REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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We are indebted to Mr. I. B. Watts, Director of the Phoenix Flying School for the following article which describes the Aviation Education Program conducted by the Phoenix, Arizona, Public Schools. The program is one of the finest in the country and illustrates what can be done in one phase of aviation development with enthusiastic and careful planning. The program has contributed materially to community understanding and acceptance of aviation in the Phoenix area and has been very beneficial to the local fixed base operators and other aviation interests. The CAA is proud to have been associated with the development of this excellent education and training program.

AVIATION EDUCATION IN PHOENIX, ARIZONA

by

I. B. Watts, Director
Phoenix Flying School

Located at Sky Harbor, one of the largest airports in the nation, is Phoenix Flying School, a recent development in aeronautics under the sponsorship of a high school and college system.

Beginning in 1946 with meager equipment -- one lone airplane--- the school now has an enrollment of 135 students who are receiving instruction in flying and 185 who are registered in the ground school courses. Six years ago, the activities were centered around two small flying clubs sponsored by Phoenix College and Phoenix Union High School; the project has now developed into a modern accredited school of aviation. The program includes young people from the five high schools in the district, as well as the Phoenix College students.

Flight and Ground School Instructors are members of the staff of the Phoenix School System and are accredited by the State Department of Education in accordance with the requirements listed for vocational teachers. Within the group of instructors are the following CAA accredited ratings: Commercial Pilot; Flight Instructor, airplane single and multi-engine land; Civil Aeronautics Private and Commercial Examiner; Instrument Rating; Ground Instructor Ratings in Meteorology, Link Trainer Operator, Navigation, Civil Air Regulations, Aircraft and Engines, Radio Navigation, Aircraft Structure; Control Tower Operator Certificate; Instrument Rating Examiner; "C" glider rating; plus an A&E mechanic with a private license who test-hops all aircraft. (Continued on next page)

The school is certified by the Civil Aeronautics Administration to give the following: Basic and Advanced Ground School, Primary Flying School, Commercial Flying School, Flight Instructor School, Instrument Flying School, Multi-engine and Link Instructor Ratings.

The physical plant consists of six Aeronca Champions, two Cessna 140's, and one Stinson Station Wagon fitted with a full panel which is used for instrument instruction. There are two Link trainers, one of which is fitted with ILS, ADF, and Arull Null; the other Link is used for maintenance work. Six class rooms can easily accommodate 150 students; class instruction is enhanced by many visual aids, including cut-away engines, mock-ups of aircraft instruments, aircraft structure, a small wind tunnel, radio aids, a 16 mm. projector, an opaque projector, and numerous charts and drawings. There is a shop for aircraft and engine maintenance and overhaul.

Opportunities for flight instruction are available to all high school juniors and seniors who are at least sixteen years of age, and to all students at Phoenix College who are enrolled for at least twelve semester hours. The school system has adopted the policy of requiring signed releases from all parents whose children are under twenty-one years of age. All aviation students have life insurance policies and accident insurance. We obtain this insurance on a reporting basis. Due to our safety record, we are allowed at the end of each month to report the total hours flown by our aircraft on the basis of 30 cents for each hour of flying time. This gives the student a $5,000 life insurance policy and a $500 medical benefit. We have tried other types of insurance, but this meets our needs much better than any other type that we have tried in the past. Flying, either dual or solo, is scheduled at $3.30 an hour; ground school courses are given without charge. In order to secure a private license, each student must have, in addition to CAA requirements, approximately five hours of Link time and a minimum of fifty hours of ground school instruction.

One of the special opportunities offered by the school is the laboratory flight experience course which is available to the students who do not wish to secure a pilot's license or whose parents do not permit them to solo an airplane. This course consists of eight half-hour periods of flying time -- dual instruction in which the learner may actually see the results of his ground school training. The basic ground school training is a prerequisite.

Basic Ground School is taught at Carver High School and West Phoenix High School. Credit is given towards graduation for this course. Phoenix Union High School teaches a course in Meteorology. North Phoenix High School also has an aviation ground school course with credit given toward graduation. The Basic Ground School for Phoenix Technical High School and Phoenix Union High School is given at the Flying School at Sky Harbor in an evening class with $\frac{1}{4}$ unit of credit being given for completion.

Phoenix Technical School is certificated by the CAA and has a complete aircraft and engine maintenance course, and here it might be well to mention that with the full cooperation of the Technical School, some of the maintenance and overhaul repairs are done by that institution.

Students within the five high schools are limited to the Basic Ground School, Private Pilot's license, and the laboratory flight experience course listed above. (Continued on page 4)

Regional Administrator's Column

February is a short month, but more new developments took place this February just past, than in any month for a long time. A Civil Service Commission classification study of our Region; directives to curtail new employment; instructions to defer construction not immediately essential, or already committed, in both the Federal Aid Airport Program (FAAP) and the Establishment of Air Navigation Facilities (EANF). In addition, the Airways Survey team visited nine more locations. So it has been a full and interesting month.

Commenting on each of these matters individually, I am sure the Civil Service Team found CAA one of the most interesting Government agencies they have dealt with. Members of the team told us so. We, in turn, told them we had some activities in which we think there are grade inequities and requested they give special attention to these areas to assist us. Frankly, a couple of these suggestions we made were the result of information placed before the Airways Survey team by field personnel. We hope something constructive will result. We will have our conference with the Civil Service team to discuss their findings and proposed recommendations the last week in March.

Commenting next on the personnel freeze. This is understood to be a temporary measure. It probably is a wise precautionary measure because if the Congress and the Executive Department institute plans to reduce government expenditures as pledged to the taxpayers, unfilled vacancies can lessen or even eliminate the problems of reduction in force. In an agency having a solid Safety and Service program with a National Defense aspect, such as CAA, there is no reason for concern. As the matter now stands, we can obtain exceptions to the "no new employment" directive if safety is adversely affected by failure to fill a particular position.

The construction deferment program is similar to the "new" employment restriction. If the Administration is to adopt a sound fiscal program there is need to look at the construction commitments of the federal government before proceeding, otherwise, the Administration would be blindly endorsing an unknown program which we all I think agree would be poor business. Here again, this is a temporary delay and no cause for worry or serious concern that essential projects will be cancelled.

Last of the items listed in the first paragraph is the Airways Survey which is in its second month. We have visited a total of nineteen locations and talked to more than two hundred people. This is a Sixth Region project, conceived and initiated locally in a sincere effort to learn what our field activities are accomplishing and how we can improve our operation. At first, the ideas and suggestions were a bit confusing because, as you would expect, there is some diversity of opinion. However, certain definite trends of thought and belief are now beginning to crystallize, which, if confirmed by those we have yet to talk with, will, I am sure, provide a sound basis for constructive action to achieve the objective we have set. Thanks again for your help.

The following courses are listed for the students in the Phoenix College catalog: Basic Ground School, Private Pilot Flight Course, Link Maintenance and Operation, Commercial Pilot Ground School, Commercial Pilot Flight Course, Instrument Ground School, Instrument Flight Course, Flight Instructors Ground School, Flight Instructor Flight Course. A newly appointed recipient of the Instructor Rating is retained in the Aviation Department for one additional semester. He is given five students and the regularly employed instructors follow his progress very closely by means of periodical checks.

In conjunction with the Aeronautics Department is the Wings and Goggles Flying Club. It is maintained for the benefit of those students who are carrying a full academic schedule, but wish to select the Flight Course as an extra-curricular activity.

Also listed in the College catalog under the Physics Department are three courses which play a great part in the Aviation Department: International Morris Code, Meteorology, and Radio Communication.

We believe it is the responsibility of the curriculum designers to make available to all students, experience in aviation and related fields wherever they may be most successfully provided for within the framework of general education. To provide this experience in related fields, we are now working in close harmony with the Agriculture Departments, Photographic Departments, and Publicity Departments within the high schools and Phoenix College. The Flying School assists the Agriculture students in conducting extensive field trips in the form of mass flights to various parts of the state. This assistance enables the class members to make first-hand careful survey of the range areas, soils and fields, and the irrigation projects within the Salt River Valley. At the high school level, six students are taken on the same type trip each semester. They, in turn, report their experience to class members in their respective schools. The Photographic Department of the various schools has also benefited from the assistance given by the Aviation Department in practical work in aerophotography.

In conjunction with the night school classes at Phoenix College, a class in Basic Ground School and Private Pilot Flight Course has been instituted. To be able to participate in the Evening College Aviation classes, a person must take a minimum of five additional academic hours. The cost of flying is greater in the Evening College than day school because all Evening College Classes must be self-sustaining.

The Elementary Schools of Phoenix are in a separate school district, but have also developed a very fine Air Age Education Program. Aviation information and concepts are fused into the regular school offerings in all appropriate subject matter areas and grade levels. The Flight Instructors, as well as the Administrators of the entire school system believe that Air-Age Education should be started with the young people of the nation. In accordance with this concept the Aviation Department has sponsored educational field trips for elementary pupils within the Phoenix area. Results of these activities have been evident by increased interest in and knowledge of aviation among the grade school children and by letters written in their English classes, pictures drawn in their art classes and articles published in their local school papers.

The Aviation Department also contends that experience in aviation is a vital phase of each student's development as an individual and as a member of his community. Curriculum planning is in accord with the needs and capabilities of the students and the facilities and requirements of the locality in which they live. In 1951, it was learned that many high school and college students were entering the Armed Forces with an inadequate background of technical knowledge. The course in Link Operation and Maintenance

(continued on next page)

was soon added to the curriculum; the skills gained were important assets for the young men who desired to continue aviation while serving their country.

Without exception the most important factor to be considered when a public school system begins actual flying instruction is concerned with the safety record. The greatest selling point of the Phoenix program is the fact that since the beginning of the High School and College project in September, 1949, approximately 12,600 hours have been flown, and during this time only $11.67 has been spent on the airplanes because of an accident. This very slight mishap occurred when a student taxied over a runway light.

Another factor which has not been neglected at Phoenix Flying School is the matter of public relations. Once each semester an open house is sponsored in order that parents and guests may visit the school and learn about the type of work being presented. High school and college faculty members make annual tours and inspect the facilities at Sky Harbor. Short flights are available to any teachers who desire them. With the cooperation of the local newspapers and radio and television stations, this system predicts an excellent future in teaching aviation in conjunction with regularly scheduled academic courses on a high school and college level.

This program is strictly an education and training program. After a student has secured any rating from a Private License to the highest rating we give, his flying with us stops; from that point on, he must secure his flying with the private operators or in the purchase of an airplane of his own. As an example, I might cite that a student receiving a Private License during the course of a semester is allowed to continue his training to the end of the semester, but still in the capacity of a training student. If he wishes to fly a passenger, he must secure the airplane from a private operator as we do not allow any of our students, at any time, to carry passengers except on a navigational flight.

The present staff includes, besides the Director, two full-time instructors, four part-time instructors, a secretary, and an A & E Mechanic.

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VOLUNTARY PLEDGE PLAN NOTES

As of February 20, 1953, there were 716 members of the Voluntary Pledge Plan. A total of $3,580 is on deposit with the Credit Union for immediate payment in the event of the death of any member.

At the present time, a complete list of all members is being compiled, one copy of which will be sent to each group chairman. Remember to always identify yourself with your group - not necessarily your organizational function. Revised beneficiary cards should bear the date of revision. New members are joining nearly every day. Chairmen should encourage non-members to become a part of the plan. Don't forget physical, $5.00 and cards. It has come to our attention that the physical form number is "Standard Form 78", rather than Civil Service Form 78". On requisitioning the form from Stationery, ask for "SF 78 - Certificate of Medical Examination."

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DO YOU KNOW THAT -

1. Douglas Aircraft Company has a payroll of one million dollars per day?

2. Bonanza Air Lines has installed equipment on its airplanes which permits passengers, while in flight, to converse with any individual in any part of the world served by telephone? Bonanza is the first U. S. Commercial Air Line to install this equipment.

3. Los Angeles International Airport handled 2,213,887 passengers during 1952, an increase of 26% over 1951?

4. Domestic certificated airline's safety record for calendar year 1952 was 0.38 fatalities per 100 million passenger miles, the best record in the history of the industry?

5. Slick Airways operates 20 C-46 vegetable air lift flights per month between La Paz, Mexico and Burbank, California?

6. California Central Airlines reports a 31% increase of traffic in 1952 over that of 1951?

7. Agricultural flying (dusting, spraying, etc.) accounts for approximately 700,000 hours during 1951?

8. Approximately 40,000,000 acres of crops were treated from the air during 1951?

9. Approximately 93,000 persons were employed by airlines in November, 1952. 663,000 workers were employed by aircraft and parts manufacturers during the same month?

10. There were 215 fewer civil airports in the United States in December, 1952, than on the same date in 1951?

CAPITAL GLEANINGS

With the dozens of proposed reorganization plans being mentioned almost daily, it is difficult to determine which may actually receive serious study and which were mere talk. This is becoming increasingly evident, however - there will be little actual reshuffling for some time yet. For one thing, the job is too big to tackle broadsides. The Administration will probably screen out certain agencies and tackle them with gusto - later on. Meanwhile, all agencies are being asked to take the long hand look at their own shops and to streamline all possible - both personnel and budgetwise.

Agencies presently being mentioned for reorganization include VETERANS ADMINISTRATION, with growing endorsement of Administrator Gray's plan to shift more responsibility to field offices; INTERIOR, with proposals to shift the Indian Bureau to Federal Security, a merger of Geological Survey, the Bureau of Mines and the Mineral Activities of Indians and the Bureau of Land Management, plus a general revamping of the Department's field offices by merging some and eliminating others, a probable transfer of Bureau of Land Management to Agriculture; TREASURY would get Export-Import Bank, lose Coast Guard to Navy, and a merger of FIDC, RFC, Internal Revenue and Customs; AGRICULTURE plans call for further merging of field offices, tighter control by the Secretary over REA and subsidy payments; POST OFFICE would be given the machinery to make closer checks on individual post offices. Postmasters would be brought under complete civil service and the present requirement for Senate confirmation would be ended.

Other plans within agencies: Veterans Preference would be modified to curb the layoff preference of Veterans and to require them to make passing grades on tests before preference points are added and to limit 10 preference points to those with compensable salaries; also proposed are systems to make it easier to fire for cause, etc.

Elimination of the Aircraft Production Board will mean industry firms will not get as much help in obtaining scarce materials and tools as they have in the past...There are apparently no grounds for the current fear of CAB that it may be drastically reorganized in the immediate future. Reorganization studies will be made for the future, however....Bills have been introduced in at least two states for abolition of the State Department of Aeronautics and similar bills are being considered in other states. Trend is getting attention from the National Association of State Aviation officials...Four CAA officials have been awarded gold medals for "superior accomplishment". The four recipients are: Lawrence C. Elliott, Regional Administrator, Region 4; Len Jurden, Regional Administrator, Region 5; Alfred S. Koch, Administrator of International Region; and Claude H. Smith, who recently served as Chief ICAO Officer for CAA at Montreal.

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ON BORROWED TIME

The following is a speech presented by Ken Hornor, Chief, Property Management Branch, at one of the recent Regional Office Toastmaster meetings. Since it covers a subject which is always timely, we thought it desirable to reproduce it here:

"A husband drew up his chair beside his wife's sewing machine. 'Don't you think you're running too fast?' he asked. 'Look out! You'll sew the wrong seam! Mind that corner now! Slow down, watch your finger - steady.'

"'What's the matter with you, John?' said his wife, alarmed. 'I've been running this machine for years.' (Continued on next page)

"'Well, I thought you might like me to help you, since you always help me drive the car.'

"There are literally hundreds of stories about back seat drivers. But, gentlemen, when you speak of the automobile today, humor ends with these stories. The automobile has become a dangerous, a lethal, weapon, responsible for the death of nearly 38,000 Americans each year. The number of people injured and permanently crippled each year in automobile accidents is fantastic.

"No accident is intentional, none is deliberate. They happen not only to the inexperienced and heedless operator, but to thousands who consider themselves safe and sane drivers. They happen in spite of desperate efforts to avoid them at the last minute - which is altogether too late to start avoiding any accident. The majority of motor vehicle accidents might better be called collisions and the remaining few more correctly called accidents. The majority of collisions are avoidable, unnecessary and reflect error or failure on the part of the drivers involved.

"Do I see bored and self-righteous looks on your faces? That's just the trouble, my friends. We all think we're safe drivers. Safety campaigns with their statistics and slogans are soon forgotten. The rules of safe driving are conveniently filed in our subconscious minds subject to recall only when we come upon the scene of an accident or after we are involved in an accident ourselves.

"The modern automobile is an engineering miracle. Power and more power, speed and more speed are factors of major interest when we buy a new car. But what of the consequences? Remember, nothing has happened to accelerate your reaction time. In fact, let's face it - your reaction time is slower.

"Ask any policeman, ask any highway patrolman, ask the attendants in the emergency ward of any hospital — they can tell you the consequences of more speed and slower reactions. There is an all too vivid picture in their minds of the broken, twisted, bloody bodies of accident victims. To them the sight of jagged, dirt covered bone protruding from a gaping hole in torn flesh is common. The agonized screams of the critically injured and the stunned silence of newly made orphans and widows blend together into a perpetual nightmare for these people.

"Too bad our memory doesn't serve us better. A passing look at a bad smash or the news that a fellow you had lunch with last week is in a hospital with a broken back will make any driver but a born fool slow down at least temporarily. But what is needed is a vivid and sustained realization that every time you step on the throttle, death gets in beside you, hopefully, waiting for his chance. That single horrible accident you may have witnessed is no isolated incident. That sort of thing happens every hour of the day, everywhere in the United States.

"What can we do about it? The solution must come about through the conscious realization on the part of every driver that the automobile is a potentially dangerous instrument capable of inflicting mayhem or causing death without a moment's warning.

"What are some of the factors which should be kept in mind when we assume our responsibilities as drivers? Review that file in your subconscious mind and you can see them all clearly: (Continued on next page)

1. Drive at a reasonable speed considering traffic, weather and road conditions.

2. Stop at boulevard stops and proceed across all intersections with caution.

3. Practice defensive driving by making allowances for the lack of skill and knowledge on the part of others.

4. If you drive, don't drink and vice versa.

5. Be courteous.

"But here, we have touched on an especially important point - courtesy. Develop a philosophy about driving which will allow you to go more than half way in giving the other fellow the right of way. Far better to yield your right of way and stay alive than to be crippled or killed insisting on your rights. At least give others an even break by appropriate hand signals, turning from the proper traffic lane, dimming your lights when other vehicles approach, etc. Courtesy prompts the good driver to have a knowledge of traffic laws, but, further, it prompts him to be much more than just a "legal" driver. He learns that courtesy and consideration are necessary to temper good legal driving, that courtesy largely controls a thousand and one situations on the highways which would be extremely difficult to provide for in the law.

"If you are not willing to accept this concept of courteous driving, you are living on borrowed time. Sooner or later, you will be the victim of an accident or you will bring tragedy into the lives of some family by contributing to the accidental death of another driver or pedestrian.

"When you leave here tonight, I urge you to stop for a moment and think as you take the steering wheel of your car. Think everytime you step into your car of the dangers you and others face when your car is started.

"Traffic laws protect you against other drivers and against yourself. Your contribution to the vital problem of accident prevention is knowledge and obedience of these laws and a generous application of the principle of courtesy. Play it safe - be courteous - don't live on borrowed time."

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DIVISION HIGHLIGHTS

FACILITIES:

VHF Ranges:

Fresno, Calif.	Proposal issued for relocation of VOR facility to a new site on the airport. Bids to be opened on February 26.
Hanksville, Utah) Lucin, Utah)	Proposal issued for dismantling VAR facility at Hanksville and construction of a VOR at Lucin. Bids to be opened on March 10.
Bryce Canyon, Utah	VOR facility commissioned February 13.
Oakland, Calif.	VOR modernization completed February 13.

(Continued on next page)

Palmdale, Calif.	Installation of new VOR facility is in progress.
Tucson, Arizona	Survey for relocation of VOR is in progress.
Santa Barbara, Calif.	L/MF Range - Security control unit installed. Improved control line termination at L/MF range and at VOR.
Cedar City, Utah	Completed test installation monitor receiver for monitoring Milford VOR February 4.

Instrument Landing Systems:

Burbank, Calif.	Proposal for graveling entrance road to the Glide Path facility issued. Bids to be accepted February 24.
Arcata, Calif.	Null reference glide path site survey completed satisfactorily February 13.
San Francisco, Calif.	Null reference glide path installation completed and commissioned February 13.
Santa Barbara, Calif.	Evaluation of ILS-9 modification completed. Anticipate glide path site grading and fill to be completed by the City February 25. TUS equipment on hand to be installed.

Redesign of modulator motors in TUS equipment has delayed delivery of equipment to the regions causing deferment of modernization projects at Long Beach, Los Angeles and Salt Lake City glide paths.

Intermediate Landing Field:

Furnace Creek, Calif.	Grading is nearing completion and the contractor has started placing gravel base course. The fencing contractor started work on this project February 24.

INSACS:

Bakersfield, Calif.	Ventilation system designed for INSAC equipment room and short form invitation prepared.
Blythe, Calif.	Request has been made to the Riverside, California County Airport Commission to obtain the air conditioning unit now located in the inoperative tower for installation in the INSAC at Blythe.
Yuma, Arizona	Negotiations started for installation of an air conditioning unit in the operating room.
Bryce Canyon, Utah	AN/URR-13 receiver installation completed February 6.
Oakland, Calif.	Relocation INSAC and Center antennas completed February 6.
El Centro, Calif.	INSAC relocation in progress.

(Continued on next page)

Hiall:

San Francisco, Calif.	Plans and specifications are being prepared for the construction of cross bar lights. It is expected that the center row lights will be completed around March 11.

Radar:

Los Angeles, Calif.	Radar departure frequency 119.3 mc. implemented at the ATCT. Radar interphone redesigned and implemented to include ASR repeater position. New ASR overlay maps for ASR received from Washington which are being evaluated.
Oakland, Calif.	General Electric started ASR-2 installation.
San Francisco, Calif.	Working on malfunctioning of ASR-2 by G.E.

DME:

Bryce Canyon, Utah	Installation completed February 6.
Oakland, Calif.	Installation completed February 2.
Reno, Nevada	Installation completed February 20.
Sacramento, Calif.	Installation in progress.

TOWAC:

Fresno, Calif.	Installation combined tower/station proceeding satisfactorily. Estimated completion early part of April, 1953.

ATC:

Long Beach, Calif.	Further conferences were held with City officials and Airport Manager on the proposed new control tower at the Municipal Airport.
Burbank, Calif.	Continued work with architects and Lockheed representatives on new control tower at Lockheed Air Terminal.

CENTER:

Mt. Tamalpais, Calif.	Plans being prepared for a remote transmitter installation.

OFACS:

Belmont, Calif.	Engineering investigation made of the condition of the dike at the transmitter station preparatory to issuing a proposal for major repairs to the dike.

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Training Programs:

The following personnel of the Maintenance Branch are attending classes indicated at the Aeronautical Center, Oklahoma City:

ILS/VOR	DME	RADAR
H. C. Stokeley, EMT, LOL	O. B. Cox, SEMT-EKO	R. W. Pyburn, SEMT-SLC
R. B. Thatcher, EMT-GBN	M. C. Nickerson, EMT-SFO	
G. R. Hobbs, SEMT-RBL	D. L. Hughes, EMT-LAX	

INDOCTRINATION	28 PRINTER
T. M. Lawliss, EMT-OAK	E. Mathews, EMDS-SFO
K. C. Flandro, EMT-SLC	A. J. Cooper, EMT-SFO
C. A. Light, EMT-LAS	C. H. Lehr, EMT-LAX
	L. W. Fowler, EMT-INW

AIRWAYS OPERATIONS:

A meeting, attended by representatives of the Airways Operations and Aviation Safety Divisions, non-scheduled operators, and members of ATA, was held in the Regional Office February 10 to discuss the Burbank situation. A full explanation of the traffic control problems at that location, together with our recommendations for instrument arrival and departure procedures, was presented to the group. They were also informed of limitations to the number of IFR operations into and out of Burbank because of terrain and the proximity of Los Angeles Airport. Proposed procedures are presently being flight checked to determine their safety, and it appears that we will be successful in partly alleviating traffic delays at Burbank.

Space estimates for the combination station/tower at Tucson are being prepared, as requested by the Tucson Airport Authority in connection with their plans to construct a new terminal building and tower structure.

Washington has requested a review of our entire VOR program, to include such items as the possibility of additional locations, relocations, traffic congestion, etc. One man from each Center is being detailed to the Regional Office for the week of March 16 to work with the Technical Services and Planning Branch in the formulation of this report.

Radar departure control was placed in effect at Los Angeles International Airport on February 23.

The annual Facility Chiefs' Conference is tentatively scheduled for the middle of April.

Mr. Chester Church, the new District Supervisor, reported for duty February 16.

Mr. D. R. Whitney, Chief, Technical Services and Planning Branch, conducted a traffic survey at Stockton during the period January 29 through February 1. Various facilities were visited en route. A meeting was held at the Salinas City Hall with the Chief Communicator, Salinas Communications Station; the Chairman of the Salinas Airport Commission; and the Airport Director; concerning problems involved in establishing a control tower at Salinas Airport. It was agreed that there was not sufficient traffic at Salinas to meet the requirements. (Continued on next page)

Mr. H. B. Wright, Airways Operations Specialist, made a field trip through Southern California and Arizona, February 9-20, during which traffic surveys were conducted at Nogales and Safford, Arizona.

Mr. Art Johnson, Division Chief, met at Salt Lake City, January 28 and 29, with representatives of Region Five and Region Seven (in accordance with the latter's request) to discuss mutual problems. While in Salt Lake City, Mr. Johnson also discussed matters pertinent to this Division with personnel of the Weather Bureau Regional Office.

AIRPORTS:

The Chief of the Airports Division met with the representatives of the Port of Oakland to discuss the tentative master plan which was later reviewed by the Regional Administrator's Staff. Additional discussions were held on the CAA's participation in the Port of Oakland condemnation proceedings of property required for airport purposes.

During the week of February 8, 1953, a conference of Airport Engineering Branch Chiefs was held in Washington for the purpose of discussing airport design and construction standards and procedures. Two new publications are scheduled for issuance, "Airport Lighting Design" and "Airport Buildings", and three publications are scheduled for revision, "Airport Design", "Airport Paving", and "Standard Specifications for Construction of Airports". The conference was attended by the Branch Chiefs of each of the nine Regions and by two representatives of the Technical Development and Evaluation Center.

As a result of negotiations between the County of San Bernardino and Gilfillan Bros., Inc. the CAA was successful in arranging for the Fontana Airport to be leased on an exclusive basis to Gilfillan Bros., Inc. in the interests of national defense.

Final inspections were made by the SOCAL District Airport Office of the Imperial County Airport project for lighting and San Luis Obispo County Airport project for an administration building.

Preliminary plans and specifications for the second stage of development covering the new instrument runway at Salt Lake Municipal Airport No. 1 are now essentially complete and are scheduled to be in the hands of the District Airport Engineer within the next few days.

A recent report released by a Salt Lake special City auditor indicates that the net earnings for the Salt Lake Municipal Airport for the calendar year 1952 amounts to $105,886.

AVIATION SAFETY:

The Baumann Model 290 experienced a propeller failure on take-off, and the aircraft crash landed, causing extensive damage. However, it is expected that the airplane will be rebuilt and tests resumed.

Ski installation data for the Model UH-12A helicopter were examined and approved, and the Type Inspection Authorization for this installation was forwarded to Region One where the tests will be conducted.

During this month, Herrmann Engineering personnel expect to begin a 150-hour run of their engine with a new set of pistons and roller installed. This will be for their own information and, at the end of this test, they hope to have a new complete engine ready to run the next 150-hour test. (Continued on next page)

Personnel of the Aircraft Engineering Branch and Burbank Air Carrier Aviation Safety District Office assisted CAB personnel in the investigation of the accident to Intercontinental Airways' Constellation, Serial 1962, at Lockheed Air Terminal, Burbank, California. The accident was believed to be the result of failure to lower the landing gear on a crew check flight. A Commercial Operator Certificate was issued to Intercontinental Airways, Inc; however, since the company's only aircraft has been destroyed, no operations have been conducted under the certificate.

Washington representatives at the Type Board meetings in connection with the McCulloch MC-4C and the Lockheed Models 1049B and 1249A were Messrs. W. T. Shuler of W-301, M. R. Disler of W-303 and M. W. Numbers of W-305. Mr. Gilbert DeVore of Flight Test Section in Region One also participated in these meetings.

The final Type Certification Board meeting on the McCulloch Model MC-4C helicopter was held on February 16, and Type Certificate No. 6H3 has been assigned to this model.

Representatives of the Los Angeles Air Carrier District Office participated in Western Air Lines Convair 240 proving run from Salt Lake City, Utah, to Rochester, Minnesota.

Flight Operations Agents of the Burbank Air Carrier Aviation Safety District Office arranged and participated in pilot meetings at Burbank to acquaint the irregular air carrier pilots with ADIZ problems and procedures.

Agent Fydell, Burbank Air Carrier District Office, participated in the investigation and CAB hearing on the Flying Tiger Line DC-4 accident at Seattle.

The modification and overhaul of the Douglas DC-3, which airplane was obtained by Bonanza Airlines from TWA, is nearly completed. The airplane will be placed in operation soon.

Western Air Lines has received its fifth Douglas DC-6B and has placed it in operation.

California Eastern Airways has obtained a Douglas C-54 from the Standard Oil Company and is placing it in service on the Pacific Air Lift. Also, California Eastern has received the five C-54's from Chinese Air Transport. These aircraft, which were impounded in Hong Kong, will be modified and certificated by California Eastern, who will have first rights for later purchase.

A short course on aerial spraying and dusting for operators and farmers was given February 4 and 5 at the Utah State Agricultural College, Logan, Utah. We understand that this is the first time this type of course has been given in that area and that its reception has resulted in unanimous requests for recurrence of such courses in the future. The program and its conduct resulted primarily from efforts of our Supervising Agent John Forsey, Salt Lake City General District Office, who worked with U.S.A.C. Extension Service, Utah Experimental Station, State Agricultural College and other agencies for successful organization and conduct of the course.

The Third Annual Convention of Agricultural Aircraft Operators' Association, Inc., was held at Fresno, California, January 29, 30 and 31. Approximately sixty operators were represented at this convention, all of whom are based in California. Many aspects of agricultural aviation and problems peculiar to that phase of the industry were covered.
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CAA was invited to participate, and a short talk was given by Mr. D. F. Petersen, Chief, General Safety Branch, on Safety Improvement in Aerial Applicator Operations.

Field agents are in the process of completion of the second annual industrial operation survey. Reports so far indicate a large increase in such operations, particularly in the area of agricultural aviation. The totals for the Region will not be available until approximately the end of February. We expect, however, that, in general, figures will be far above those appearing in the recently issued booklet "Aircraft at Work", which was developed from last year's survey.

Two BT-13's, operated by Aero Skywriters, Inc., of Chicago, Illinois, departed from Hawthorne Airport. Following take-off, and apparently through prearrangement, the two aircraft flew the pattern at Hawthorne Airport, and, after obtaining clearance, made a pass down the runway, emitting smoke for the benefit of viewers. One of these aircraft pulled up in a pattern to the left; the other appeared to enter a slow roll at low altitude near the west end of the airport. At about midway of the roll, the aircraft appeared to attempt completion of the roll in snap fashion and dove into the backyard of a residence, striking both the ground and the house. The crash was followed by fire. The pilot was killed and two residents were seriously injured.

As a result of return of personnel from military service, the following reassignments have been made:

Mr. John P. Brown has assumed the duties of Flight Operations Agent assigned to Western Air Lines;

Mr. Arthur C. Burns has been designated as Supervising Agent, Van Nuys General Safety District Office;

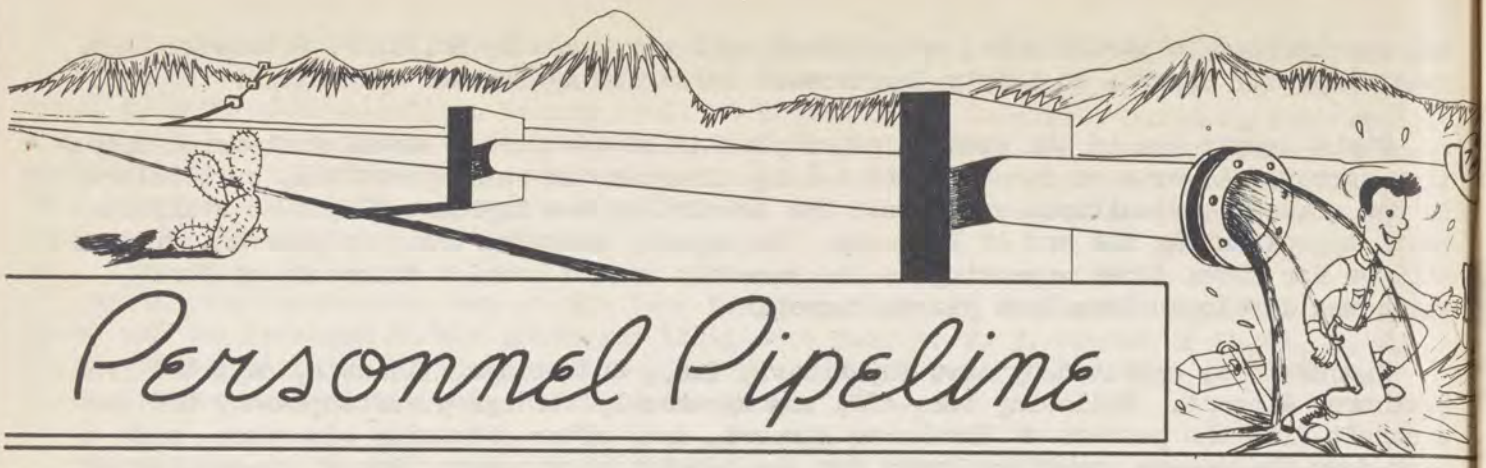
Mr. Stanley Yagiela has taken over the duties of one of the Supervising Project Engineers in the Airframe and Equipment Section;

Mr. C. T. Holman has returned to his former position of Chief, Manufacturing Inspection Section;

Mr. M. L. Beutler is Supervising Agent at the Manufacturing Inspection District Office at Santa Monica, California.

OFFICE OF AVIATION INFORMATION AND EDUCATION:

Assisted the Chief of the General Safety Branch in preparing a bulletin to all District Offices for regional implementation of the Flying Club Program. About a month ago, all district offices were requested by Aviation Safety to determine the number of flying clubs in each district and distribution of this brochure has been made accordingly. A procedure has been set whereby district office personnel will call a meeting of representatives of flying clubs within their district and explain the program and its objectives. We have furnished Region One with 250 copies of the brochure, Region Three with 150 copies, Region Four 35 copies, Region Five 200 copies, Region Seven 50 copies, Region Nine 15 copies and 350 copies have been distributed in this Region.



Personnel Pipeline

By now, many employees have been visited by the team of Civil Service Commission Position Classifiers who have been with us since February 9th. We thought it would be apropos to pass on some information concerning this visit by representatives of the Classification Division of the Commission.

Their visit is in compliance with a provision of the Classification Act of 1949 which required the Commission to post-audit a sufficient number of each Federal Department's job sheets to determine the degree of adherence to standards published by the Commission.

The Analysts are now in the process of reviewing a percentage of our positions to be sure we are adhering to their standards. Positions which were selected by the team for audit were done so at random with a view to obtaining a cross section and a "grade ladder" within each Division. Approximately 135 positions are being covered by the audit, 50% of which are field positions. They have already covered positions at the Regional Office, Thermal, Las Vegas, Los Angeles Station, Tower and Center, and plan to visit Bakersfield, Fresno, Palo Alto, San Francisco and Oakland, on their way back to San Francisco.

Prior to visiting this Region, the Commission was furnished with informational material concerning the operations of the Sixth Region and the program objectives of each of the Divisions. During their first day here, they were briefed further by the Executive Assistant on the primary mission of the CAA, as well as the specific functions of each segment of our organization.

Except for those positions which will be covered on the team's return trip to its head office, all positions which they intend to cover will be accomplished by February 27.

The Analysts have taken comprehensive notes on all positions which they have audited. They will take these notes back with them and, during the next three of four weeks, will decide on the allocation of the positions at which they have looked. After the decisions have been reached and before a formal report is submitted, they will hold an informal discussion with representatives of this Region. We will be given an opportunity to review the Commission's decisions and furnish any additional information necessary at that time.

QUESTION BOX?

The following questions and answers pertain to the Federal Retirement Law which may prove of interest to those CAA employees who are presently covered under the retirement system or who may be eligible for coverage at a future date.

Q. What is the Civil Service Retirement Fund?

A. It is the accumulation of money held in trust by the United States Treasury for the purpose of paying annuity, refund, and death benefits to persons entitled to them.

Q. May any other money be deposited in the Retirement Fund?

A. Yes. A member may make deposit to cover past service for which no deductions were taken. He may also make additional payments, known as voluntary contributions, to provide for a larger annuity.

Q. Does membership in the Retirement System automatically place an employee in the regular competitive Civil Service?

A. No.

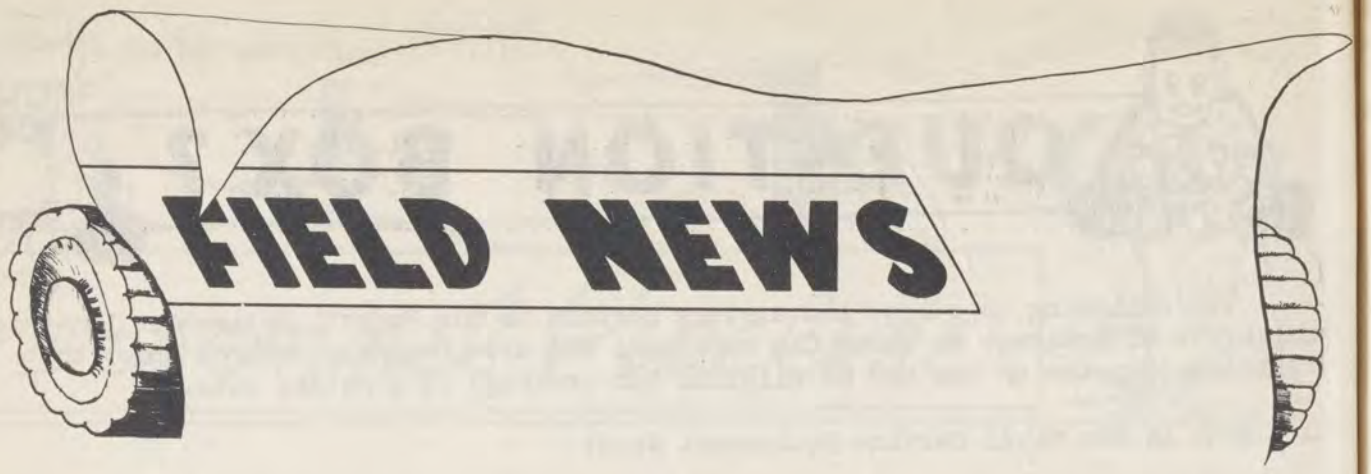
Q. How is the amount of the deposit determined?

A. The deposit is made up of the regular deductions (2½% from August 1, 1920, to June 30, 1926; 3½% from July 1, 1926, to June 30, 1942; 5% from July 1, 1942, to the day before the first pay period in July 1948; and 6% thereafter), plus interest during periods of employment at the rate of 4% to December 31, 1947 and 3% thereafter, compounded annually.

Q. Is it to the employee's advantage to make the deposit? What factors will aid him in making his decision?

A. It may or may not be, depending upon the circumstances in the individual case. Each employee must decide this question for himself. The following factors should be considered:

(a) The maximum annuity protection for the employee and any survivor is insured.
(b) Interest is earned on the deposit at 3%, compounded annually, thus increasing the employee's account in the retirement fund.
(c) Any balance remaining will be paid as a lump-sum death settlement if the full amount of the deposit is not returned in the form of annuity payments.
(d) The sum of the deposit will have been returned to the employee in annuity payments if he lives more than ten years after retirement, and he will continue to receive the full annuity for the remainder of his life.
(e) The deposit becomes a part of the employee's account and may not be withdrawn unless he is separated and can meet the requirements for payment of refund.



DAE, ARIZONA: One of the most interesting projects this office has handled in the past year and one which may be of interest to others in the Region involved the reconstruction of certain terminal apron and taxiway areas at the Bisbee-Douglas International Airport.

When this airport was constructed as the Douglas AAF, vast areas were paved to provide tie-down apron space and taxiways for multi-engine military aircraft at the training base.

The pavement was placed over poor subgrade soil and while the depth of base course used was substantial, the quality of base material was poor. The base material has considerable clay in it and in some cases appeared to have been covered with clay as a binder to facilitate construction.

Over the years the clay began to take on moisture from capillary action until the base and subgrade became plastic to the extent that the otherwise good asphalt pavement started to fail under the action of DC-3, Convair 240 and an occasional DC-6 aircraft.

The situation became so severe in the vicinity of the small Portland cement concrete airline apron and on taxiways leading to this apron that it was difficult to keep the terminal in operation.

Repair of the deep failures was an unbearable burden to airport maintenance forces. In order to improve the situation, it was decided to reconstruct the area required for apron use and some of the worst taxiways by digging out the old pavement and base and replacing it with different material.

The area to be corrected, even though only a fraction of that which must be reconstructed in the future, was relatively large when compared to the funds available in this small community for matching of Federal aid for airport improvements. The area decided upon as most necessary for this project covered 20,000 square yards. An earlier project had established the fact that Portland cement aprons and taxiways would cost about $7.00 per square yard. Money was not available for a $140,000 project for the 20,000 square yards of pavement, so it was obvious that flexible pavement must be used. Due to the shortage of good material pits in the vicinity of the airport and in view of the fact that a much larger area must eventually be repaved, this office recommended to the consulting engineers, Headman, Ferguson and Carollo, retained by Cochise County to prepare

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plans and specifications, that they consider salvaging asphaltic concrete from surplus apron areas and runways for use as base material and new asphaltic concrete surfacing. After checking with the asphalt Institute, the engineers concurred in our design suggestions, and a project was set up which provided for removing the existing base, preparing the subgrade and placing 12½" of salvaged asphaltic concrete base and 2½" of salvaged asphaltic concrete surface.

Specifications required great care in picking up the asphaltic concrete to prevent contamination from the clay-impregnated base material. The salvaged material was then run through a crusher until it would pass a 3" screen. This material was then compacted on the prepared subgrade by alternate blading and rolling with very heavy rollers. This resulted in a strong and stable base.

The aggregate for the surface course was the same salvaged asphaltic material run through the crusher to pass a 1½" screen. This material was windrowed on an abandoned runway and mixed with a light cutback asphalt (MC-). The MC-0 has a high kerosene content which softened the old asphalt and also had enough new asphalt to provide sufficient additional binder. A little over 2% of the cutback asphalt was required.

After mixing with motor graders and a rotary mixer on the abandoned runway, the material was hauled to the new base and placed and compacted. Finally, a very heavy seal of emulsified asphalt and crushed limestone chips was placed.

The final product has to this date proven to be entirely adequate to carry the traffic and we believe it will give excellent service over a long period of time.

The contract cost of this construction was about $1.40 per square yard. This price included all equipment, labor and materials for grading and paving. With such a low cost per square yard, it is easy to see that there was a very substantial saving in cost on the project.

The results and costs on this project lead us to believe that where it is necessary to reconstruct pavements on former military facilities where existing pavements are excessive in area, but lack sufficient strength for civilian usage, careful consideration should be given to the possibility of salvaging and reusing existing materials.

Investigation and cost comparisons may indicate that it is possible to save the taxpayers many dollars by making proper use of materials which are already on the ground.

OAKLAND:

ASDO: At the present time, there are thirteen Japanese pilots taking refresher training at TALOA Academy. All of these pilots have had considerable previous experience, and while in training here will receive Commercial certificates with Airplane Single and Multi-Engine ratings as well as Instrument ratings. A waiver was granted by the CAB for the issuance of these pilot certificates.

Agent Leckie of the Oakland District Office has given several of the Commercial flight tests. During these tests some difficulty was encountered with language differences, but everything was apparently in order as the applicants responded as required to requests to perform chandelles, pylons and so forth. However, some doubt arose in Agent Leckie's mind about the completeness of understanding during the performance of one

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emergency landing. An applicant chose to perform his emergency landing in a field submerged in about a foot of water. When his attention was brought to the fact that the field was under water, while other dry fields surrounded it, the applicant turned and said, "Yes sir, yes sir, thank you very much, sir," with a big grin and continued on with his landing. Agent Leckie is still trying to figure out whether he expected to get his seaplane rating as well as his land rating as a result of this maneuver.

ARCATA:

INSAC: Everything at Arcata has now returned to normal after the excitement of last month's floods. The station was kept busy during the emergency with numerous calls for preflight briefing from private planes flying into disaster areas, as well as relaying emergency communications and assistance requests to relief agencies, and to the local radio station for rebroadcast to the people concerned. In spite of poor flying conditions and washed out landing strips, the local flying services, as well as several Army helicopters, did a fine job of flying out sick and injured and delivering supplies to isolated communities.

The Arcata field has the reputation of being one of the foggiest airports in the United States. Our system of landing aids, however, has enabled the airlines to conduct on-schedule passenger operations in spite of fogs so dense that automobile traffic is slowed down to a crawl. The landing aids include: Slopeline/transverse bar approach lights, high intensity runway lights, neon taxi lights, localizer, glide path and associated equipment. The control panels for the light system are located adjacent to the console and it is the responsibility of the duty communicator to adjust the lighting intensities to meet changing weather conditions and to coordinate the adjustments to meet individual pilot requirements. The airline minimums for the field are "200 and 1/2" and since the INSAC is located in the former tower cab, an interesting view is afforded of some of these "bare minimum" landings. The Arcata field is now the center of a control area and private flying has slowed to a crawl due to the necessity of filing an IFR flight plan when below minimums. The "seat of the pants" boys are now talking of getting instrument tickets so they can do a little Sunday flying.

There are several new faces at the station since the last time we appeared in the News - "Dit Dit" Johnson from Las Vegas; James Redo from Delta; John Welch from Hanksville and James Peterson, a new employee.

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