

REGION  
VI  
NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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"OUR NEW BABY"

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Facilities Division

There is a new addition to the family of Federal Airway facilities. Although it actually arrived some time ago, it began functioning in this Region only last week. It is DME. This is not a cabalistic symbol nor a foreign expression as you may have thought in hearing it bandied around in the Operations and Facilities Divisions. It means "Distance Measuring Equipment".

A method of accurately measuring distances has been sought with each new advance in scientific knowledge. During World War II, rapid strides were made in the development of Distance Measuring Equipment through the medium of electronics.

At long last, equipment was developed which could furnish to aircraft the distance in miles from ground transmitting equipment to the aircraft. In 1945, with the advent of the VHF omni-directional range, it became evident that if such distance measuring equipment could be included with each omni facility, we would have a short range navigation system which would be unsurpassed. The pilot would have in his cockpit the magnetic bearing in degrees from a given point, together with an indicator showing the distance from that point so that the aircraft location would be continuously known and could easily be located on any aeronautical chart. Further, if the distance measuring equipment were included with an instrument landing system, the pilot would have on his instrument panel a continuous indication of his exact distance from the airport at all times during the approach.

These expectations proved to be practical achievements in a series of evaluation tests recently conducted by the Air Navigation Development Board. In these tests, approximately thirty different methods of navigating were used in conjunction with VOR-DME. The pilots on these flights were regular airline pilots without any special training or knowledge of DME. They all found that its use came naturally without any special practice and that all of the methods of navigating proved workable.

Part of the evaluation tests was to determine the accuracy of the distance indication. It was found that the distance indicated by the instrument was even more accurate than the charts and maps which are used for basic navigation and further, that the indications were sufficiently accurate to be used for precision timing purposes such as speed tests.

In June of this year, we were assigned installation of equipment at Long Beach, Ontario, and Los Angeles. This equipment is intended for evaluation tests to be conducted under the direction of ANDB by Los Angeles Airways to determine the suitability of VOR-DME for point to point helicopter navigation. DME for Long Beach and Ontario has been installed and was placed in operation early in November. As yet, we haven't received any airborne equipment in this region; however, units for the flight inspection aircraft are expected within a few months. (Continued on page 13)



## REGIONAL ADMINISTRATOR'S COLUMN

Increasingly, the Fall months of the year, October, November, and December have come to be the time of meetings and conventions for aviation associations and organizations. Recently the California Association of Airport Executives held its semi-annual meeting in Riverside; the National Aviation Trades Association had its national convention in Los Angeles, and the first week in December, the Arizona Aviation Conference will be staged in Douglas, Arizona. These meetings and conferences have a beneficial effect in a larger measure than we probably realize. They provide an opportunity for adding to our knowledge of new developments, comparing our own progress with that of other sections of the country, and injecting a stimulus to renewed efforts to assist in the further advancement of civil aviation.

From the standpoint of the Regional Administrator's Office, these meetings have been very helpful in providing an opportunity to meet with leaders in the aviation industry, but they also have the disadvantage of taking some of the time that I had planned to devote to visiting our own field facilities and the CAA folks who work there. However, it is planned that shortly after the first of the year the Chiefs of the Airways Divisions, the Planning and Evaluation Division, the Business Administration Division, and myself will visit the Federal Airways facilities to have you tell us how all of us working together can do a better job of serving the aviation public. This will be a planned program similar to that previously conducted in both the Airports Division and the Aviation Safety Division in which we visited all the District Offices of these respective Divisions.

Of course there are more Stations, Centers, and Towers in our Airways phase of operation than there are District Offices in the Airports and Aviation Safety Divisions. Therefore, it may not be possible to interview every individual; however, we do plan to visit every facility. This will be time consuming, but we do want to get the views of as many field personnel as possible.

Since this program will not start until after January 1, I will use this opportunity and this medium to send Holiday Greetings to all CAA field personnel, not only for myself, but for all of the Regional Office Staff. To me, Thanksgiving, Christmas, and New Year's should be more than a time of family reunion and celebration, overeating and half-hearted New Year's resolutions soon to be broken. To whom are we thankful for our many blessings and comforts, and what event are we celebrating at Christmastime? During the carol singing and gift giving season, let's hearken to the voice of the Saviour and give our support to make his wish, "Peace on Earth, Good Will Toward Men" come true.

A Merry Christmas and God's richest blessings to you all.

REGIONAL SUGGESTION PROGRAM



Geo. Davis, Mr. Marriott, Dottie McDonald

On November 14, Mr. Marriott presented awards to two Regional Office employees, Dorothy McDonald, Clerk-Stenographer, Los Angeles Aviation Safety District Office, and George Davis, Miscellaneous Duplicating Equipment Operator, Business Administration Division.

George was presented with a Cash Award of \$10.00 for suggesting a new method of preparing the masters for the warehouse catalog revisions on the addressograph, and, in addition, a Certificate of Commendation for suggesting that Property System Parts 1 and 2 be placed on the ozalid machine.

Mrs. McDonald received a Certificate of Commendation for suggesting that Kraft envelopes size 6 $\frac{1}{2}$  x 9 $\frac{1}{2}$  be stocked in the Stationery Room.

The following awards were also made. Unfortunately we do not have pictures of the presentations to these employees who received their awards in ceremonies at various facilities

6-459	Wallace C. Johnson	\$75.00	For suggesting a method of routine cancellation of Flight Plans. This suggestion was adopted by the Washington Awards Committee.
6-538	Harold C. Howard	50.00	For suggesting the purchasing of gas and oil for CAA vehicles at Salt Lake City, from the U. S. Forest Service, saving approximately \$1,000 a year.
6-541	Nathan E. Ward	Cert. of Commendation	For suggesting ventilation in Type "S" watch house.
6-549	Kenneth T. Fagan	Cert. of Commendation	For suggesting the painting of an abrasive along the groove of the Flight Progress Strip Holders. Adopted with modification.
6-567	Homer E. Ackelson	Cert. of Commendation	For suggesting that all field facilities be rechecked to determine copies of mail matters required.
6-568	L. Ponton de Arce	Cert. Of Commendation	For suggesting that purchase and use of Government passenger automobiles be reduced to barest minimum.
6-576	Robert Nichols	Cert. of Commendation	For suggesting that superfluous information on bid messages be deleted.
6-581	Leonard M. Norman	Cert. of Commendation	For suggesting elimination of the use of shredded carbon paper, etc., in packing warehouse shipments.

## STATUS OF THE SUGGESTION PROGRAM

Suggestions received this fiscal year through November 23:	46
Suggestions on hand from last fiscal year	: 28
Total	: 74

Total suggestions considered this fiscal year:

Suggestions adopted	: 10
Suggestions forwarded to Washington	: 7
Suggestions rejected	: 29
Total	: 46
Balance on hand	: 28

### CAPITOL GLEANINGS

Rumors are flying thick and fast since the election. Here are samples: (1) the Internal Revenue reorganization plan will be junked; (2) wholesale firings of Government employees; (3) gradual infiltration of GOP'ers in all key jobs; (4) Regional Office heads will be fired; and etc.

These are all just plain rumors. Statements issued from Mr. Eisenhower's headquarters should actually allay fears rather than brew them. There will be those changes which always accompany a new administration, but the great bulk of Government employees should have no cause for alarm. Job shifts will be confined, at first anyway, to policy makers in the cabinet, the little cabinet, White House, personal assistants to the big-wigs, independent agency heads, all who serve at the "pleasure of the President". Some boards and commissions will observe the usual courtesy of offering their resignations to the new President. Other commissions are on "term appointments" and cannot be ousted unless they voluntarily submit their resignations.

Pay boosts, retirement changes and other employee legislative proposals being considered by the present administration are, of course, stymied. Consideration of these problems will be delayed for several months while lineups and battling orders are changed. There will be new faces and new ideas and no way of foretelling now how the wind will blow.



The Retirement Federation of Civil Service employees is working for (a) wider coverage of employees in hazardous occupations, (b) exemption of the first \$2500 in annuities from Federal income taxes, (c) equal rights for survivors of female employees and (d) the continuation of family protection for 18 months after an employee is separated.

## FACTS ABOUT GOVERNMENT WORK AND WORKERS



**THE FABLE:** People work for the Government only because they can't get a job anywhere else.

**THE FACT:** The following paragraphs appeared in a Washington, D. C. newspaper a short time before Eric Johnston left his Government post as Administrator, Economic Stabilization Agency, to return to his position with the Motion Picture Association:

"Economic Stabilizer Eric Johnston will take two top-notch career civil servants with him when he returns to his post as head of the Motion Picture Association next week. They are:

"Ralph Hetzel, assistant administrator of ESA, who will be placed in charge of the New York Office of the Motion Picture Association, and George Vietheer, Hetzel's deputy, who will be appointed an administrative assistant to Johnston at his offices here."

Here is a case of an eminently successful businessman and former president of the U. S. Chamber of Commerce who, when he returned to his private firm, brought with him two career civil servants who worked for him during his short stay in Government. Mr. Johnston's action is an eloquent tribute to the ability of Government administrators.

In addition to this recognition of the Government administrators who had worked for him, Mr. Johnston had the following to say about Government workers in general:

"One of the rewarding things of this job to me has been my association with the Government and its employees. I have found they are a very loyal group of people who work very hard at their job. There may be some exceptions, but there are exceptions in private industry as well. And I think that by and large they will stack up with those in private employment at any time.

"It has been one of my rewarding experiences to have known them, to have worked with them, and to have found out for myself that they are a very effective group of people who have the interest of their country at heart. I think too frequently we forget that when we talk about Government employees."

**THE FABLE:** Government employees don't care how much of the taxpayers' money they waste.

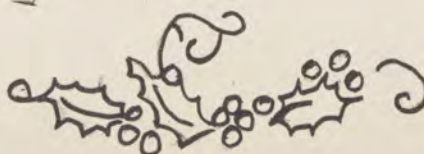
**THE FACT:** An annual saving of over \$108,000 has been made in the operation of the power plant system at the Naval Torpedo Station, Newport, R. I., as the direct result of a study of manpower and other requirements for the power system made by an industrial engineer employed in the Station's management control department. During the fiscal year ended June 30, 1951, the Government realized an estimated annual savings of 22 million dollars from ideas submitted under employee suggestion systems in the various agencies.



# QUESTION BOX?



- Q. I have sixty days of annual leave which I desire to retain as a backlog, and have used the full amount earned this year. May I start drawing on my 1953 leave after December 21, 1952, without cutting into my sixty-day backlog?
- A. Yes.
- Q. I received an amendment to my annual travel order, authorizing the use of privately-owned automobile without regard to the availability of a government vehicle. Does this eliminate the necessity for a statement on my voucher that "government vehicle was not available?"
- A. Yes, it does.
- Q. Even though I prefer to use my personal automobile, must I use the government vehicle if my supervisor requests me to do so?
- A. Yes.
- Q. The amendment to my annual travel order authorizes the use of privately-owned automobile at the rate of 6¢ per mile for official travel within the limits of my official station. Does this affect the rate of 7¢ per mile authorized in my travel order for official travel outside of the limits of my official station?
- A. No.
- Q. Under the provisions of my annual travel order and the travel regulations, I was limited to reimbursement for the use of privately-owned automobile not to exceed the cost by common carrier, or I was required to submit a statement on my travel voucher explaining why the use of privately-owned automobile was more advantageous to the government. Did the amendment affect these provisions?
- A. No.
- Q. I recently received a shipment of standard allowance supply items for which no detailed invoice had been prepared. I received a copy of my Record of Consumption Report Form and a covering invoice which simply stated, "Supply Items Per Record of Consumption". Is any special action required on my part under this procedure?
- A. No change in field procedure is involved. The Record of Consumption Report Form should be filed with a copy of the invoice, which is normally kept for station records.



## WHAT EVERY BOSS SHOULD KNOW!

The following article appeared in the September, 1952, issue of "Southwestern Purchasing Agent." We don't know whose secretary wrote it, but we think it contains some interesting points, so, through the courtesy of the Editor of "Southwestern Purchasing Agent", we are reprinting it here. Incidentally, they published a boss's rebuttal in their October issue, which we shall, in all fairness, print next month:

"It started fifty years ago with WHAT EVERY YOUNG WOMAN SHOULD KNOW. And it's been going on ever since. The country is now overflowing with books on what every city clerk, investor, widow, meat grinder, Hindu, Arctic explorer, orphan, crystal gazer, toddler, or executrix should know.

"And still they keep coming. For a very good reason, of course. They sell. They're read. The public can't resist them, no matter how valueless the information contained.

". . . So herewith Gal Friday's first venture into the what-every-dash-should know field. There's one difference, however. In presenting WHAT EVERY BOSS SHOULD KNOW ABOUT HIS SECRETARY, I speak not as an amateur; I speak as the Voice of Experience, as a secretary who has known bosses - and other secretaries - a long time, as a writer who has researched the majority of secretaries in her own firm. I am, dear brethren, the horse's mouth incorporated.

"Space is limited. Let's take the icy plunge. First and foremost, secretaries are agreed that their vote goes to the boss who gives them their head, and that a smart boss does this automatically. He knows how to delegate a task. He does not hover. He does not breathe down your neck. As one secretary puts it: 'I know it's a delicate problem. Sooner or later you're going to delegate a job and find it botched, or at least mildly scorched. The poor boss forgets that he too has made one or two mistakes in his lifetime. He gets so scared that he won't try it again. In a matter of minutes, he's a hoverer for good.'

"Another secretary added that a husband doesn't take over the job of cooking the first time his wife burns the biscuits. He takes it for granted that she has the brains the interest to learn the job. Why not transfer a little of that confidence to your secretary? 'It takes the boss as much time to hover as to do the job himself,' she added. 'If he's going to take over anyhow, I wish he wouldn't waste my time.'

"So put the gal on her own. If she isn't worthy of the sacred trust, fire her. . . (Of course, we take for granted that you always give your secretary clear and explicit instructions and that you know exactly what you want from the job before you turn it over to her)

"Me, I'd rather make a mistake and be bawled out for it ten times over than never have the chance to take one false step. Which brings us smack up to the next question: What does the boss do when his secretary does make a mistake? He corrects her in private. If possible, he corrects her tactfully too. But the basic thing is privacy.

"My boss is a grade A stinker when it comes to mistakes,' said a secretarial war horse. 'Immediately he turns into a public address system and lets not only you, but the whole office know about it. I remember once when I got a letter into the wrong envelope. It was a hell of a mistake, and I didn't blame the boss for being mad. But by the time he'd hollered at me in front of the assembled personnel, I wasn't the least bit sorry. In fact, I felt like making the mistake all over again. It took me two  
(Continued on next page)

months before I stopped hating the guy with a purple passion.'

"Remember, dear, kind, sweet, good bosses, that a soft answer turneth away wrath, and so does a correction made in private. Any sensible secretary will admit to an occasional error, sin, or ignorance. All she asks is that you keep those errors, sins, and ignorances out of the public domain.

"Most of the other pointers I gathered could, I guess, be lumped under the general heading of Treating Your Secretary Like a Human Being. Let's start with the obvious. The good boss realizes that his secretary is a person with a private life of her own. He doesn't intrude upon her private life, but neither does he act as if it didn't exist. After all, a little genteel passing the time of day never hurt any employer-employee relationship. And here let me quote one of the femmes I researched:

'My boss is so impersonal I'm sure he doesn't know the difference between me and the postal meter. He doesn't know which end of town I live at. He doesn't know that my father works on the assembly line at our plant, or that my husband is in Korea. I'll agree that this has its virtues. It does avoid complications. At the same time, it makes me feel a complete cipher. I might as well be one of these super-duper machines. Feed me a card, punch a few buttons, and I'll produce. It's like working in a vacuum.'

"Nor should the passing of the time of day be all one-sided. Other bosses among the group I questioned were scored for talking too much about themselves. 'I'm just a receptacle for the boss's conversation,' said one hard-working secretary. 'Let me tell you, it's a one-way street. Particularly, I don't like to hear about how his wife misunderstood him, or how the teacher is doing Johnny wrong. About some things I just don't want to know too much.'

"Of course, every secretary likes being treated like a lady. And I don't mean lighting cigarettes for her! I mean something much more fundamental. Quoth a secretary: 'My boss always introduces me to visitors who come in when I'm taking dictation. Of course, it's just a gesture. He doesn't expect me to stick around and horn in on the conversation just because he's introduced me. On the other hand, the consideration implied in the gesture makes me feel better than a Martini. It's so -- well, so gentlemanly!'

"Which leads me to another method of keeping your secretary eager to do her best for you. Praise, my friend. We don't want it every day, or even every week. Common coin is cheap. But a little praise sparingly and judiciously administered - golly, how we lap it up! We love it the way a cat loves cream, the way a politician loves votes. It's the oil that turns our wheels, a stimulus to loyalty, the tip that no paycheck can match.

"I'm not going to tell you what secretaries think of bosses who start dictating at ten of five. I'm happy to report that that breed is on the way to extinction. Or if extinction is too strong a word, let us say obsolescence. I guess that over the years we secretaries have made such a point of this issue that most bosses are more afraid of five-o'clock dictation than they are of five-o'clock shadow. But I do want to make one more point.

"A good boss makes with the information. If he's going to be out of the office for more than a few minutes, he tells his Gal Friday where he's going and when he expects to return. 'My boss just does a disappearing act,' said one secretary, 'and it makes me look like a perfect idiot. People call. People phone. And all I can say (continued on next page)

is, 'No, I don't know where he is,' 'No, I don't know when he will be back - or if he will be back.' No, I -- I tell you, it gets mighty tiresome.

Well, I could go on. But I've made our strongest points. And after all, I've got to walk warily. Because next month the bosses are going to have their inning with **WHAT EVERY SECRETARY SHOULD KNOW ABOUT HER BOSS.**"



**!!! R E M I N D E R !!!**

Employees who had an annual leave balance as of December 31, 1951, of 480 hours or more, will forfeit annual leave earned during the 1952 leave year (1/1/52 to 12/20/52) which is not used by December 20, 1952. Any annual leave used during the period December 21-31, 1952, will be charged against the accruals for the 1953 leave year (12/21/52 to 12/19/52)

Employees who will have an annual leave balance on December 20, 1952, of less than 480 hours may carry forward into the 1953 leave year (beginning December 21, 1952) accumulated annual leave not to exceed 480 hours. Any leave earned in the 1952 leave year which can be carried over into the 1953 leave year, will be forfeited if it is not used by June 30, 1953.

PERSONALITY OF THE MONTH

Ray Steele

If you want a demonstration of a CAA man thoroughly engrossed in doing a conscientious job for the taxpayer, take a look at Ray Steele, Airways Maintenance Technician at Delta, Utah.

The City of Delta wouldn't hesitate either in endorsing him as being one of their most public spirited citizens.

Ray has done a bang-up job as the AMT in the Delta Sector. As proof of the pudding, we were privileged to observe personally the condition of much of his equipment. With his Branch Chief making an on-the-spot observation, Ray, in his typical wisecracking manner, uttered such expressions as "My name will be mud if this generator doesn't crank up. Whew! Runs like a top; I'll live a year longer now!" At every spot visited, it was the same story - equipment in good condition, buildings clean with every evidence that all was under control. Comparatively, Ray is no old-timer to CAA either. He pitched in with us in January of 1945 as a General Mechanic and transferred as an Airways Mechanician to Winslow, Arizona, in September 1945. He moved into his present spot in October of 1946.

His achievements in the electro-mechanical field are somewhat glamorized when we turn back the clock. Back in 1931, he sustained a broken back and spent the next year and a half in bed. The chances of recovery where he could perform arduous duties (Continued on next page)

were dim. He surprised everybody. Today he is wound tight and geared high. As proof of this, he is extremely active in the Delta community life. He is Vice-President of the Lions' Club, Drama Director of the Young Folks, Noble Grand Knight of the Odd Fellows, and a teacher in the Senior AARONIC Masonic Priesthood.

If you would like to have a busy day on your schedule, then we would invite you to follow Ray Steele around as he whistles through one day's activities.

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### CREDIT UNION NEWS

The Story of Christmas: The approaching Christmas season brings again the Christmas legends of the past. They tell a story of goodness, faith, and of Yuletide wishes. Woven into the plot of these stories are hardship, financial depravation, and insecurity. This is rarely the theme of the modern story. There are many reasons for this change. Many important contributions toward a happier Christmas season for a great number of our people have resulted from the Credit Union movement. A movement that has promoted thrift and savings and has made available a reliable source of credit at reasonable cost.

Not all of today's stories are happy ones. This is a story of today: Mr. and Mrs. Albert White of Dayton, Ohio, had saved for their old age ever since they got married, twenty-five years ago. They lived very frugally and kept their savings in a drawer in their house. Last week they finally decided to put the amount in a bank, all \$43,500. The next day, Mrs. White took the money out of the drawer and put it in the kitchen so she would be sure and remember it when she went downtown. Somehow it fell into the trash and a stack of grey and black ashes told the story of ruin. Obviously, Mr. and Mrs. White were living in the past and not taking advantage of today's institutions. Here is another story with a very different ending:

Robert A., a repairman, had \$1,279 saved in his credit union when he died suddenly at 42. Under the Life Savings Plan, the first \$1,000 of his savings were matched dollar for dollar with insurance, bringing his total account up to \$2,279. By saving in the credit union he gained \$1,000 that he would not otherwise have been able to leave to his family. Of the \$1,279 deposited in the Credit Union, \$340 had accumulated from the yearly dividends paid by the Credit Union for the use of Mr. A's money.

Take advantage of the opportunities that your Credit Union offers you.

### Give your Money a Job:

You've spent a lot of time working for your money, so why not let your money work for you for a change. Yes, we have a job for extra dollars. It's a good job, pays well and doesn't require a hugh bank roll. A dollar or two on pay day can be put to work in the Region Six Credit Union. Your Credit Union is doing a big business, which means that the shareholders will benefit.



1. The cost of the Wright R-3550 engines to be used on the new Douglas DC-7 will be approximately \$65,000 each.
2. The City of Reno, Nevada, is buying Hubbard Field from United Air Lines.
3. A Piper Aircraft Company survey reveals that 95% of the owners of Pacers and Tri-Pacers use their aircraft for business purposes.
4. Pan American recently completed its 13th year of Atlantic service. A recent departure to South Africa from New York was the 40,000th flight.
5. U. S. Corporations own 1700 multi-engine aircraft, more than the combined fleets of all U. S. domestic airlines.
6. Toyo Aircraft of Tokyo is the first Japanese firm to plan plane production since the war. Under license agreement, the firm will manufacture Fletcher's FD-25 single-engine light plane.
7. An auto-pilot for use in light planes has just been developed by a Wichita, Kansas citizen. The auto-pilot weighs only thirteen pounds.
8. Northwest Airlines has just completed its 1,000th round trip on the Tokyo Air Lift.
9. The CAA has established a jet and turbo-prop transport aircraft evaluation team to study and make recommendations regarding commercial use of jet and turbo-prop powered aircraft.
10. United Aircraft Corporation has a backlog of orders totaling \$1,395,000,000. This would purchase 4,650,000 \$200 television sets, or 279,000 \$5,000 Cadillac cars.

"Our New Baby" (Continued from page 2)

The first complete airway in the Sixth Region to be equipped will be from San Francisco through Salt Lake City and Ogden, as part of a national program to provide a complete DME airway from New York to San Francisco. The San Diego-Seattle Airway will be next in order of priority in this Region. It is further expected that DME installations at instrument landing systems on these same airways will be assigned in the very near future.

Several manufacturers are currently developing both airline and private flier type of airborne equipment. This development work is proceeding very satisfactorily and the first units should be available to aircraft owners early in 1953. These will be expensive; however, it is expected that the demand will increase as the usefulness of the equipment is demonstrated and that within a few years, satisfactory models will be available for all purposes at reasonable prices.

DME is new to us, it is our "baby". We know it will do great things for aviation. When this system is placed in full operation, air traffic control problems will be greatly simplified. The position of aircraft along the airways will be reported accurately and at many more check points than we now have. This will permit considerably more aircraft to use the airways during instrument conditions. From the standpoint of the pilot, he will know with more certainty where he is and how far it is to where he is going. Once it is demonstrated, users will be convinced that air navigation will be safer than ever before and easier to do even to the point of "setting" Farmer Jones down in his own home pasture on the "nose", though he may be miles from a Federal Airway. It brings radio navigation into everyone's backyard.

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DIVISION HI-LITES

FACILITIES DIVISION:

VOR Ranges:

- Elko, Nevada: Present progress indicates that contract will be completed within the contract time, December 14, 1952.
- Bryce Canyon, Utah: Final inspection has been made on the structural contract and installation work will be started before the end of the month.
- Hanksville, Utah: Commissioning of the Hanksville VOR Range and decommissioning of the VAR Range was accomplished on November 14. Notice to proceed has been issued for dismantling of the power line and buildings for the Hanksville VAR effective December 1, 1952.

(Continued on next page)

Crescent City, Calif: Testing of the antenna site between the airport runways was completed and the results were unsatisfactory. The improvement work on the range was completed on the old tower and the range returned to limited service.

Fresno, Calif: Survey and flight checks are still under way to locate a new site where operation will be satisfactory.

DME at VOR'S:

Long Beach and Ontario, California : Installation of the DME equipment was completed and commissioned on a test basis. Training classes for Sixth Region personnel were conducted by Washington and Hazeltine engineers at Long Beach during the month.

ILS Establishment

Oakland, California: Installation work on the new TUS Glide Path was started on November 20. Tower-voice is being installed at the Middle Marker Locator.

San Francisco, Calif: Work will be delayed on this project until the completion of Oakland.

Establish HIALL:

San Francisco, Calif.: Notice to proceed was issued on contract for this facility effective November 24.

Establish TOWAC:

Sacramento, Calif: This facility was commissioned on November 19, 1952.

Phoenix, Arizona: This facility is scheduled for completion approximately December 15.

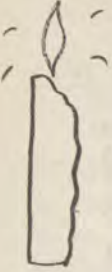
Relocate INSACS:

Williams (Marysville): Installation work was started on this project on November 21.

El Centro, Calif.: Standby engine generator installation has been completed. Installation of communications and electronic equipment will be started on December 15.

Intermediate Landing Field:

Furnace Creek, Calif. Field surveys were completed during the month and plans and construction proposals are being prepared for issuance about December 19. An Invitation to Bid has already been sent to prospective bidders.



#### AIRPORTS DIVISION:

During the last week of October, Mr. Paul Stafford, Chief of the Airport Planning Division, and Mr. Clyde Carlstrand, Airport Planning Branch, Office of Airports, Washington, visited the Region to review the criteria covering the preparation of the 1953 National Airport Plan and that established for fiscal programming.

The Chief, Airport Operations Branch, the Airport Engineer (Planning) and the District Airport Engineer, Nevada, met with representatives of the City of Reno, United Air Lines, and the National Guard Bureau in connection with the proposed acquisition by the City of Reno of the United Air Lines Airport. The City proposes to seek Federal aid in connection with the purchase of the airport and it is considered desirable that the CAA be represented in the initial discussions due to certain novel features pertaining to the acquisition.

Airports Division personnel attended the semi-annual meeting of the California Association of Airport Executives at Riverside. District Airport Engineer Friedland spoke on "The Disappearance of Airports" and District Airport Engineer Hand discussed "Airport Runway Construction and Maintenance."

Considerable time was devoted by Regional Office and SOCAL personnel to military coordination on the following: National Guard runway construction, Ontario International Airport; Army use of the Torrance Municipal Airport; and proposed Naval use of the Twentynine Palms Airport.

The contract was awarded and construction started on the Ontario International Airport control tower.

The FAAP projects at the Imperial County Airport were completed, including runway extension, administration building and lighting.

The air freight apron at San Diego Municipal Airport (Lindbergh Field) was completed and final inspection made.

The DAE and Assistant DAE, SOCAL, attended the dedication of the Lockheed Aircraft Jet Service Center at the Ontario International Airport.

#### AVIATION SAFETY DIVISION:

Flight Operations Agents of this Region have completed proving flights for United Air Lines' operations of the Convair 340 within this Region. Representatives of the Flight Test Section participated as observers. Also, a representative of the Flight Test Section is currently participating as an observer in icing tests being conducted by United Airlines on a Convair 340. UAL is running this survey for its own information and to gain operational experience in ice before operating the airplane on the line.

The Convair 340 prototype aircraft has been sold to Phillips Petroleum Company. Although this aircraft is not, at present, eligible for certification under Specification 6A6, Convair will make the necessary modifications so that it may be accepted as a production model airplane. (Continued on next page)

Personnel of this Division witnessed the first public demonstration of the Hughes XH-17 helicopter. The helicopter hovered for approximately nine minutes at a height of forty feet and then flew for about a quarter of a mile, attaining a reported speed of 30 mph.

Within the next few months, two strictly military aircraft models will be removed from the Douglas Santa Monica plant and the space will be utilized to increase the production of DC-6 and DC-7 aircraft. Also, the Super DC-3 type model contract will be completed. As a result, it is believed that the production of DC-6 and DC-7 aircraft will be almost doubled.

As a result of recent malfunctions of outer windows on Lockheed Model 1049 airplanes in service, cold pressure chamber tests were conducted using windows with various scratches and puncturing abuses. The results did not indicate any weakness of the windows from known causes; however, the possibility of fatigue failure from pulsing propeller blasts is being considered further.

An application has been received from Wm. A. Schmaltz of Los Angeles for type certification of a Jodel Model D-11 airplane. This is a two-place, side-by-side all-wood monoplane powered by a Continental A-75 engine. This aircraft was originally designed by a French designer. Mr. Schmaltz plans to obtain CAR 3 approval on the design; however, in the event that the necessary substantiating stress analysis cannot be obtained from the French designer, this aircraft will be certificated under the amateur-built category.

A request has been received from McCulloch Motors to cancel Application for Type Certificate dated September 24, 1951, on its Model MC-4C and amend the original type certificate dated August 12, 1949, to include a 200 hp engine.

Hughes Aircraft Company presented to the San Joaquin Empire Association a trophy for encouragement of aviation safety development in private flying. The San Joaquin Empire Association will establish the rules for awarding this trophy yearly to the flying club showing the best safety record. It is anticipated that eventually all the flying clubs in the United States will be able to participate in a program which offers an opportunity to gain this award. Our Fresno Aviation Safety District Office was instrumental in starting the flying club safety program, which was developed from an idea originated by Agent Houghten.

A National conference of National Aviation Trades Association was held in the Roosevelt Hotel in Hollywood November 17 through 20, 1952. Sixth Region Aviation Safety was represented at the conference. Mr. Nelson, Chief, Aviation Safety Division, Region Seven, and Mr. Weitz from the Washington Office of General Safety attended the conference and visited the Regional Office for discussion of items of common interest.

#### AIRWAYS OPERATIONS DIVISION:

Arrangements have been made to discontinue broadcasting the Bryce Canyon altimeter settings. These settings frequently differ considerably from others in the general area and are confusing to pilots. They will be transmitted, however, in response to specific requests. (Continued on next page)

Approval has been received for new positions known as the Aeronautical Telecommunications Operator series. These positions are in grades GS-4, GS-5, and GS-6. Job descriptions are available in the Regional Office.

Station and tower functions at Sacramento were combined November 5. The entire combined installation should be completed shortly.

Installation crews are now completing the job of combining the station and tower at Phoenix. It is estimated that combined operation will begin approximately December 1.

Flying Farmers and other organizations have recommended that part-time weather service be established at Donner Summit. We have endorsed their recommendations and forwarded them to the Weather Bureau Regional Office.

The SCAT Plan, with an appropriate letter of transmittal, has been distributed to all Airport Managers in the region.

Messrs. Whitney and Miller met with Telephone Company representatives at Fresno, November 14, to develop plans for leased wire service in the proposed combined station and tower.

Air Defense Liaison Officers Baker of Albuquerque and Smith of San Bernardino met with the various air carriers in Southern California and explained to them regarding operations within air defense identification zones. These meetings have cleared up many misunderstandings on the part of carrier pilots.

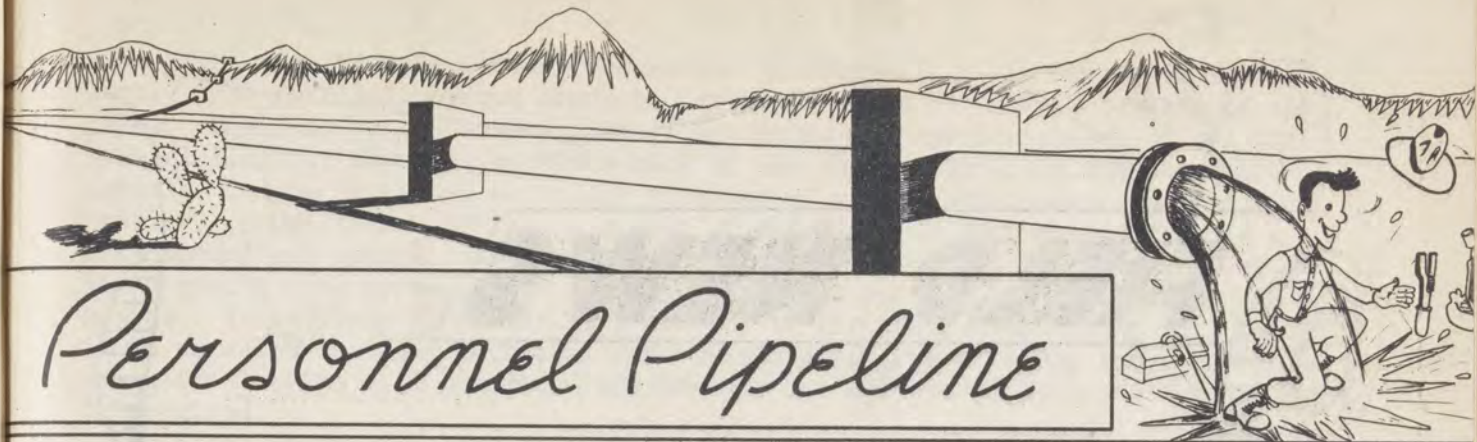
Mr. F. E. Shivers, Chief of the Program Requirements Branch in Washington, spent several days in the Regional Office on routine familiarization. He discussed matters dealing with recruitment and training programs and personnel policies.

We are training three Air Force personnel at Long Beach in approach control procedures, after which they will be assigned to the Oxnard Tower to be operated by the 27th Air Division (Defense).

The Navy, in conjunction with Polaris Pictures, will begin filming two 20-minute releases in the Los Angeles Center and Tower, December 1, 1952, on the subject of traffic control.

AMIS is in full operation in both the Los Angeles and Oakland Centers. All teletype and interphone equipment installations, with the exception of a few outlying stations, have been completed.

A recent survey by the Los Angeles Center indicates that an IFR flight plan from the Hamilton Flight Service area for relay through March Flight Service to the Los Angeles AMIS position receives a delay of one hour  $4\frac{1}{2}$  minutes, the average DVFR delay being approximately thirty minutes. This matter is being coordinated with the ADL officials and the appropriate military flight service personnel, looking towards speedier service.



#### PROMOTION AGREEMENT:

The CAA has received approval from the Civil Service Commission to promote certain Airways Operations Specialists at two grade intervals without the necessity of going to the Commission on a prior approval basis.

As pointed out in past issues of the Region Six News, the Whitten Amendment required agencies to forward to the Commission for prior approval all cases which involved a two-grade promotion. The Whitten Amendment provided two exceptions to this basic rule:

1. A person may be advanced two grades without prior approval if the position is not higher than grade GS-11 and is in a line of work properly classified at two grade intervals.
2. A person may be advanced two grades without individual prior approval if the Commission approves promotions to certain positions on an overall basis.

The approval received from the Commission authorized this agency to make two-grade promotions without prior approval with respect to the following:

1. Grades GS-6 to GS-8 and GS-8 to GS-10 at
  - (a) Airport Traffic Control Towers - non-approach.
  - (b) Combined facilities - non-approach.
2. Grade GS-7 to GS-9 at Communications (Insac) Stations.

As a result of this agreement, we will not have to go to the Commission for approval on the positions mentioned; thereby, saving some time in the processing of promotion actions. CAA had requested that other positions be included in this agreement. To date these others have not been approved.

#### TRAINING AGREEMENTS:

In addition to the promotion agreement, the Civil Service Commission has approved a "Training agreement" submitted by the CAA on certain Airways Operations Specialist positions. (Continued on page 21)



SAN FRANCISCO, CALIF.

**TOWER:** The new Airport Terminal Building now under construction has the main steel framework completed, including our "bird cage", which is the 7th floor. There will be an elevator too, to the 6th floor. Rumor has it that a 100 bed (rubber foam) hotel and a movie room showing newsreels for waiting passengers are to be included in the building. Also, possibly, maybe, plush carpets on the floor of the tower.....Dreamer!

The installation of the center-line type approach lights to the ILS runway is moving toward the completion date, probably late December. Also stub-line approach lights to two other runways.

United Air Lines Engineering Office complimented tower personnel on the saving of a DC-6 (mechanic runup) that developed a fire unknown to anyone but the tower. Fire equipment was dispatched and apparently arrived in the nick of time, as the tower was later advised that had the fire gone another two minutes, it might have resulted in total loss.

Several of our local nimrod "specialists" put meat on the table during this year's hunting season. Allen, Bennet, Jones and Merkel were actually hunters; the others that went along on the various hunts may be classified as -- merely campers.

**ASDO:** Agents. Ward, Quick and Pierce of this office recently participated in the proving runs conducted by United Air Lines prior to authorizing service in the recently acquired Convair 340 type aircraft. Also in connection with this aircraft, Agent Ward has spent considerable time and traveled quite a few hundred miles on a so far fruitless "ice hunt" for the purpose of further testing the anti-icing qualities of the aircraft system.

Agent Howard served as the CAA host for a group of eleven Japanese Government representatives on a tour through United Air Lines' Maintenance Base on Armistice Day.

Agents Edwards and White have been occupied with the preliminaries of the proposed Martin 202 operation by Southwest Airways. (Continued on next page)

RTIC: San Francisco Radar Technician in Charge D. C. Earley returned recently from Portland, Oregon where he participated in acceptance testing of the ASR-2. Engineering tests were jointly conducted by representatives of CAA and General Electric Company, manufacturers of the ASR-2. Portland was the third installation to be tested since the addition of major modifications by the contractor. Indications are that a number of ASR-2's will soon be modified in a like manner and conditional acceptance made in an effort to provide a number of key airports with surveillance radar for at least part of the approaching winter months. In addition to providing a service to air navigation during this period, it is expected that the technical data accumulated from a fairly large number of operational units will determine whether any further modification to the equipment is required.

The General Electric Company installation crew from Portland is expected to reach San Francisco before the end of November. Their present itinerary for installation, modification and testing lists Portland, San Francisco, Oakland, Seattle, Salt Lake City and Anchorage, Alaska. The installation phase has already been completed at San Francisco and Oakland, and a period of six to eight weeks for modification and testing of each facility is estimated.

WILLIAMS, CALIF.

SEMT: Personnel at Williams are anxiously awaiting the move to the new and spacious quarters at Marysville. It is beginning to look like the move will take place "manana". It is no wonder the feeling is as it is, for we have been contemplating this move for more than a year.

The new quarters will be located on the entire second floor of the new Administration Building at the Yuba County Airport. Operations will have a 14 by 25 foot room on the runway side. The room is surrounded on three sides with Solex glass giving a good view of the field. The CAC and SEMT will have separate offices. The equipment room and shop is 14 by 25 feet and has a unique feature thinks to the resourcefulness of the Airport Manager - a 5 by 9 foot panel in the rear wall of the room can be removed. This makes it very easy to get heavy equipment into the room. Removal of the panel and raising equipment on a fork lift enables the equipment to be very easily set in place.

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ONE LESS APPENDIX

The vacation of L. Ponton de Arce (Deputy Chief, Airways Operations Division) was ended suddenly and abruptly on November 25. He was rushed to the Santa Monica, California, hospital for an emergency appendectomy. He is reported doing nicely and expects to be home by the time this is released. We're all sorry this had to happen as it did, but are glad he is getting along well. For those who may wish to drop him a card, his address is 1634 Casale Road, Pacific Palisades, California.

PERSONNEL PIPELINE (Continued from page 18)

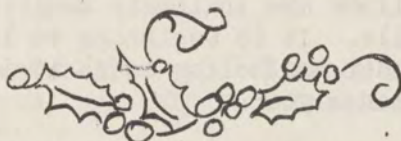
This agreement permits the promotion of employees in the following categories after they have successfully completed six months' training in the particular field and received appropriate certification:

1. GS-5 trainees will be eligible for promotion to positions as follows in the type of facilities in which trained:

Communications Specialist - Insacs (Formula) GS-7  
Communications Specialist - Insacs (Non-formula) GS-6  
Communications Specialist - Ofacs GS-6

2. GS-6 trainees will be eligible for promotion to positions as follows in the type of facilities in which trained:

Airport Traffic Controller (Approach), GS-7  
Combined Facility (Approach), GS-7  
Air Route Traffic Controller, GS-7



THE STAFF OF THE REGION SIX NEWS TAKES THIS  
OPPORTUNITY TO WISH EACH AND EVERY EMPLOYEE  
AND HIS FAMILY A VERY MERRY CHRISTMAS AND A  
HAPPY NEW YEAR!!

