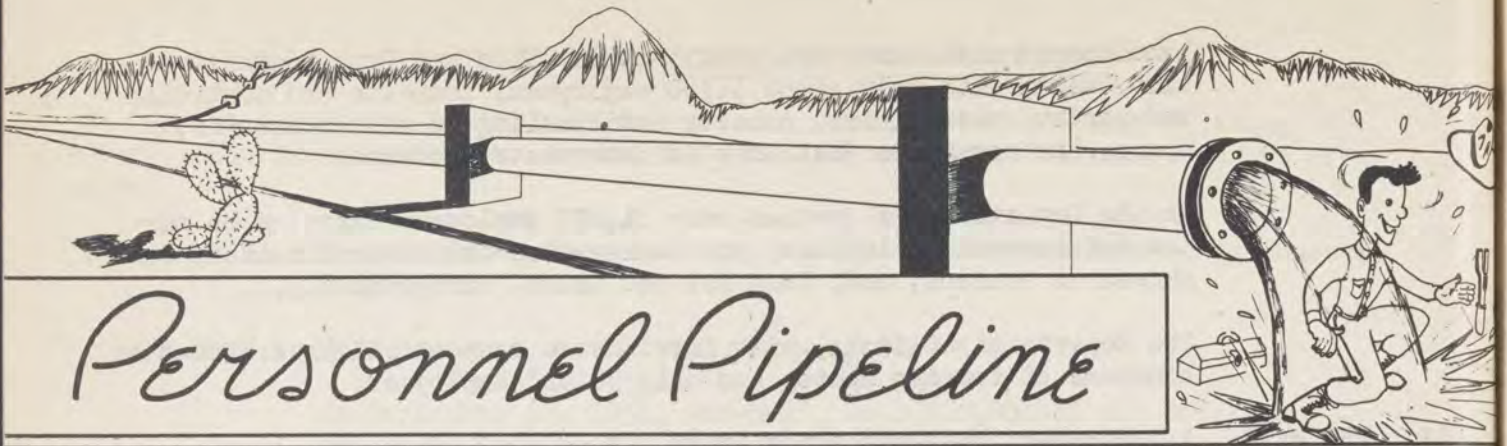
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#### CAPITAL GLEANINGS

Price Note: Price of consumer goods is expected to be steady for the near future - no inflation, no deflation. There is too much capacity, say experts, for inflation to take hold again barring a war scare; any buying strength across the boards is still too large to allow any wide spread deflation.

Job Audits Underway: Annual classification studies are now being made of each classified job in the Federal Service. This annual survey is a requirement of the Whitten Amendment, and is designed to assure that jobs are properly allocated and to eliminate those jobs which are unnecessary. Thus far the survey is uncovering some startling facts. For example: Public Housing Administration found 87% of its jobs properly classified, 9% undergraded and 4% overgraded. Interstate Commerce Commission found 193 jobs undergraded. Eight of these jobs were abolished and job descriptions revised on the remaining. The State Department found 85% properly graded with job descriptions obsolete for 10% with upgrading or downgrading required for 5%. The survey will also point out the average grades and salaries of the various agencies.

Tentative Legislation: Here is the tentative legislative program, affecting Government employees, which will be laid before this session of Congress: (1) Severance pay; (2) repeal of the Thomas leave rider; (3) time-and-one-half overtime pay for classified workers. Pay raises are not scheduled, but if the cost of living spirals upward it may be added later.



# Personnel Pipeline

## INJURIES IN THE LINE OF DUTY:

The first question asked when an employee is injured is: What can we do for him? or What can I do for myself? Quite an important question. Where can we find the answer? Basically, the answer can be found in Regional Administrative Order No. 111.

How many employees have actually taken the time to look up this A. O.? Have you? Do you know what to do if you get hurt in line of duty? Do you know what you can expect in the way of medical and surgical care? If you don't know the answers to these questions, you are urged to read Administrative Order No. 111.

Here are some pointers on what to do if you are injured in line of duty:

1. Seek immediate medical care.
  - a. If your supervisor is available, report the injury to him. He is responsible for seeing that you receive proper medical care. If there is a Federal Medical Officer or a designated physician available in the community, your supervisor will get you to him. If there is no Federal Medical Officer or designated physician available, or in an emergency, the services of any person qualified to give medical care can be utilized.
  - b. If your supervisor cannot be reached seek immediate medical care yourself. If a Federal Medical Officer or designated physician is available, get treatment from this source. If they are not available or, in an emergency, report to any medical facility. As soon as possible, get word to your supervisor. If necessary, pay the bill yourself, but be sure you get a receipt so that you can put in a claim to the U. S. Compensation Commission.

NOTE: Check with the list of designated physicians which is attached to the A. O. so that you will know what facilities are available.

Within 48 hours after the injury the employee, or someone in his behalf, should complete Form CA-1 which is a claim against the Federal Compensation Commission for compensation and medical treatment to which the employee may be entitled as a result of the injury.

This form should be completed on every injury regardless of whether medical treatment is needed or not. At times, what appears to be a minor injury eventually may develop into a serious condition. The employee should protect himself against the statute of limitations. (Continued on next page)

Be sure to get the names and addresses of any witnesses to the injury and get a written statement from the witness as soon as possible.

Last, but not least, keep your family informed of the rights and benefits which accrue to you as a Federal employee if you happen to be injured in line of duty.

NOTE: Questions and Answers have been developed on this subject and appear in the Question Box in this issue of the Region Six News.

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#### CREDIT UNION NEWS

Depositors and prospective Credit Union members have occasionally asked about the safety of funds deposited with the Credit Union. The Region Six Credit Union was organized under the Federal Credit Union Act. The provisions of this act serve as a safeguard to your investment. Except for loans to members, the Credit Union may invest funds only in obligations of the Federal Government or in securities fully guaranteed as to principal and interest by the Federal Government; in loans to other Credit Unions up to 25% of the unimpaired capital and surplus, and in shares or accounts of Federal savings and loan associations. The treasurer and all persons handling or having custody of Credit Union funds must be bonded. The act provides for the setting aside of a reserve for bad loans. The officers and directors of the Credit Union are not permitted to borrow from their associations in excess of their shareholdings. The Bureau of Federal Credit Unions makes a periodical examination of the books and records of the Credit Union.

The membership of the Region Six Credit Union elect annually a supervisory committee. This committee, charged with the responsibility of checking the accounts and operational practices of our expanding Credit Union, found the task becoming too great for their voluntary and unpaid services. To provide an adequate verification of accounts, they have contracted for an independent outside audit to be conducted quarterly by Mr. Victor Varon. In the performance of this audit, letters will be mailed by Mr. Varon to the home addresses of our members. It is important that the Credit Union be notified of any change in address. Do we have your current address?

The Region Six Credit Union fulfills a two-fold purpose: making loans to members at reasonable rates of interest, and providing convenient and profitable means for the accumulation of savings. Despite the rapid growth and the record of achievement that we have experienced each year, the advantages of the "Credit Union way" have not reached all the CAA employees in the Sixth Region. Our membership numbers over one thousand. There are five hundred employees who have not yet benefited from our cooperative association. The Credit Union has proven to be a stabilizing influence. In attracting savings for investment, it creates the habit of thrift. We were pleased when a recent survey indicated that half of our membership has been making regular deposits from their pay checks. It is our desire to promote this regular savings plan.



#### RED BLUFF, CALIFORNIA:

SEMT: October found a major tuneup and inspection of the Red Bluff VOR with Messrs. Blankman, Shulte and Buckley in attendance, in addition to the SEMT and EMT Wing. A class was held in restubbing lines which was very informative to all in attendance.

The biggest single item is the VHF/ADF which continues to prove its merit. The Facilities boys have reduced the inherent error to a very small degree and have devised a method of predicting errors occurring at angles other than those in line with the VOR. The worth of the ADF, of course, comes to greatest force during inclement weather and it is expected that "saving of wayward aircraft" will occur this winter as soon as weather sets in. Experience has shown that the Communicator can, with little or no difficulty, manipulate the azimuth selector within just a few seconds of the aircraft contact. The large number of bearings taken on the ADF has brought to light the inaccuracy of the usual "position report" to the extent that the pilot reports as "over" a fix even though he must strain to see it. In this connection, numerous instances have occurred where pilots report "over Red Bluff" when, in actuality, they are over Redding, thirty-five miles north. When errors of this type occur, the penetration of the ADIZ is in error, and remedial action may be taken prior to penetration. One outstanding feature, among many strong points, is that regardless of the position of a lost aircraft, there is only one place he can end up and that is directly over the station. It is indeed a right arm for any station.

Among recent visitors to this office was Charlie Christian, whom many of you recall as on the job at Mt. Shasta, Oakland, Buffalo Valley, Winslow, Blythe and Elko. Charlie resigned after a period of service with CAA in the Middle West and has taken a position in private industry.

The interest in flying in this locality has enjoyed quite an upswing following a full summer of flying activity. Formation of a Sheriff's Aero Squadron has been announced, with many CAA employees showing active participation. The CAA club group has been stalled temporarily waiting for Bob Malcom, Chief Pilot and Stockholder, to get back on course after getting his head soldered up.



# QUESTION BOX?



- Q. When are those field employees who are authorized to issue Field Orders Form 44 permitted to exceed the \$100 open market limitation?
- A. Field employees are urged to read Administrative Order No. 201, particularly paragraphs IV and V. Also justifiably, emergency conditions may warrant issuance of field orders in excess of \$100.

## FEDERAL EMPLOYEES' COMPENSATION ACT

- Q. If I have a minor accident at work, say a scratched finger or bumped knee, is it necessary to report it?
- A. Yes. Report all injuries. Too often so-called minor injuries develop into serious conditions. Complete Form CA-1 promptly and submit it to your supervisor.
- Q. Explain the basic financial benefits provided by the Act.
- A. Any loss of wages or wage-earning capacity due to disability from the work injury entitles you to monetary benefits at the rate of 66 2/3% of your salary or wage loss if you have no dependents. The rate of compensation is increased to 75% for periods during which you have one or more dependents. Dependents recognized in disability cases include a wife, wholly dependent husband, unmarried child under 18 years of age, and a wholly dependent parent. Compensation for temporary total disability begins after you have used any annual or sick leave you may elect to take during the disability period. Where disability lasts less than 22 days following such leave, the payment commences on the fourth day after pay ceases.
- Q. How about my family, if I die from a work injury or occupational disease?
- A. If you die as a direct result of your work injury or occupational disease, even if you leave no legal dependent you will be assured of burial expenses up to \$400. If you die away from your official station, the Government will pay for transporting your remains back for burial.

Now, let's consider the benefits which you dependents will receive. Your wife will receive regularly 45% of your monthly salary, not to exceed \$525 per month, as long as she lives without remarrying, provided she is the sole dependent. For each unmarried child under 18 years of age, she will receive 15% of your monthly salary, and the wife's amount will be figured at 40%, so that for a widow and two children, for example, the family will receive 70%. The total may never exceed 75%, or \$525 per month. If your child is the sole dependent, he or she will receive 35% of your monthly salary. Where there are additional children, each additional child will receive 15%, subject to the above limitations of 75% and \$525 per month. The children will share equally in the award. Provisions are also made for dependent parents, brothers, sisters and others.

## AVIATION'S GRAND "DAD" MARKS MILESTONE BY FLIGHT

It wasn't the most ideal day for a flight at Clover Field. . . bright haze above, smog to the east, fog to the west. . .but this was an occasion which called for a sky celebration, and the flight was a must.

So, at 2:35 p.m. the big DC-4 started to rev up, and in a few minutes, was heading for the Pacific Ocean, then swinging back over the Hollywood Hills, circling the outskirts of Beverly Hills, International Airport, back over the Ocean, and then about an hour later, once more parked at Clover Field.

A rather ordinary jaunt you say? Wait a minute . . . Know who was co-pilot at the controls? "Daddy" James W. Montee, the world's oldest living licensed pilot, just "takin' her up" in celebration of his 90th birtyday!

It was a great day for Dad from the moment he arrived at Clover Field. Subjected to a barrage of cameras aimed at him by enthusiastic newspaper and magazine cameramen, interviewed by reporters and radio newsmen, Dad maintained his happy and cordial good humor—and his equilibrium. When his personal physician, Dr. Nelson, after checking his heart and blood pressure in the shadow of the DC-4 wing pronounced him in excellent physical condition, Dad commented, "That's fine and dandy . . . I want to be safe." - in keeping with Dad's attitude in pioneering for safety in aviation which eventually resulted in our present CAA.

Newspapers and radio carried the story of this noteworthy flight by aviation's great booster who is ever looking forward to new worlds for aviation to conquer, and who, in fact, would enjoy nothing more than a rocket trip one of these days! His wife, a talented artist, his son Harold, vice president of the Seaboard-Western Airlines, primary contractor with our military air transport, his daughter, seven grandchildren and seven great grandchildren, and others close to him accompanied Dad on the hour-long flight. All had a wonderful time, but Dad most of all.

Digressing for a moment, just a word about the plane which Dad selected to fly — incidentally, one of the forty-one types which he has flown during the thirty years of his flying career. Part of the fleet of Seaboard-Western, the fifty-seat DC-4, "Brussels Trader", too has had many interesting experiences. It has seen exciting action in Europe carrying essential cargo for Operation Berlin Airlift, and is currently engaged in Operation Korea — ferrying cargo, passengers, litter patients—for the armed forces. With its five sister ships, the "Trader" flies from Travis Air Field in northern California to Haneda Airport, Tokyo, round trip flying time 75 hours, and total round trip flights each month for the fleet - 37. And now it has the distinction of being the first aircraft ever piloted by a 90-year old pilot!

Daddy's recipe for happy longevity? To quote his doctor when he was asked to what he attributed Dad's zest for living, "His interest in life—his interest in aviation." To Dad, the two are synonymous.

To him, truly the "grand" Daddy of aviation, CAA extends happy birthday congratulations, and the sincere wish for many more joyous years of felicitous flying.

DIVISION HI-LITES

Airports

Personnel of the NOCAL District Office participated in the activities as planned for the visit of the Secretary of Commerce to San Francisco. On October 8, the District Airport Engineer addressed the Secretary in an extemporaneous talk before the Department of Commerce Field Council of San Francisco, discussing in general terms the Federal-Aid Airport Program as pertinent to that vicinity.

The Chief, Airport Engineering Branch, the DAE, NOCAL, and other personnel of the Branch and District Office were members of the group accompanying Secretary Sawyer on a boat tour of San Francisco Bay in the U. S. Coast and Geodetic Survey ship "Pioneer". Approximately fifty members of the Department of Commerce Field Council of San Francisco were included in the group.

The DAE, SOCAL, Chief of the Airport Engineering Branch, and the Supervising Agent of the Los Angeles Air Carrier District Office met with the staff of the Los Angeles Department of Airports October 20, to discuss procedures for handling additional work contemplated on the FIDO installation. It was determined that suitable instrumentation should be provided to make some practical tests of the system under actual fog conditions, on the basis of which it is hoped to utilize FIDO for take-offs in the near future, and possibly determine to what extent additional modification will be required for landings. The City Staff agreed that if they receive assurance of assistance from the ATA and the CAA, they will recommend at the meeting of the Airport Commissioners on November 5, that the City submit a Project Request and make funds available for its share of an instrumentation project.

The Airport Planning Engineer attended the Redwood Empire Association Annual Conference at Hoberg during the first week in October.

The Chief of the Operations Branch and the Airport Planning Engineer attended the Airport Manager's Conference at Norman, Oklahoma during the second week in October.

The Grant Agreement for the construction of the control tower at Ontario has been executed and it is expected that the contract for this project will be awarded within the next few days.

The DAE, SOCAL, Air Carrier Agent Hudson, and Aviation Safety Agents Myers and Grevemeyer of the San Diego District Office met with the Imperial County Board of Supervisors to work out a management policy which will permit use of the airport by Bonanza Airline, crop dusters, local and itinerant private fliers with a minimum of interference with the operation of El Centro Naval Air Station.

Considerable difficulty has recently been experienced by the contractor accomplishing the first stage of construction of the new instrument runway at Salt Lake Municipal Airport No. 1. This difficulty results from areas of quicksand having been encountered in laying subsurface drainage. Fortunately, fall weather continues to remain good and it is anticipated that, if weather conditions permit, the major portion of the first stage of construction will be completed on schedule. (Continued on next page)

During the past month, activity of large aircraft has materially increased on the Salt Lake Municipal Airport No. 1, which is primarily a result of the Flying Tiger Line having relocated its Denver base of operations to Salt Lake City. It is now anticipated that this increased activity will necessitate further airport development in the hangar area to accommodate the new operation.

Facilities Division:

VHF Ranges:

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|-----------------------|--|
| Crescent City, Calif. | Improvements to the VOR Range were started during the early part of this month. Flight checks are in progress.   |
| Bryce Canyon, Utah    | The mountain top site was flight tested and determined to be satisfactory. Notice to Proceed on the construction of the VOR at this site was issued effective October 6. The work is progressing satisfactorily. |
| Fresno, Calif.        | Survey and flight checks are underway to locate a new site as we have been unable to obtain satisfactory operation of the VOR at the present site.   |
| Hanksville, Utah      | Installation work was started on October 1 and is scheduled for completion November 15, 1952.  |
| Elko, Nevada          | Construction of mountain top VOR nearing completion. The electronic equipment will not be available until next spring.   |
| Long Beach, Calif.    | Installation of DME at the VOR Range has been completed and is operating on a test basis.  |
| Ontario, Calif.       | Installation of DME at the VOR site has been started and is scheduled for completion early in November.  |
| Stockton, Calif.      | A new site has been selected approximately six miles southeast of the airport and is being flight checked.   |

Instrument Landing Systems:

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|---|---|
| Burbank, Calif.                             | Installation of ILS Glide Path will be completed before the end of the month.   |
| Fresno, Calif.                              | Installation of new TUS Glide Path equipment was completed October 7, 1952.   |
| Oakland, Calif. )<br>San Francisco, Calif.) | Satisfactory flight tests of TUS Glide Path equipment were made at these locations. Replacement of the CRN-2 Glide Path with the TUS at Oakland has been delayed. |

(Continued on next page)

Intermediate Landing Field:

Furnace Creek, Calif:

A project is now assigned for development of an intermediate landing field. Surveys were started October 20 with an estimated construction starting date of January 1, 1953.

INSACS:

Crescent City:

Installation of the RUP and URR-13 receivers will be started before the end of the month.

El Centro, Calif.

Installation of a standby engine generator for the relocation of the INSAC at this facility was started and will be completed approximately November 13.

Williams, Calif.

Relocation of the INSAC to Marysville will be started on completion of the Sacramento TOWAC installation.

HIALL:

San Francisco, Calif.

Proposal has been issued and bids are to be opened on November 7.

AMIS:

Oakland, Calif.

Installation of AMIS in the Oakland Center was completed on October 8.

TOWAC:

Phoenix, Ariz.

50% completed. Commissioning estimated 12/1/52

Sacramento, Calif.

This installation will be completed by November 1.

Miscellaneous:

Williams, Calif.

Relocation of the standby engine generator is in progress and should be completed by the end of Oct.

Huntsville, Utah

Installation of an airways beacon was started October 10 and will be completed early in November.

San Diego, Calif.

A site has been surveyed and leased for a future remote receiving site for the INSAC.

St. George, Utah.

Plans were prepared for possible future development of a rain water collection and storage system for water for the INSAC.

Verdi Peak, Nev.

Installation of a power shed and engine generator and improvements to the shelter cabin was started and will be completed before November 1.

(Continued on next page)

## General:

The Federal Airways Appraisal Team, composed of Messrs. Beardslee, Caporale, Metz and Kayne visited the Region the early part of October, visiting typical facilities in the Los Angeles area and discussing the Establishment and Maintenance programs.

## Airways Operations:

In line with Region Six participation in handling flight plans between the U. S. and Mexico, Mr. Acuna, representing the Director of Aeronautics of Mexico, accompanied by Mr. Gonzales of Tijuana, visited the office to discuss several matters in this connection. They strongly urged the establishment of a teletype circuit between the tower at Tijuana and the communications station at San Diego in order to provide the following services: supplement the present U. S.-Mexican flight plan handling procedure, disseminate traffic information, and facilitate exchange of meteorological data. We have advised Washington of our concurrence in this proposal.

The problem of conflicting traffic between the Navy auxiliary field at Brown and the traffic at Tijuana was discussed. Mr. Acuna was informed that it would be difficult to relay any of this information over a teletype circuit between San Diego and Tijuana since we have no direct communications with Brown. It was suggested that he call upon the Commanding Officer at Brown and attempt to have some sort of direct communications installed between their respective locations. Mr. Leo Hummer, Chief Airport Traffic Controller at San Diego, is to accompany Messrs. Acuna and Gonzales and render all possible assistance.

The missed approach procedure at San Diego, which apparently is creating quite a hazard with the instrument traffic at Tijuana, was discussed. This problem is being coordinated with Aviation Safety and, when resolved, Mr. Acuna will be advised accordingly.

Approximately 800 new Airways Operations Specialist Certificates have been issued and all personally signed by Mr. Marriott.

Mr. Lyle Witzler, Washington Airways Operations Division, visited the Region during his tour of various airline companies in a program to determine their utilization of our present VOR facilities.

Formal recommendation has been prepared for Dick Fischer, a controller in the Los Angeles Tower, to receive a Rockefeller Public Service Award.

A conference, attended by representatives of the Army, Navy, airport management, and several CAA divisions, was held to discuss the proposed activation of Oxnard AFB by the 27th Air Division. It was agreed by all concerned that the establishment of the control zone as proposed was acceptable. However, agreement could not be reached regarding control area extension. The matter has been referred to the Regional Airspace Subcommittee.

Mr. A. G. Delatte of the Washington Operations Branch visited Region Six for familiarization and liaison purposes. He spent one week covering facilities at Salt Lake City, Reno, Sacramento, Fresno and Bakersfield. A second week was devoted to visiting facilities in the Los Angeles area and at the Regional Office. (Continued on next page)

Dedication of the new CAA communications station at Marysville was held October 19. Mr. A. E. Miller of this division and Mr. C. R. Waldbieser, Chief Communicator at Williams, attended the ceremonies. We anticipate moving from Williams to Marysville approximately December 15, 1952. At the new location, we will not be required to make weather observations; part-time duties will be performed by Southwest Airways personnel.

Representatives of the 27th Air Division and CAA Liaison Officer G. I. Smith met with Regional Office and Los Angeles Center personnel in respect to further services to be provided by the Los Angeles AMIS. They desire us to provide each GCI site concerned with flight plan information rather than have the GCI sites relay the information between themselves.

Mr. Herb Hela has transferred to become District Supervisor of District 7. Mr. Art Fielder is transferring from District 5 to District 2. District 5 will remain open until selection has been made under the NPP.

#### Aviation Safety:

Inspection of the manufacturing facilities and production flight testing of the Swair Model 340 aircraft has been completed, and approval of the addition of the model 340 (Type Certificate No. 6A6) to Consolidated's Production Certificate has been recommended.

Representatives from the San Diego Manufacturing Inspection Office inspected a home-built airplane belonging to Dick Johnston of El Centro. This aircraft is 18 ft. long and has a wing span of 21 ft., empty weight of 620 lbs, gross weight of 880 lbs. and it will have a Continental 80 HP engine.

During the past month, two Navions were converted to Twin Navions and the aircraft certificated. Modification rights of this conversion have been transferred to the Riley Aircraft Company of Fort Lauderdale, Florida, located in Region Two.

At the request of Region Seven, Aeronautical Engineer Lippis visited Seattle to review with manufacturing personnel certain structural problems encountered during operation of Boeing Model 377 aircraft.

Flight Operations Thornbury accompanied the delivery flight of Los Angeles Airways' second S-55 helicopter from Hartford, Connecticut to Los Angeles.

The "Great Lakes Syndicate" has established its own maintenance facility at Burbank Air Terminal and has suspended its maintenance contract with Slick Airways. Most of its personnel have been secured from Slick Airways and California Central Airlines. It is anticipated that additional carriers will utilize this facility.

California Eastern Airways has secured two C-54's from the foreign market to replace aircraft recently sold; Southwest Airways has secured four Martin 202's and is completing required maintenance before instituting service.

United Air Lines is developing a nylon net for its pressurized aircraft. This net will have quick disconnect snaps, and will be installed after take-off and removed before landing, affording passenger protection from explosive decompression caused by doors opening.