



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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APRIL 1, 1953

RADAR DEPARTURE CONTROL

by

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"NOTAM LAX EFFECTIVE 0001P FEBRUARY 23 1953 RADAR DEPARTURE CONTROL WILL BE INAUGURATED AT LOS ANGELES INTERNATIONAL AIRPORT. UNDER THESE PROCEDURES RADAR WILL BE USED TO VECTOR DEPARTING AIRCRAFT .....

This teletype message heralded the advent of Radar Departure Control at Los Angeles International Airport. Immersed as it is in standard phraseologies and routine instructions, the message cannot begin to impart to the casual reader the importance of the commissioning of this additional aid to air traffic control in general.

The use of radar in air traffic control is becoming an increasingly important factor in the expeditious and safe movement of IFR (instrument flight rules) traffic. Terminal approach radar, consisting of Precision and Surveillance scopes, has proved its worth so effectively that Precision and Surveillance installations are planned for every major terminal area. Installation of surveillance radar alone will serve all practical purposes for approach and departure control at other than major terminals.

Los Angeles Tower has been using terminal approach radar for several years and it has materially assisted in shortening the interval between successive IFR approaches. Departure radar will perform a similar function for outbound aircraft, shortening the interval between IFR departures and thus decreasing the overall delay to aircraft awaiting takeoff.

Radar Departure Control utilizes a Surveillance radar scope. To provide this service at Los Angeles, it was necessary to install a second surveillance scope in the tower cab. Our initial installation contract on surveillance radar included a duplicate set of console equipment, arranged in trays for easy interchange, so that maintenance personnel could work on the equipment without shutting down the surveillance service. It was then necessary to obtain another console in which  
(Continued on next page)

to install these spare parts and we had, in effect, a "stand-by" scope. This console was installed adjacent to the present surveillance set and was "hooked up" so that the present antenna supplied the picture for both sets. Thus we have twin consoles operating side by side. If a failure occurs in one console, the operator merely looks at the second and retains radar contact with his aircraft. Interphone equipment between the Radar Departure position and the local control and the approach control positions of operation was installed to insure immediate and positive interchange of information between the control positions. Transmitter and receiver selector panels and a microphone were installed and the position was ready to operate.

While the installation crew was hard at work, other groups were also busy laying the ground work that is so extremely necessary to success of a new operational procedure. Representatives from the Airways Operations Division and the Washington Office, together with the Chief Controller, were formulating the operational procedures. This turned out to be quite involved since Los Angeles Tower is the third tower in the United States commissioned for Radar Departure Control and the other two, Washington National and La Guardia, have traffic and terrain problems quite different from ours. Some features of their departure procedures were borrowed but others had to be developed to suit the needs at Los Angeles.

Finally, operations letters were approved, memorandums completed, tower personnel checked out, and the commissioning date set.

Those of you who have not seen a Surveillance Radar Scope can visualize in your minds a TV screen, without picture, and having concentric circles at regular intervals from the center of the tube. There are four circles and they indicate to the Radar Controller 5, 10, 15, and 20 miles distances from the airport. An electronic pencil, or "sweep", circles continuously from the center of the display and prints a picture every two seconds which tells the Radar controller the position of every aircraft within a 20-mile radius. An overlay map, of clear plastic, is superimposed over the screen and has etched upon it a geographical map of the area with most of the prominent landmarks. Radio facilities and range courses utilized by aircraft are also depicted on the overlay map.

In actual effect, it is as though the Controller were suspended at an altitude above the airport and could watch all the aircraft movements below him within a 20-mile radius of the airport!

An aircraft will show up on the scope as a little blob of light, or "pip", comparable in size to the torn end of a paper match. The radar controller can compute its position in degrees from the airport by means of a compass rose completely surrounding the display, and its distance from the airport by means of the concentric circles or "range marks".

Radar departure procedures will vary depending upon weather conditions and traffic density. The main objective is to expedite departing aircraft and still provide safe separation during their climb. Radar Departure Control will normally be utilized whenever two or more aircraft are ready to take off at approximately the same time during weather conditions that prohibit the pilot from conducting his flight visually. By using radar, the Departure Controller may release aircraft almost as rapidly as during clear weather conditions. This is possible simply because the Radar Controller can accurately determine the position of every aircraft and maintain a required minimum of three miles or more horizontal separation between successive departures throughout their climbs.

(Continued on page 5 )



## REGIONAL ADMINISTRATOR'S COLUMN

In a recent Toastmasters Area Contest, our able Executive Assistant, Morrey Plotkin, was one of the two winners. The contest was between the top speakers from nine Clubs and we were all justly proud of Morrey who gave an outstanding speech. Both for this reason and the appropriateness of the subject, it is my pleasure to pass it on to you through this column.

"Many a person has lamented, 'If I had only thought!' Paul urged the Philipian Christians to think, but he was careful to suggest the kind of thoughts they should allow to enter and fill their minds: 'Finally, brethren, whatever is true, whatever is just, whatever is pure, whatever is lovely, whatever is gracious, if there is any excellence, if there is anything worthy of praise, think about these things.' Review this list of thoughts we should think -- true, honorable, just, lovely, gracious, excellent, praiseworthy. What clean words they are! And observe that they are positive words. Not falsehood, or dishonorable, or unjust, or impure, or ugly, or ingracious or vicious, or fault-finding.

"Negative thinking is harmful, depressing, and personality-shattering. We are to think up, not down.

"Paul does not mean to encourage blind optimism. He has written some of the most scorching descriptions of the evils in the world and the weakness of human nature; but his eyes are always open to the true, the good, and the beautiful.

"The story is told of a boy who visited the Congressional Library in Washington when the building was new. He walked about with his eyes focused on the mosaic floor. Suddenly, he stopped with a look of triumph on his face. 'I knew that somewhere I would find it!' he exclaimed exulting. 'I knew that somewhere I would find a stone out of place.' He missed the beauty because he was looking for errors. Ecclesiastes says, 'Dead flies cause the oil of the perfumer to send forth an evil odor; so doth a little folly outweigh wisdom and honor.' This has led to the common saying about the fly that spoils the ointment. Negative thoughts are such flies. They sour the personality, cloud the mind and warp the soul.

"Two men were walking down a roadway and observed a rose bush in full bloom. One turned to the other and said, 'Look at all the thorns among the roses.' But the other responded, 'Look at the roses among the thorns.' Again, it becomes an attitude of mind. Do we think in negative terms or do we think in positive terms?

"Picture, if you will, a lovely valley surrounded by high mountains. A storm has just passed over the valley and across the mountains. There are three characters in this picture. One is a cow which is contentedly munching the grass in the field. The cow is thinking only of her physical needs; she is oblivious of the beauty around her. There is also a man walking through the middle of the valley. Mud is caked on his shoes. He, too, is oblivious to the beauty of his surroundings. He is too busy cursing the mudiness of his feet. Another man is also walking through the valley, with a song in his heart and his eyes reflecting the beauty of the valley and the grandeur of the mountains. Again, my friends, do we think in negative terms or in positive terms? (Continued on page 5)



#### SUGGESTION PROGRAM

Mr. Marriott, Regional Administrator, recently presented a twenty-five dollar cash award to Mr. Donald Kiltz. Presentation is shown in the picture above, as Mr. A. E. Horning, Chief, Facilities Division, looks on.

Mr. Kiltz was presented with this award for suggesting circuit modification of the Crouse-Hinds Form 1 lamp changer. This suggestion resulted in a 100% increase in dependability for this lamp changer.

Because of other activities, the Suggestion Program is in arrears. We hope to concentrate our efforts in this program so that it will be brought current during the month of April.

"If we study our vocabularies we shall no doubt discover that we have favorite negative and critical words that we constantly use about people and things. Jesus said, 'Whoever says "you fool" shall be liable to hell fire.' Does He not suggest that the words we use react upon ourselves, destroying us by the attitudes of mind and heart which these words create? Terrible, horrible, Dago, kike, foreigner, Jew, said with resentment or a sneer, are negative words and destructive to those who use them. They are not 'honorable, or just, or lovely, or gracious.' What a splendid word the New Testament Christians used of their fellow Christians. They called one another 'brother'. This is a positive word and, in using it, they stirred within themselves brotherly attitudes toward one another.

"This is a serious world with enough evil in it to discourage us. But why walk knee-deep in the mire of negative thoughts? The real path in which we walk is the path of the mind; therefore, 'whatever is true, whatever is honorable, whatever is just, whatever is pure, whatever is lovely, whatever is gracious, if there is any excellence, if there is anything worthy of praise, think about these things.'"

\* \* \* \* \*

RADEP DEPARTURE CONTROL (Continued from Page two)

Radar Departure Control establishes the separation between departures by advising the tower controller when to release the next aircraft for takeoff. Actual practice has revealed that the time consumed by the second aircraft taxiing into position and starting his takeoff roll normally spaces it three to five miles behind the preceding aircraft. The Radar Controller then monitors the climbs and if it appears that the second aircraft will approach closer than three miles to the first, he will instruct the pilot of the overtaking aircraft to turn left or right in order to lengthen his flight path and increase the distance between the two. This is called a "delay pattern" and is an effective demonstration of the geometric axiom, "the shortest distance between two points is a straight line." As soon as adequate separation is reestablished, the second aircraft is vectored back to the original course. Any number of aircraft in sequence can be handled similarly.

As you can see, Radar Departure control is primarily a monitoring service. The operating pattern is as follows: Depending upon weather conditions, the tower or air route center will assign a standard climb to the departing aircraft; the radar controller then establishes separation by advising the tower controller when to release the next aircraft for takeoff; the tower controller clears the aircraft for takeoff and instructs the pilot to change to Radar Departure Control frequency. The Radar controller then merely monitors both, or all, aircraft radar targets to insure that minimum separation is maintained. If necessary to vector the aircraft into a delay pattern, he can immediately contact the pilot by radio.

A secondary function of Radar Departure Control is Radar Navigation. The Radar Controller can "guide" an aircraft "pip" to any location on the face of the scope by vectoring, or assigning headings, for the pilot to fly. In this, the Radar Controller can help a pilot fly the shortest route between fixes depicted on the overlay map. He can also direct an aircraft, via the shortest flight path, to intercept the course of a radio facility the pilot intends to use. In case of an emergency involving engine or other mechanical trouble after takeoff, Radar Navigation can vector the aircraft back to the airport immediately without the danger of conflict with other aircraft. (Continued on next page)

Los Angeles International Airport, due to its geographic location, is subject to a much higher percentage of cloud cover than most airports. Although most of the cloud condition is low stratus, it still requires a pilot to conduct his flight on instruments and air traffic control must provide separation until the aircraft is on top and the pilot is able to proceed visually. Probably the best utilization of Radar Departure Control procedures will be during stratus conditions with tops not exceeding four or five thousand feet. Before Radar Departure Control was commissioned, separation standards as published in our operations manuals, and applying to all airports regardless of their location, were strictly observed. This meant that an aircraft had either to report reaching on-top the clouds, had completed a turn to provide track separation, or a minimum length of time must have elapsed before the tower controller could release subsequent aircraft for takeoff. Radar Departure Control eliminates all of the above restrictions and, in so doing, practically eliminates delay for departures.

When higher tops or full instrument conditions prevail, Radar Departure Control is limited to the extent that aircraft could be released more rapidly than there are altitudes available on the airways system to absorb the traffic load. Heavy precipitation is the only weather condition which might restrict the utility of Radar Departure Control. Radar targets merge with the "clutter" caused by heavy rain or snow, making the targets very difficult and sometimes impossible to see. It is obvious that during such conditions, Radar would not be used to control departures.

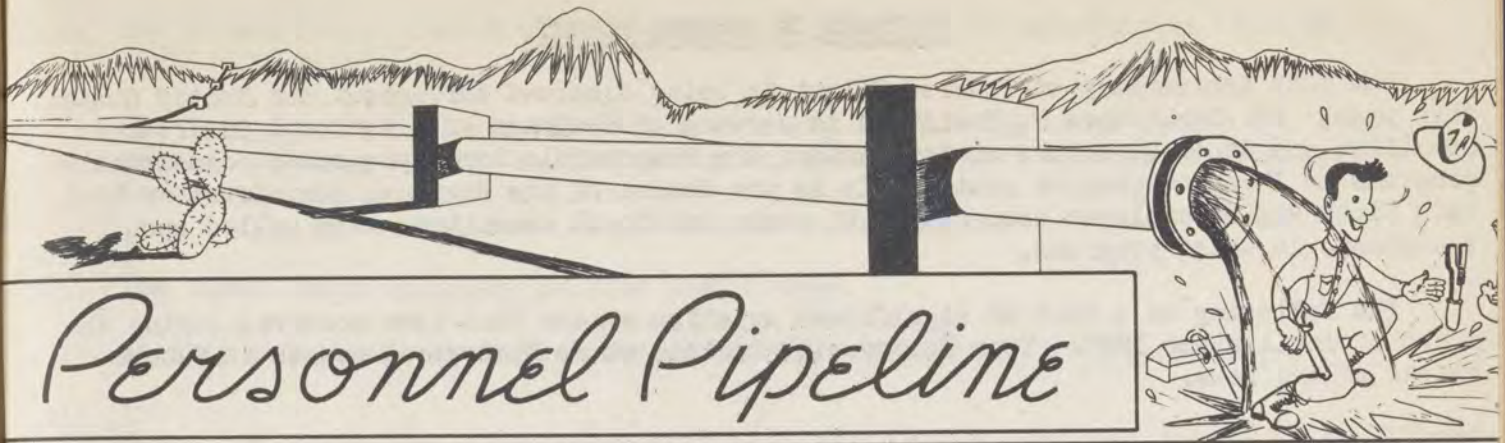
Los Angeles Tower has very definite need for any operational aid that will assist in decreasing delay to aircraft. Los Angeles International ranks among the first four airports for air carrier operations in the entire nation. During the calendar year 1952, Los Angeles approach control conducted 13,120 instrument approaches as compared to 13,410 for Chicago, 11,078 for La Guardia, and 9,090 for Washington National. If each aircraft departing IFR is saved just ONE minute's delay time, the accumulated saving in time and related operating expense for all aircraft operators for a year's period would be over two hundred hours!

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#### VOLUNTARY PLEDGE PLAN NOTES

For each account in the Credit Union, Trustee Cards must be signed by the Chairman and Alternate Chairman. These cards and account books have been mailed recently. Chairmen are urged to return the Trustee Cards to the Credit Union promptly. When additional members join, the account book should be sent in along with the \$5.00 so that the Credit Union can post the additional deposit. Don't forget to keep your beneficiary cards up to date.

If you are 35 years old, the lowest possible insurance rate you can get would buy you about \$3,500 of insurance for \$5.00 per month. Our plan has been in effect four months - so for your \$5.00 (if you are 35 years old) you have had \$20.00 worth of insurance already. Those who are older have had proportionately more for their money. It's a good deal! Let's have more members.



# Personnel Pipeline

There has been a change in the Civil Service Regulations which provides that a person may be paid a salary above the maximum of his grade under the following circumstances:

- The employee must have occupied a position which immediately prior to October 30, 1949 (effective date of Classification Act of 1949) was subject to the old classification Act of 1923, and
- The position must have been initially allocated to any of the grades of the Classification Act of 1949,
- The position is subsequently reduced below such grade as the result of reallocation provided there has been no material change in the duties and responsibilities since October 30, 1949.

Under these circumstances, the employee may continue to receive the same salary which he was receiving immediately prior to the action taken to downgrade his position so long as he continues to perform the same duties and has the same responsibilities. A comparison must be made of the duties and responsibilities current when the job is downgraded and those which were indicated in the job description on October 30, 1949.

## FOR EXAMPLE:

An employee will meet the above provisions if the following has happened:

- On July 1, 1949, (prior to the Act of 1949) an employee is placed in a Clerk, CAF-4 position at \$2,949.72.
- On October 30, 1949, the position was changed from CAF-4 to GS-4 as a result of the Classification Act of 1949.
- On March 15, 1953, as the result of an audit of position, the position is downgraded to GS-3. In checking the position description, it is found that there has been no material change in the duties from what was stated in the job sheet on July 1, 1949. On March 15, 1953, the incumbent was receiving a salary of \$3,655. This employee may retain the salary of \$3,655 when downgraded to the GS-3 position although the maximum salary rate of a GS-3 is \$3,430. The employee may retain this salary only so long as he remains in the same position. If he were to be reassigned to another GS-3 position, he would then receive the maximum salary of a GS-3.

## 50 YEARS OF POWERED FLIGHT

The 50th Anniversary of Powered Flight is being observed throughout the United States this year. Lt. Gen. James H. Doolittle is serving as Chairman of a National Observance Committee and State Directors of Aeronautics are responsible for appropriate commemorative programs in their respective states. It is the desire of the Regional Administrator that each Sixth Region employee cooperate with state and local committees when called upon for assistance in these programs.

The following is a list of significant aviation events that have occurred during the month of April since 1903. Your Editor will include other historical events in future issues of the News.

### April 1

1912: The Army Flying School transferred from Augusta, Georgia to College Park, Maryland.

1918: American Aviation Headquarters were opened in Rome, Italy and a definite agreement made with Italians for training of American pilots.

### April 2

1932: The Air Reserve Association of the United States was formally organized and first meeting held in Chicago, Illinois.

### April 3

1916: Capt. William Mitchell reported to Chief Signals Officer to assume charge of the Aeronautic Division.

### April 6

1925: April 6-September 28. The first round-the-world air tour, first trans-Pacific Flight and first Westbound Atlantic crossing were made by Air Service Officers from Seattle, a distance of 26,345 miles was travelled in 363 hours flying time with an elapsed time of 175 days. The Collier Trophy and DSM awards were made to Capt. L. H. Smith and Lts. L. Wade, L. P. Arnold, E. H. Nelson, J. Harding and H. H. Ogden.

1927: First pilot license issued by Department of Commerce to William Patterson MacCracken.

1930: Transcontinental glider in tow piloted by Capt. Frank Hawks from San Diego to New York == 2,860 miles in 36 hours and 47 minutes.

### April 7

1925: Navy aircraft carrier Saratoga was launched.

### April 8

1931: Mrs. Amelia Earhart Putnam made two altitude flights in an autogiro at the Pitcairn Aviation Field near Philadelphia, the first to a height of 18,500 feet and the second to 19,000 feet.

1947: American Overseas Airlines obtains rights for commercial service to Finland, 1st U. S. route to Russia's sphere of Europe.

### April 9

1902: Aeronaut Leo Steven flew his first American airship, Pegasus, from the lawn of the Oriental Hotel, Manhattan Beach, New York City, New York.

(Continued on next page)

1941: The United States Danish agreement gives U. S. right to construct and operate air-fields in Greenland.

1947: The CAA grants its first approval of the Army wartime GCA radar device for commercial planes, authorizing its use by Pan American World Airways at Gander, Newfoundland.

#### April 10

1915: The first Junior Military Aviator test issued.

1931: Airship sub-cloud observation car demonstrated by Lt. Wilfred J. Paul.

#### April 11

1911: College Park, Maryland inaugurated as the Army's first permanent flying school with the request that four hangars be constructed.

1918: First patrol over the enemy lines by an observation squadron was made by I Corps Observation Squadron, 1st Observation Group, equipped with biplace Spads.

#### April 12

1930: The U. S. Army Air Corps set a new world's record for altitude combat formation flying on April 12, 1930, at Mather Field, Sacramento, California, when 19 planes of the 95th Pursuit Squadron commanded by Capt. H. M. Elmendorf, reached a height recorded at 30,000 feet. The previous record was 17,000 feet.

1927: New American duration record made by Clarence D. Chamberlin and B. B. Acosta of 51 hours, 11 minutes and 25 seconds.

#### April 13

1913: Lt. H. S. McLeary made a new Army altitude record of 8,400 feet in his Curtiss plane.

1925: Henry Ford started an airplane freight line between Detroit and Chicago — the first commercial aviation on a regular schedule.

1937: U. S. Navy completes non-stop mass flight of 12 airplanes from San Diego, California to Honolulu in 21 hours and 25 minutes.

#### April 14

1919: Lts. Douglas Campbell and Alan F. Winslow of the 94th Squadron of the 1st Pursuit Group brought down the first two enemy airplanes downed by the AEF.

1936: Boris Sergievsky sets amphibian world altitude record of 24,950.712 feet at Stratford, Conn., also setting world record for amphibians with payload of 500 kilograms.

1940: First Air Corps detachment assigned to an Alaskan station arrives at Fairbanks.

#### April 15

1912: The Signal Corps ordered its first tractor airplane from the Burgess Company and Curtiss (Greeley Curtiss)

1928: April 15-21. First eastbound Arctic crossing was made by Capt. G. H. Wilkins and Lt. C. B. Eielson, Port Barrow, Green Harbor Spitsbergen, 2,200 miles in 20 hours and 20 minutes.

1941: First officially-recorded rotor helicopter flight in western hemisphere, Vought-Sikorsky, piloted by Igor Sikorsky, flying time, 1 hour, 5 minutes and 14.5 seconds at Stratford, Conn. (Continued on next page)

1941: America's first helicopter built by Sikorsky (Vought-Sikorsky VS-300A) makes endurance record of 1 hour, 5 minutes, 14.5 seconds at Stratford, Conn. Sikorsky received first CAA recognition for this feat.

April 16

1912: First U. S. licensed woman pilot, Harriet Quimby, flew the English Channel.

1926: First cotton dusting plane was purchased by the Department of Agriculture.

1935: "Pan American Clipper" flew from Alameda, California to Honolulu in 18 hours and 39 minutes in first test flight for Pan American Airways.

April 17

1914: The Riley Scott Bomb-sighting and dropping device was tested at San Diego by Lt. T. F. Dodd, pilot and bomber Riley Scott, the inventor.

1923: World speed record of 114.35 mph for 1,500 kilometers was set by Lt. H. R. Harris, in a DH4-Liberty 400.

April 18

1910: Night flights were made by Walter Brookins, Wright pilot at Montgomery, Alabama.

1911: Lt. John Rodgers, USN, who soloed at Dayton, Ohio, was the first Wright School Navy Pilot.

April 19

1919: American distance cross-country record set in non-stop flight, Chicago to New York, by Capt. E. F. White and mechanic H. M. Schaefer in DH4-Liberty 400, flying a distance of 738.6 miles in 6 hours and 50 minutes.

1935: April 19-20. Amelia Earhart flew from Burbank, California to Central Airport, Mexico City, Mexico, with one stop in 13 hours and 33 minutes elapsed time.

1937: Letter to encircle world by commercial airmail dispatched from New York City Route-San Francisco, Hong Kong, Penang, Amsterdam, and Brazil. Was returned to New York on May 25, 1937.

April 20

1916: The first American pilot to receive the French Medaille Militaire was Sgt. Maj. Elliot Cowdin.

1933: The first school in this country for mili-flying training and maintenance of the auto gyro began at Patterson Field, Fairfield, Ohio.

April 21

1938: Maiden flight of the Naval dirigible Macon.

April 22

1908: Captain Chandler made a balloon ascent accompanied by Theodore Roosevelt, Jr., son of the President and Capt. Fitzhugh Lee, military aide to the President, landing at Delaware City after  $4\frac{1}{4}$  hours in the air.

April 23

1924: National Balloon Race, San Antonio, Texas, was won by W. T. VanOrman, landing at Rochester, Minnesota, a distance of 1,725.22 kilometers.

April 24

1929: Miss Elinor Smith at Roosevelt, Long Island, made the woman's solo endurance record by staying aloft 26 hours, 21 minutes and 32 seconds.

1951: Piper-super Cub, piloted by Mrs. Ona Louisa Branger, sets an international altitude record of 26,820 feet in the minus 1,103 pound category.

April 25

1940: Aircraft carrier Wasp commissioned.

April 26

1934: Boris Sergievsky made a seaplane record for greatest load carried to an altitude of 2,000 meters by carrying 16,618 pounds at Bridgeport, Conn.

1949: Bill Boris and Dick Riedel set new world flight endurance record of 1,008 hours and 2 minutes in Aeronca sedan, Sunkist Lady.

April 27

1913: The first flight across Panama Isthmus was made by Robert G. Fowler and cameraman Raymond A. Duhem, Panama-Cristobal, ocean-to-ocean non-stop in 57 minutes -- the first flight seaplane there, the first passenger-carrying flight in Central America and the pictures were the first taken in the air of the Canal or Central America.

1949: Sikorsky S-52-1 helicopter flown by Harold E. Thompson sets new world speed record of 129.6 mph for 3 kilometer course at Cleveland, Ohio.

April 28

1919: The first jump from an airplane with free type backpack parachute (later adopted as standard) made at McCook Field, Dayton, Ohio, by Leslie Irving from plane flown by Floyd Smith, designer of the parachute.

1937: Pan American Clipper arrives at Hong Kong, completing first commercial flight across the Pacific.

April 29

1909: Daniel Maloney began a series of glides with the Montgomery glider, taking off from captive balloons.

1918: Lt. Edward Rickenbacker, who later became the American Ace of Aces, shot down his first enemy airplane.

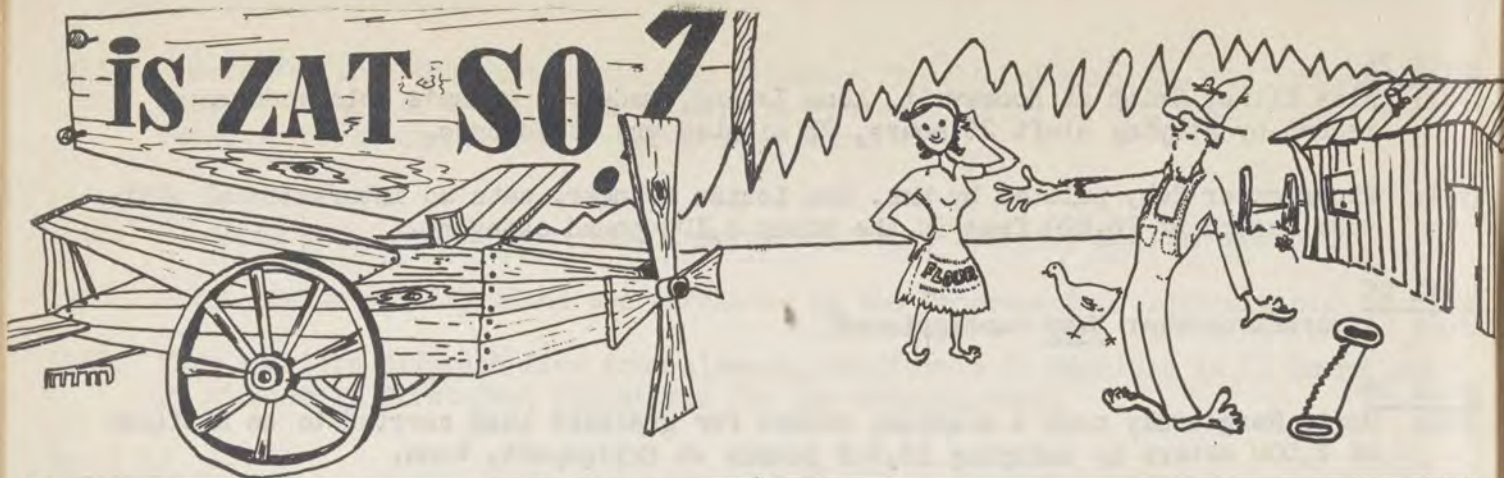
1926: National Balloon Race at Little Rock, Arkansas, was won by Ward T. Van Orman and W. W. Morton at Petersburg, Virginia, a distance of 848 miles.

April 30

1917: During the month, Maj. William Mitchell flew over the enemy lines, the first American Officer to do so.

1952: New World distance record for light aircraft of 2,462 miles from Los Angeles to New York made by Max Conrad.

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1. There were only 95 CAA certificated A & E mechanic schools in the U. S. on January 1, 1953. Several of these schools have less than 10 students enrolled. This is critical.
2. U. S. airlines used 750,000,000 gallons of gasoline in 1952. At 15 miles per gallon, one could drive a car around the world 45,000 times or make 10,062,500 round trips between Los Angeles and Phoenix with that amount of gasoline.
3. The Bryce Canyon, Utah, VOR is located on a mountain top at 9068 feet elevation. This is the highest VOR in the U. S. The Thermal, California, VOR is the lowest, 137 feet below sea level.
4. It is estimated that U. S. aircraft manufacturers will pay out 3.3 billion dollars in wages in 1953. This amount of money could purchase 11,000,000 automatic washing machines.
5. In 1952, approximately 300,000 more people made international trips in and out of the U. S. by air than by boat.
6. Lockheed Aircraft Company will award twenty four-year university scholarships this year to graduating high school seniors. Tuition, fees, supplies and \$500 for personal expenses will be provided for each scholarship.
7. The mountain top VOR at Elko, Nevada, will be in one of the coldest spots in the United States. Needles, California VOR is rated as one of the hottest VOR locations in the United States.
8. Domestic airline trunklines carried 23,510,000 revenue passengers in 1952. U. S. International lines carried 2,278,000. This is equivalent to approximately 65,000 trains of 400 passengers each.
9. Crescent City, California, generated 1952.6 air line passengers per thousand population (3275 passengers) in 1952 - Crescent City population only 1,689. Los Angeles generated only 149.5 passengers per 1000 population during the same period.
10. Northwest reports the case of their Stratocruiser that left Tokyo one morning, flew 4,906 miles to Seattle and landed three minutes before the time it took off. It left Tokyo at 9:10 a.m. on Sunday, December 7; crossed the International Date Line, losing 24 hours in the process, landed in Seattle at 9:07 a.m. on Sunday, December 7. Record flight time: 15 hours and 56 minutes.

## DIVISION HI-LITES

### FACILITIES DIVISION:

#### VHF RANGES

- Point Reyes, California - Installation work at this facility will follow the Palmdale VOR installation.
- Palmdale, California - Installation progressing satisfactorily; estimated completion date April 4.
- Elko, Nevada - Construction work is still under Stop Order until favorable weather conditions prevail for completion of the work.
- Stockton, California - Engineering work is being deferred pending flight check for satisfactory site.
- Oceanside, California - Waiting for permit from Camp Pendleton to make flight check at a tentative site.
- Los Angeles, California - Relocation still being delayed subject to land acquisition by the city.
- Lucin, Utah - Bids for relocation opened March 10. Actual award of contract was delayed due to "freeze" on new construction.
- Fresno, California - Bids opened February 26. Award delayed due to "freeze" on new construction.
- St. George, Utah - It has been determined that a VOR Range will not be required at St. George; therefore, the VAR was decommissioned permanently on March 11, 1953.
- Lovelock, Nevada - Installation work on DME, plastic antenna shelter, etc., was started on February 28; estimated completion date is March 31.

#### INSTRUMENT LANDING SYSTEMS

- Santa Barbara, Calif. - Grading of the area in front of the Glide Slope has been completed and appears satisfactory. Installation will get underway prior to April 1.

(Continued on next page)

INTERMEDIATE LANDING FIELD

Furnace Creek, California - Plans and specifications have been completed for the installation of the runway lighting. Issuance of lighting proposal has been delayed by "freeze" on new construction. Construction of the runway has been progressing satisfactorily. The gravel base course has been finished and the asphalt surface course was started March 25. It is estimated that all paving work will be completed by April 15.

HTALL

San Francisco, California - Construction and installation work on this facility has been progressing rather slowly; however, center lane lights and the 1000' crossbar will be completed early in April. A proposal is being issued for the threshold lights to be opened April 8.

RADAR

ASR

San Francisco, Calif. - Installation was conditionally accepted from General Electric March 5.

Oakland, California - General Electric is running 72-hour check on equipment. Expect to be ready for flight check March 30.

PAR

San Francisco, Calif. - Engineering plans and specifications completed. Issuance of proposal delayed due to "freeze" on new projects.

Oakland, California - Proposal and plans forwarded to Procurement Branch for issuance.

DME at ILS

Los Angeles, California - Installation has been deferred due to delay in receipt of equipment.

COMBINED STATION/TOWER

Fresno, California - Expect to commission about April 9 and to complete all work approximately April 20.

INSACS

Imperial, California - Relocation of El Centro NAAS to Imperial completed March 24. Acceptance inspection started.

(Continued on next page)

## TOWERS

Van Nuys, California - Engineering for new equipment installation 90% complete.

## REMOTE TRANSMITTER

Oakland ATCC Air/Ground - Engineering plans and specifications have been completed. Work has been delayed due to "freeze" on new construction.

## GENERAL

The "freeze" on all new engineering and construction work has now been lifted for the entire EANF program. No indication has been received when we may expect removal of the freeze on employment.

## TRAINING PROGRAMS

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

### ILS/VOR

G. R. Hobbs, SEMT-RBL  
C. T. Johnson, EMT-BELMONT  
J. L. Shaw, SEMT-BUR  
H. C. Stokely, EMT-LOL

### DME

D. L. Hughes, EMT-LAX  
J. I. Pinaire, SEMT-ENV  
E. B. Thatcher, EMT-GBN

### RADAR

W. M. Callahan, SEMT-OAK  
W. H. Robinson, EMT-SLC

## INDOCTRINATION

K. C. Flandro, EMT/SLC  
T. M. Lawliss, EMT/OAK  
C. A. Light, EMT/LAS  
D. F. Poulin, EMT/INW

## AIRWAYS OPERATIONS DIVISION:

The Alameda Naval Air Station has requested that CAA approve a separate control zone for their exclusive use. The space they desire will be approved as part of the present Oakland control zone.

A mailing list, including Moffett, Hughes, Glendale, Hawthorne, and Ontario Towers, has been established for the purpose of assisting these facilities in keeping abreast of control procedures which we believe to be of benefit to them.

The El Centro Communications Station has been moved to the Imperial County Airport effective March 17, 1953.

Mr. Harold Howard, Chief, Salt Lake City Center, visited the office March 9 with Hill Field and Ogden City officials to discuss expansion of runways and traffic at Hill Field. The possibility of re-establishing control service in the form of a combined station/tower at Ogden in order to properly control traffic in the Hill-Ogden area was also considered.

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The Office of Federal Airways recently requested each Region to review carefully its plans for the efficient movement of traffic using VOR facilities and to determine to what extent changes and additions in the VOR system are required in order to meet the anticipated needs of the next five years. Accordingly, a VOR Conference was held in the Regional Office the week of March 16 with personnel from the Salt Lake City, Oakland, and Los Angeles Centers, together with Aviation Safety, Planning and Evaluation, and Airways Operations representatives, in attendance.

An Agreement for the Operation and Maintenance of the tower at Palmdale was initiated between CAA and Lockheed Aircraft Corporation, the latter to provide funds for the continued operation of this facility for the period May 1, 1953 through June 30, 1954.

The annual Facility Chiefs' Conference, tentatively scheduled for the middle of April, has been postponed.

A meeting was held on March 11 with a representative from Consolidated Aircraft, San Diego, and personnel of the Airways Operations Facilities, and Aviation Safety Divisions in connection with the establishment of an IIS for test purposes.

In accordance with Washington's request, Mr. C. D. Ewing has been appointed alternate Air Defense Liaison Officer for Mr. G. I. Smith. Mr. D. R. Whitney will serve in the same capacity for Mr. G. L. Simonson.

Mr. C. W. Carmody, Washington Airways Operations Division, arrived March 23 to spend the week in the Regional Office and the Los Angeles area.

#### AVIATION SAFETY DIVISION:

Members of the Turbine-Powered Transport Evaluation Team are visiting manufacturers in this Region for the purpose of discussing the proposed CAA policies for airworthiness certification of turbine transports. Upon completion of the discussions in Region Six, the Team will visit manufacturers in Region Seven. Prior to the arrival of the Washington members of the Turbine Team, Sixth Region members visited Norton Air Force Base to obtain information of interest to the Team.

Four Aerojet 1000 lb. JATO units, which had been carried on a Braniff DC-4 for 100 hours, were test-fired successfully at the Aerojet plant. These bottles had been pressurized to 15 psi to insure against altitude affecting the propellant. In addition, two units were test-fired in such a manner that the safety diaphragms were blown, to demonstrate the effectiveness of the diaphragm.

New Wright compound engine powerplants have been received and installed in the Douglas DC-7 prototype. However, certain cowling accessories are still unavailable for completion of an evaluation from a type certification standpoint. It is estimated that flight tests will start about the end of April.

The Lear L-5 autopilot installation has been completed and approved on the Douglas Model UC-67 (B-23). (Continued on next page)

hat Preliminary conferences were held between Douglas and CAA personnel relative to the Douglas DC-6 series propeller reversing system manual lock. The system will be presented to this office for approval in the near future.

Western Air Lines has completed its Salt Lake City-Minneapolis DC-6B proving flights and has initiated service over this route.

Airline Transport Carriers, Burbank, is currently utilizing its Constellation for GAM flights. Nonstop operations have been conducted from Oakland to Philadelphia, Boston and other Eastern points.

In accordance with the Administrator's order, an investigative hearing was held in the Regional Office on February 27, 1953, with Examiners Jacobs and Nogle presiding, to determine whether Air Services, Inc., is properly qualified and eligible for the issuance of an irregular air carrier operating certificate.

Southwest Airways has completed the modification of its first Martin 202, which is currently being utilized in pilot training activities. Also, Southwest is making the necessary aircraft modification so as to be able to utilize the Weidenhoff engine analysis for trouble shooting both on the ground and on special test flights. Southwest has all aircraft equipped with single omni equipment.

#### AIRPORTS DIVISION

The Chief, Airports Division, presented a paper, "Design of the Airport Terminal Area" before the Fourteenth Annual Highway Conference, University of Utah, on March 4.

The Chief of the Division attended the AAAE meeting at Kansas City, Missouri.

The first stage project, consisting of grading and drainage, for the construction of a new instrument runway at Salt Lake City Municipal Airport is approximately 85% complete. This work was shut down last fall due to winter weather, but will soon be resumed and completed. Preliminary detailed plans and specifications have been prepared for the second stage work, consisting of runway and connecting taxiway paving, high intensity runway lighting, taxiway lighting, and runway marking. This work will immediately follow completion of the grading and drainage work.

The instrument runway and connecting taxiway construction is being financed jointly by the City of Salt Lake, the Utah National Guard, and the CAA under the Federal Aid Program. The total cost anticipated is slightly less than two million dollars.

Salt Lake City is also in the process of negotiating a contract with a local architectural firm to make a study of and prepare plans for a new terminal area to be located between the existing N-S runway and the new N-S instrument runway.

Final inspection was made March 12, by the SOCAL District Airport Office, on the reconstruction of the NW/SE runway at Long Beach Municipal Airport under combined Section 17 and Federal Aid.

City of Riverside is purchasing Arlington Airport and has requested Federal Aid for construction of a feeder airport.

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## CAPITAL GLEANINGS

The following bills affecting Government employees have been introduced at this session of Congress:

- HR 585: Provides for a pay increase for Federal employees tied in with the cost of living.
- HR 1076: Would permit improved training of Federal employees in order to increase the efficiency of the Federal Government.
- HR 1396: Provides for the creation of a Federal Employees' Recreation corporation, the purpose of which would be to improve the efficiency, morale, health, and general welfare of Federal employees.
- HR 1418: Would amend the Hatch Act to permit any Federal employee to take an active part in political management or political campaigns.
- HR 1562: Entitled "Federal Employees' Loyalty Act of 1953" provides for the creation of a Loyalty Review Board as an independent establishment for the purpose of removing from office and preventing the appointment of persons found to be disloyal to the United States.
- HR 1590: Provides that money may be withheld from salary at the request of an employee for payment of certain life and hospitalization insurance.
- HR 2461: Would increase the subsistence allowance rate for Federal employees in travel status to \$15.00 per diem.
- HR 2474: Would eliminate the present salary limit for overtime pay purposes so that paid overtime for all employees will be computed at one and one-half times the basic compensation rate.
- HR 2735: Would amend the Classification Act of 1949 so that longevity step increases may be given to employees above grade GS-10.

### An Answer to Fears:

In a recent press conference, President Eisenhower announced that the greater number of Federal employees need have no fear for their jobs. He said in part "...the only thing we have talked about so far is policy making jobs which must necessarily be subject to appointment by those whom the voters hold responsible for national policies. You can't possibly put policies in the hands of those who can't be removed by the voters..." (This quotation concerns his recommendation that certain policy making jobs be placed in Schedule A and where necessary, removing these jobs from Civil Service)

### The Case of the Swinging Ax:

Secretary of Commerce Weeks got the Administration's economy program off with a bang by announcing a 15% budget cut with an 8 to 10% cut in personnel for those agencies within his Department. Other Departments are following suit with proposed voluntary cuts ranging from drastic to token. The GOP-controlled House is backing up the drive of its Appropriations Committee to cut military spending by trimming nearly 60% of the

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1953 second supplemental appropriations bill. Biggest slice - \$1,200,000,000 came out of the Defense Department request which portends lean days ahead. Assisting the committee is the "Silent 60" drawn from private industry. This group is scattered throughout the various Departments screening business practices and finances. First return of reports back to Chairman Taber of the Appropriations Committee are said to indicate that a long-standing state of confusion exists.

Leave:

One bill before Congress would eliminate terminal leave payments to personnel whose salaries are \$11,800 and above. This stems from the present payments of terminal leave to outgoing Truman appointees. There's talk also of requiring you to use some portion of your accumulated leave so you can not be paid for all of it in cash if and when you do leave the service.

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FROM THE WASHINGTON PERSONNEL SHOP:

Promotion Plan Study:

The committee assigned to the promotion plan study has completed the initial phase of the project. A draft of new procedures and a revised promotion appraisal form have been prepared. As soon as certain refinements are made, the revisions will be forwarded to the regions for comments.

Freeze Orders:

We have no further news on the relaxation of restrictions placed on hiring and promotions. All indications still point to a very conservative approach to the matter. The regions should be extremely cautious in using the authorities contained in Administrative Order 177 to the end that no accessions will be effected without very thorough consideration and ample justification.

Classification Standards Survey: -

A team composed of representatives of the CAA Classification Staff, the Department Classification Staff and the Office of Federal Airways is now in Region 1 on the first of several visits to Airways Operations and Electronic Maintenance field facilities. This is part of the fact finding which will lead to revisions, as necessary, of existing agency classification standards for positions in these categories. As an extension of the Region 1 visit, a member of our Classification Staff will accompany Messrs. Rand and Shivers of Federal Airways on a swing through Regions Two, Three, Four and Five facilities.

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PERSONALITY OF THE MONTH

John R. McCarthy

The Region's newest Flight Test Pilot has earned a real reputation in his short six-year tour of duty with the Agency. McCarthy has done a lot of things in his thirty-five years and from all reports, he has done them well. He recently transferred from a position in the Washington Office as a Flight Test Specialist to a Flight Engineering Pilot job in the Region, with a current assignment as the Agent in Charge of the flight testing of the new DC-7.

His interest in flying was doubtlessly accelerated a great deal by his father. The elder Mr. McCarthy is Dr. McCarthy, formerly CAA's Medical Officer in the Eighth Region. When Mac was graduated from high school, he wanted to learn more about the aviation picture. The next four years found him as an aeronautical engineering student at the University of Minnesota. He received his B.S. Degree in June, 1939.

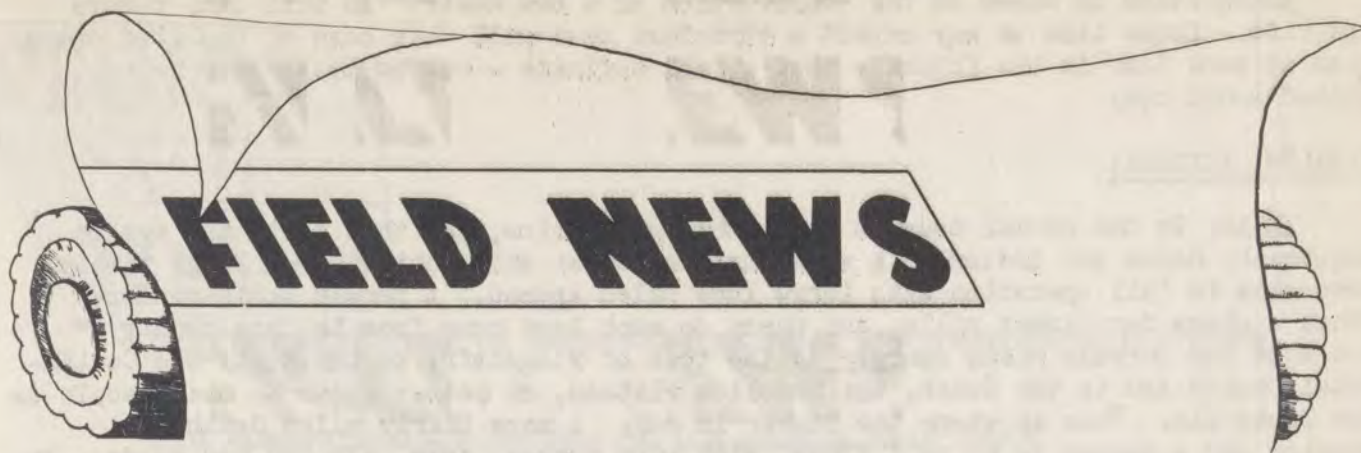
The ink was barely dry on the diploma when he began training as an Aviation Cadet with the Navy in Pensacola. During the period 1939-1946, McCarthy had enough military experiences in the Pacific Theater to make one's hair stand on end. One notable incident occurred on December 7, 1941, at Pearl Harbor. On this memorable day, Ensign McCarthy had taken off from an aircraft carrier coming back to the base at Pearl Harbor. He was nonchalantly going along when all of a sudden a few Jap Zeros surrounded him. You know the rest! Fortunately, he was over one of the Hawaiian Islands and was able to bail out. In this aerial combat the box score of injuries indicated two fractures of the right fibula, dislocation of kneecap, with the final defect of a slight immobility and instability of the right knee.

After some hospitalization, Mac was still ready and rarin'. The next four years found him in various responsible assignments throughout the Pacific Theater. He is the holder of a Presidential Unit Citation, the Navy Cross, and the Bronze Star. He currently holds the rank of Commander in the Navy and has been very active in the U. S. Naval Reserve.

He joined the CAA in June, 1946. His first assignment was in the Second Region at Bush Field, Augusta, Georgia. He next transferred to the Third Region in September of 1946 and moved to the Seventh Region in February 1950. Then he moved to the central office of Engineering Flight Test in Washington in July of 1951.

The Region is happy to have a person of McCarthy's ability.

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### BAKERSFIELD, CALIFORNIA:

**TOWER:** In the flying line - probably the most unusual activity connected with our facility is the agriculture segment of aviation. Always, at this time of year, there is a great amount of "hustle bustle" and activity getting the equipment ready for the season. Normally, the season extends from the fore part of April until the early part of November, or the first frost.

At this writing, we have 44 Stearman type aircraft based on the airport involved in agriculture work. As the pressure increases, and the demand becomes greater, some of our operators will bring in additional aircraft to aid in getting the job done. So probably sometime during the season we will have at least sixty agriculture aircraft based on the field involved in dusting and spraying. Usually all of them are not on the field at the same time. A number of them are kept at outlying strips and return to the airport for maintenance, wash up, and other routine adjustments. It's a sun-up to sun-down business (we're a 16 hour facility) and often a large number of the aircraft will depart the field before we open the tower in the morning. But we can usually expect a slight rush late in the evening when they return to the field.

To the north and west of our field are some rather extensive agriculture holdings, consisting of potatoes and cotton. When these fields are "worked" we are required to have some coordination to prevent conflicts within the pattern. And in some cases the tower is used as a turning pylon by aircraft working directly to the north of us. (Makes it interesting) However, we do find that a "duster pilot" is usually pretty "sharp" and more generally cooperative when he understands our problem than the average private pilot.

We are keeping ourselves busy preparing to commission approach control procedures at this facility again.

We're the on again, off again tower. Now it looks like it's on again. We originally put approach control into effect back in January of 1949. Decommissioned it in November of 1950 and plan to commission it again on April 7th. A decided increase in the number of instrument approaches was the deciding factor in restoration of the procedures. Happy to have it back! (Continued on next page)

Integration is based on the construction of a new tower. At this time rumors are rife. Looks like we may expect a structure that will take care of combined operation at some time in the future - that's real definite - but at least it's being talked about now.

WINSLOW, ARIZONA:

INSAC: To the normal tourist going through Winslow, all that meets the eye is Sagebrush, Rocks and Indians. A more sharp observer will notice three large timber companies in full operation with large logs piled around. A person would wonder, "What a place for timber mills, and where do such logs come from in this country?" To the West the terrain rises sharply to the town of Flagstaff; to the East, the Continental Divide and to the South, the Mogollon Plateau, or better known to most people as the Tonto Rim. This is where the timber is cut. A mere thirty miles South of Winslow and a person is in tall trees, with wild turkey, deer, elk and bad roads. In the winter months, the local Civil Air Patrol which is well represented by Winslow CAA personnel, is kept pretty busy rescuing stranded pioneers and other amateur explorers who decide it is a nice day and proceed to the mountains. In a matter of minutes, a small cloud that looks so insignificant can develop into a real downpour, or snow storm, whatever the season may be, and the party is helplessly stranded in a quagmire of mud or deep snow. At this present writing, there are still three hunters not located that were lost last elk season. We flew many search missions during the elk season and have a CAP plane standing by.

As most of you know, we are located in the cab of the Control Tower, looking down on life with the same view point of the tower controller, but we give only extensive landing information. We find ourselves in a peculiar situation sometimes. Pilots seeing us in the tower figure they must have landing instructions and they do everything but fly into the tower to attract our attention. We wave heartily at them. We know that they are saying, "The stupid jerks, why don't they give me a green light." But we like our operating quarters here and feel we are in a better position to give assistance to the pilots. The only bad thing is we have lost the personal contacts with the pilots as all flight plans are filed by radio or fast line from the Weather Bureau.

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