REGION VI NEWS

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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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AGRICULTURAL & INDUSTRIAL AVIATION IN SIXTH REGION IN 1952

By: W. O. Johnson, Educationist (Aviation)

There has been a feeling of despondence for the past few years among certain aviation enthusiasts, because, in their opinion, general aviation is on the "down-grade". Recent studies and surveys, however, do not bear out this contention; in fact, the contrary seems to be true. Perhaps there has been a decrease in so-called "Sunday afternoon" flying in many areas, but there has been a remarkable up-surge in economic utility type flying.

Executive and business flying has grown to great proportions during the last few years. Approximately 30,000 aircraft in the United States were engaged in some business flying during 1951. Flying for business accounted for one-fourth, or 2,328,000 hours, of all time flown in general aviation. Practically all aircraft used in business are in the light plane category, but a survey has shown that 800 companies own more than 1700 multi-engine aircraft; a large percentage of these being in the large aircraft (over 12,000 lbs.) category. Business flying includes all flying done in connection with businesses or professions except those activities in which aircraft operation is a major function of the business, such as, crop dusting, transportation for hire, and flight instruction.

The "National Flying Farmers" movement has been one of the brightest stars in the aviation firmament. There are Flying Farmer chapters in practically every state of the Union. Membership of these organizations is made up of farmers, men and women, who derive at least 51% of their income from agricultural pursuits. They own their own planes and use them for transportation in their business and for pleasure.

Agricultural and industrial commercial flying has also forged ahead within recent years. It is true that aerial dusting and spraying, pipeline patrol, forest patrol, etc. were first accomplished many years ago, but it was not until after World War II that this phase of aviation became extensive. For instance, it was not until the summer of 1952 that aerial application of agricultural chemicals was practiced to any extent in Utah. The CAA is vitally concerned with agricultural and industrial flying. Recently, our General Safety Agents, as a part of a national project, conducted a survey to ascertain the extent to which the airplane was used in agriculture and other industrial pursuits within the Region during 1952. This survey has revealed some very significant and startling information. (Continued on next page)

There were approximately 9,407,365 acres (14,700 square miles) of farm land treated or seeded from the air in the Sixth Region alone. This is an area equivalent to the combined area of the States of Connecticut, Rhode Island, and New Jersey or equivalent to a swath five miles wide stretching from San Francisco to New York. At an (estimated) average rate of $1.50 per acre return to the operator for dry chemicals and $2.50 per acre for liquid chemicals, this represents a $16,000,000 annual gross business. A survey for 1951 indicates there were approximately 38,000,000 acres treated in the entire United States. The acreage treated in the Sixth Region in 1952 is therefore about $\frac{1}{4}$ of the total acreage treated in the United States during 1951.

There were 232,323,452 pounds of dry solid agricultural chemicals (insecticides, fertilizer, etc.) dispensed from aircraft within the Sixth Region during 1952. The Association of American Railroads estimated that the average freight car loading for all commodities is forty tons. At this rate, it would take 2,900 railroad cars, or approximately fifty trains of sixty cars each to handle this commodity. During this same period, 32,975,722 pounds of seed were sown from the air.

The light weight aircraft usually can haul 600 to 800 pounds per load while heavier planes haul upwards of 1200 to 1600 pounds. The number of these types of aircraft is in the approximate ratio of 1:5. Therefore, it appears that it would require 55,000 light plane loads and 157,000 heavy plane loads to dispense the dry chemicals and seed. Statistics for 1951, the latest national data available, indicate that 587,505,094 pounds of dry chemical and 91,118,408 pounds of seed were applied by aircraft in the entire United States during that year. The amount of these materials applied in the Sixth Region in 1952 is approximately one-third of the 1951 total for the United States.

20,492,244 gallons of liquid chemicals were sprayed by aerial applicators in the Sixth Region in 1952. The capacity of an average railroad tank car train of sixty cars is 529,200 gallons. At this rate, it would require forty trains to transport this material.

It required 188,297 hours of flight to accomplish the agricultural work that was done commercially in the Sixth Region in 1952, an increase of 18% over 1951. At an average estimated speed of 80 mph, these planes logged approximately 15,000,000 miles, the equivalent of 600 trips around the world. It is estimated at 3,322,000 gallons of gasoline were consumed in these operations. At 33¢ per gallon, this would amount to an expenditure of $1,063,260.

There is no way of calculating the payroll of the 592 pilots employed in the Sixth Region in this vocation as there seems to be no established pattern for compensation. However, it is estimated that this payroll would be approximately $5,000,000. This amount, when augmented by the wages paid to ground crews, maintenance personnel, bookkeepers, salesmen, agronomists, etc., is a sizeable sum and is the means of support for several thousand people.

There were 775 aircraft of all categories utilized in the Sixth Region in this agricultural work in 1952. The cost per aircraft will probably average $8,000. The applicators, therefore, have an investment of more than $6,000,000 in aircraft alone. Add to this the investment in hangars, shops, warehouses, trucks, other ground facilities, and aircraft parts, and it can readily be seen that agricultural aviation is "big business."

The allied activities of manufacturing, distributing and selling agricultural chemicals is, in itself, a very big business; one that has expanded tremendously during recent years because of development of aerial application. The research that is constantly being carried on by agricultural colleges, chemical manufacturers, and equipment manufacturers should not be overlooked when considering this major industry. (Continued on page 15)

Regional Administrator's Column

During the past two months, the Civil Service Commission conducted a classification audit of our Region. A number of you were interviewed by one or more members of the Audit Team. I assume that everyone is interested in the outcome of this audit, so I propose to discuss it in this column.

The CSC Classification Team audited a total of 137 positions. After studying all of their findings, they prepared a tentative report of their proposed allocations for these 137 positions. This report approved 99 of the positions in their present grades; proposed up-grading of five positions, and down-grading of 33 positions. These proposed allocations were discussed with the Civil Service team in the Regional Office on April 7,8, and 9 in full day sessions and lengthy night sessions. As a result of this informal review, the team, based on additional facts presented to them, restored six positions which they had proposed for downgrading back to their existing grades. This leaves 27 possible adverse actions out of the 137 considered by the Audit Team.

From the statistics of the Twelfth Civil Service Region, the percentage of positions proposed for downgrading is lower than any other Federal agency which they have audited in the past several years, and, of course, we haven't conceded on many of the remaining 27. In fact, we propose to contest most of these adverse actions, particularly since a number of them are in the national staffing pattern and would affect positions in other Regions.

In a number of instances, proposed downgradings can be prevented by assigning duties to the position which will warrant the existing grade. This, of course, we will do wherever the circumstances justify such action.

We are advised that we will receive the Civil Service Commission's formal report shortly after the first of May, and that we will have sixty days following that date in which to submit our reply, including any information on which we base our opposition to the actions taken, and justification for retention of existing grades.

In view of the national implication involved, we have already submitted a report to the Washington Office requesting that, upon receipt of the Civil Service Commission's formal report, arrangements be made for a Washington Office representative to visit the Regional Office so that we may jointly work out the best approach to be used in contesting the adverse actions with which we do not agree.

Frankly, in two areas, one in the Airways Operations Division and one in the Facilities Division, we had hoped for a general upgrading of certain types of positions and stressed with Civil Service that in our considered opinion, they should be upgraded. We were successful in one or two individual instances, but not to the extent we had anticipated might be possible.

It will be some time before all negotiations with the Civil Service Commission are completed and the final outcome is known. In the meantime, I assure you that all of us here in the Regional Office will exhaust every possible avenue of approach to the problem of retaining the existing grades of our present organization.
(Continued on page 8)

LENGTH OF SERVICE AWARDS

On Friday, April 10, 1953, service pins were awarded to employees who have served in the Department of Commerce ten, twenty and thirty years. Mr. Marriott, Regional Administrator, assisted by Miss Lucille Carty, Appointment Clerk, Personnel Branch, made the presentations at a ceremony held in the regional office cafeteria.

LUCILLE CARTY - MR. MARRIOTT

FRANCIS A. O'LEARY - MR. MARRIOTT

Francis A. O'Leary, Airways Maintenance Technician, Las Vegas, Nevada, received a pin for thirty years of service. He is the fifth Region 6 employee to receive this award. Mr. O'Leary began his Government Service during World War I with an eighteen months' tour of duty with the Army. After seven years with the Air Mail Service, he joined the Lighthouse Service in 1927, and has been with CAA and predecessor agencies since that time.

Eight employees received pins for twenty years of service and 128 employees received ten-year service pin awards. All but two of the eight employees receiving a 20 year pin were present at the presentation. Unfortunately, because of time and distance, only 21 employees with ten years of service were in attendance. Pictures of both groups appear on page five and a list of those employees who were unable to be present appears on page six.

TWENTY YEAR AWARDS:

Front row (L-R) Samuel Gilbert, Foreman Mechanic, R.O.; C. V. Millholland, SEMT (Airborne) Los Angeles; John H. Prater, AOS(C), Lovelock. Second row (L-R) Herschel Pack, EMT, Santa Barbara; R. E. Wiley, AOS(C), San Diego; Gene Mathews, Coordinator Liaison Maint. Officer, San Francisco; Mr. Marriott.

TEN YEAR AWARDS:

Front row (L-R) Louise Anselmo, Position Classifier, R.O.; Miriam Maiten, Secretary, 6-555; Jeanette M. Finn, Secretary, 6-579; Lucille Brenke, Secretary, 6-565; Mr. Marriott, Loyce Owen, Secretary, 6-510; Gene Meurer, Fiscal Accounting Clerk; Evelyn McMahon, Clerk-Steno, 6-593; Cecile Biederman, Secretary, 6-505. Second row (L-R) Burt Brace, Property & Supply Supervisor, R.O; Walter Lammi, Storekeeper, RO; Charles D. Ewing, AOS (Dist.Supv) R.O; George E. McCamley, Project Auditor, RO; Victor Nicassio, Payroll Clerk; C. T. Holman, Chief, Manufacturing Inspection, R.O; Third row (L-R) Dick M. Rischer, AOS (Airp),Los Angeles; Willis F. Nielson, AOS (Airp.), Los Angeles; Roman Lemmer, AOS (Airp.), Los Angeles; Alva D. Parker, AOS (Airp.), Long Beach; Dale S. McCulloch, AOS (Airp.), Long Beach; George J. Miller, AOS (Airp.), Long Beach; Jack G. Webb, Airways Engineer (Flt.Insp), R.O; and Frederick J. Doering, Jr., Aeronautical Design Evaluation Engineer, R.O.

Employees not present to receive pins:

Twenty years:

William M. Callahan	Supervisory Electronic Maintenance Technician	Oakland
Merrill H. Griffith	Air Carrier Maintenance Inspector	Los Angeles

Ten Years:

Kenneth Allen	Airway Operations Specialist (Airport)	San Francisco
Paul G. Allee	Communication Installation Supervisor	Los Angeles
Norman B. Andreason	Airway Operations Specialist (Airport)	Salt Lake City
Ralph M. Anglea	" " " (Air Route)	Oakland
Robert H. Ballard	General Mechanic	Pescadero
Thomas M. Barber	Flight Operations Inspector	Palo Alto
James W. Barnhill	Airman Standards Inspector	Reno
Edward S. Barrett	Airway Operations Specialist (Air Route)	Los Angeles
Milton H. Behrens	" " " " "	Salt Lake City
I. William Barryhill	" " " (Airport)	Fresno
Jack H. Bernheisel	" " " (Air Route)	Oakland
Jesse S. Biddle	Airway Maintenance Technician	Ogden
Clyde R. Boughton	Airway Operations Specialist (Airport)	Bakersfield
Robert C. Brian	" " " "	Santa Monica
William R. Brown	" " " (Air Route)	Los Angeles
Robert C. Buckles	" " " (Airport)	Los Angeles
Virginia L. Cherry	Clerk Stenographer	Phoenix
Joseph H. Cossey, Jr.	Airway Operations Specialist (Comm)	Palmdale
Maxine Crookston	" " " (Airport)	San Francisco
Harry D. Dade	" " " (Air Route)	Los Angeles
Dorothy A. Davis	" " " " "	Los Angeles
Charles M. Demaree	Aircraft Inspector	Long Beach
Edward S. Downs	Airway Operations Specialist (Airport)	Long Beach
Samuel W. Duncan	" " " "	Phoenix
Robert A. Erickson	" " " "	Salt Lake City
M. Carl Estep	" " " "	Burbank
Paul S. Estep	Supervisory Elec. Maint. Tech.	Yuma
Kenneth T. Fagan	Airway Operations Specialist (Combined Fac.)	Reno
Robert L. Faulkner	" " " (Air Route)	Oakland
Harold J. Gannon	" " " (Airport)	Oakland
Stuart Halsey	" " " (Air Route)	Salt Lake City
Henry D. Heister	" " " (Comm)	Daggett
Martin W. Henkel	" " " (Comm)	Phoenix
Robert F. Hess	" " " (Airport)	Sacramento
Donald M. Himes	" " " "	Los Angeles
Theodore E. Hoffman	Air Carrier Maintenance Inspector	Burbank
Leland E. Housman	Airway Operations Specialist (Airport)	Oakland
Leonard J. Jacobs	" " " (Comm)	Bakersfield
Robert D. Jens	" " " (Airport)	Phoenix
Betty J. Johnson	" " " "	Sacramento
Avon W. Johnston	" " " (Air Route)	Oakland
Bruce A. Jones	" " " (Airport)	Fresno
Max E. Kay	" " " (Comm)	Delta
Edmon J. LaDue	" " " (Airport)	Tucson
Gerald H. Laird	" " " (Combined Fac.)	Reno
Eric Larson	" " " (Air Route)	Oakland

(Continued on next page)

Daisy Lewis	Clerk Stenographer	Los Angeles
Leah S. Liersch	Airway Operations Specialist (Comm)	Sacramento
Ben F. Lobnow	Radio Engineer	Los Angeles
Richard T. Lynch	Airway Operations Specialist (Air Route)	Oakland
Otis A. Martin	" " " (Comm)	San Francisco
Theodore R. Martin	" " " (Airport)	Salt Lake City
Thomas M. Martin	" " " (Comm)	Ogden
Thomas H. Matteson	" " " "	Los Angeles
Lewis E. McLeRoy	" " " "	Douglas
Joe R. McMahon	" " " (Airport)	San Francisco
Gerald C. McVay	Airways Maintenance Technician	Needles
Donald C. Monson	Airway Operations Specialist (Airport)	Tucson
Robert C. Moore	Electronic Maintenance Technician	Oakland
Albert E. Moorhead, Jr.	Airway Operations Specialist (Comm)	San Francisco
De'Estaing R. Newton	" " " (Air Route)	Los Angeles
Ralph F. Noble	" " " " "	Oakland
Robert F. O'Neil	" " " (Airport)	Oakland
Ross A. Parkhurst	Airways Maintenance Technician	Douglas
Grant E. Pasek	Airway Operations Specialist (Airport)	San Diego
William L. Powers	" " " "	Santa Barbara
Robert O. Proett	" " " "	Burbank
Hugh E. Rea	" " " (Comm. Overseas)	San Francisco
Roy E. Roach	" " " (Air Route)	Los Angeles
James J. Ross	Flight Test Engineer	Los Angeles
Frank A. Rody	Airport Engineer	Salt Lake City
LeRoy M. Rundhaug	Airway Operations Specialist (Air Route)	Los Angeles
Gerald L. Rupert	" " " (Comm)	San Diego
G. Fay Russ	" " " "	Williams
Forrest J. Rye	Aircraft Inspector	Phoenix
John E. Satterthwaite	Airway Operations Specialist (Comm)	Arcata
Edgar G. Schmidt	" " " (Airport)	Las Vegas
William H. Schwartz	Civil Engineer	Los Angeles
Kenneth M. Shake	Airway Operations Specialist (Comm)	Prescott
Charles S. Sheridan	Construction Superintendent	San Mateo
Harriet G. Shillington	Secretary	Los Angeles
John A. Shockley	Airway Operations Specialist (Air Route)	Oakland
John R. Sindlinger, Jr.	Airway Operations Specialist (Airport)	Phoenix
Henry S. Slayter	" " " (Air Route)	Los Angeles
Leslie A. Songstad	" " " (Airport)	Los Angeles
Richard S. Stadden	Air Carrier Maintenance Inspector	Los Angeles
Everett R. Stewart	Airway Operations Specialist (Air Route)	Los Angeles
Phillip F. Stueck	Airway Operations Specialist (Comm.)	San Francisco
Edwin E. Stymus	Airway Operations Specialist (Comm. Overseas)	San Francisco
Eugene P. Sullivan	" " " (Airport)	San Francisco
Carl A. Swanson, Jr.	" " " "	Los Angeles
Ralph W. Thomas	Airman Standards Inspector	Las Vegas
Thurber V. Thompson	Airway Operations Specialist (Comm.)	Sacramento
Robert H. Timeus	Airway Operations Specialist (Comm.)	San Francisco
Fred F. Townsend	Civil Engineer	Los Angeles
Frank G. Valentich	Airway Operations Specialist (Air Route)	Oakland
Roy L. Vaught	Airways Maintenance Technician	Stockton
Harry M. Vick	Airway Operations Specialist (Air Route)	Los Angeles
Jesse B. Watkins	" " " (Comm)	Thermal
Gerald R. Webb	Airways Engineer	Los Angeles
Lewis L. Webber	Airway Operations Specialist (Comm.)	Ontario

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Frank Weinrauch	Airway Operations Specialist (Comm)	Battle Mountain
Harold Williams	" " " (Airport)	San Francisco
W. Paul Wilson	" " " (Comm)	Wendover
Robert M. Wood	Supervisory Elec. Maint. Tech.	Paso Robles
John M. Zentmyer	Airway Operations Specialist (Airport)	Oakland

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REGIONAL ADMINISTRATOR'S COLUMN (Continued from page 3)

I wish to personally thank all of you who participated in the audit, particularly for the conscientious effort made to present full and complete explanations of your duties to the Civil Service auditors. This I am certain prevented a greater number of adverse actions.

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A FAREWELL - GEORGE MORRIS

George Morris, Supervisory Electronics Maintenance Technician at Sacramento will be saying his farewells to the CAA sometime around June 1.

Because of a progressive myopia eye condition, Morris will be retired on account of disability.

This rings down the curtain on 23 years of splendid service with the Agency. As one of the pioneers in the radio field, Morris could spin a lot of yarns about the rapid growth and progress of the electronic devices and gear used by CAA for the past two decades.

Morris can recall vaguely the difficulty he had 23 years ago with passing the eye examination. When employed in May of 1930, as a Radio Operator, his fate was in the hands of the examining physician, who barely squeezed Morris by. Father Time has taken its toll on Morris' eyesight, for assignments requiring close and precise work have weakened his eyes to the extent that to continue would be too irritating.

When his retirement becomes effective, he will devote his energies to the outside, as a yachtsman. Morris can now paddle his boat up and down the Sacramento River to his heart's content.

During the 23 years in the Agency, Morris has built up a wide circle of friends. To him, this is not a "good-bye"; rather, he choses to term it an "I'll be seeing you".

The Region takes its hat off to you, Morris, in extending appreciation for your good job.

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INCIDENT REPORT

USE OF RADAR - ACCIDENT TO WESTERN FLIGHT 636
Oakland, California
Tower

"Western 636, trans-bay, cleared to enter traffic pattern, runway 27 R, wind west 10." This is a standard clearance that has been used for years for aircraft flying the twelve miles trans-bay flight between San Francisco and the Oakland airports -- flying time: six minutes.

With only an hour left before ending a normal eight hour watch of traffic control, San Francisco tower called via interphone to request a clearance for Western 636, a DC-6B. A clearance was issued for, "W636, cleared to the Oakland tower via the direct route. Remain clear of clouds." Such a clearance is issued when the weather conditions between the two terminals are below basic VFR minimums. Oakland was reporting an eight hundred foot ceiling with ten miles visibility; San Francisco had a nine hundred foot ceiling and also ten miles visibility.

Western 636 departed SFO at 2305p and at 2307, the pilot called Oakland tower for landing instructions, which were issued and acknowledged by the pilot.

Controller Dale McClaren was sitting at the Radar console observing the arriving and departing air traffic on the newly installed radar equipment. As SFO tower gave the departure of Western 636 over the interphone, McClaren called to the other controllers that he had Western 636 in radar contact. McClaren observed the DC-6B just making a right turn toward Oakland and continued to track the target until it was within the six mile range.

Just then, a gigantic yellow-orange ball of fire suddenly appeared north of the SFO airport. It shot quickly over the water with a slight undulating motion then burst into a large mushrooming flame, rising to a height of three or four hundred feet. The explosion covered an area of about one-half mile. McClaren had just looked out of the radar tent at that instant and with the realization that the explosion might have been an aircraft, he dashed back to the ASR to see if Western was still on the screen. The "pip" the DC-6B had made had started to fade out and then disappeared. McClaren marked the spot on the screen with a grease pencil.

Meanwhile the local controller was trying to contact Western 636, but to no avail. SFO tower had alerted the Coast Guard and OAK tower had alerted Alameda Naval Air Station to send out all available crash boats to the scene.

The first Coast Guard plane arrived in the area at 2330p, and started dropping flares in the general area. The flares were not in the correct position and OAK tower advised the plane by radio that we had the correct position marked on the radar scope with the bearing and distance. This information was transmitted and very shortly flares were being dropped in the correct area.

At 2340p, two coast guard helicopters reached the scene and they were given "steers" to the location of the crash. About 2345, the crash boats arrived in the general crash area, having been directed by the circling helicopters. Since there was no radio communication between the boats and the aircraft, OAK tower coordinated all activities between NAS Alameda, the crash boats, the Coast Guard, SFO tower, and the Coast Guard aircraft. A right traffic pattern was set up by the planes so as to avoid possible
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collision. At 0005p a Coast Guard B-17 departed SFO airport and soon asked OAK tower for a "steer" for the purpose of dropping flares. This was done and after dropping the third flare, the helicopters reported a direct hit, over the rescue operations.

A total of seventy-two, one-million candlepower flares was dropped in the four hours that the search took. At eighty-five dollars each, the flares cost well over six thousand dollars.

Rescue operations were completed about 0330p and six of the ten persons on the aircraft had been found. Only two were alive -- the stewardess and one male passenger. Western 636 had departed Los Angeles and had deplaned forty passengers at SFO airport, and had then departed with five passengers and a crew of five to terminate at Oakland. This was the reason for the small loss of life on the DC-6B.

Radar is still very new to us at Oakland tower, having just been turned over to the CAA on April 17th. It was in time, however, for us to assist and possibly save the lives of the two survivors.

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CREDIT UNION NEWS

Every year when income and real estate taxes are due, along with some insurance premiums, doctor bills and what not, we vow next year it will be different. Have you ever thought of spreading those larger annual expenses over the period of one year? It can be done by depositing one-twelfth of those annual bills in your share account in the Credit Union. Not only will you be putting something aside to meet these bills, but you can draw interest on it as well.

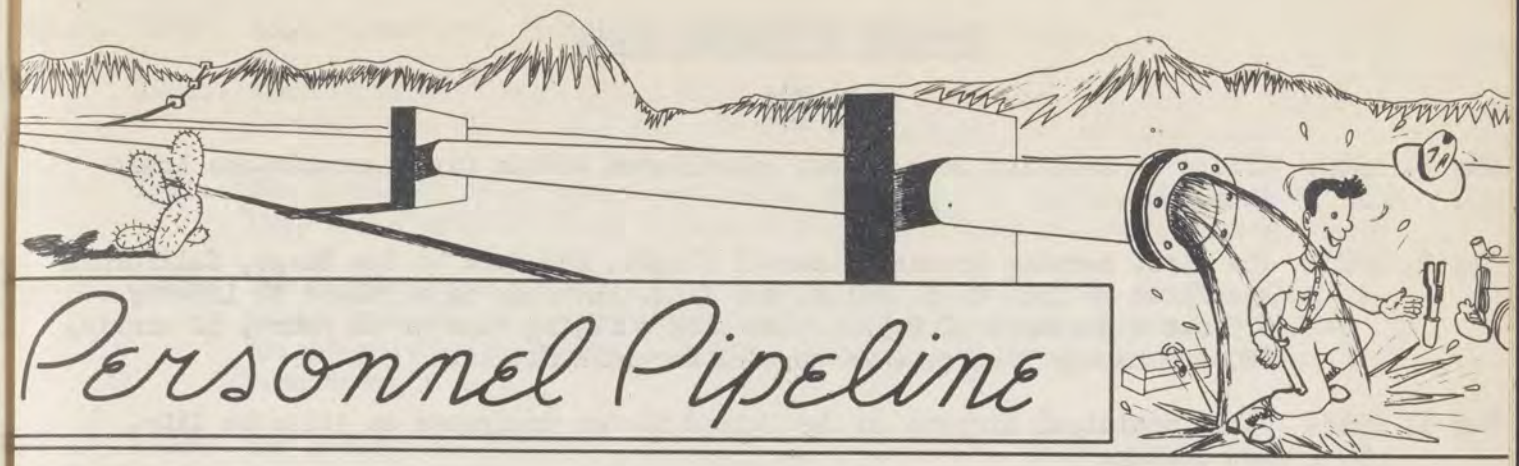
In case you are short of cash to meet your present bills, we can arrange a loan now. One per cent per month on the decreasing balance covers all costs, and remember, all loans are insured so that in case of total disability or death, the loan will automatically be paid.

Do you realize that the interest charged on your Credit Union loan is a deductible income tax item, while carrying charges with a department store are not?

Credit Union membership is open to your wife, or husband, as the case may be, and all the other members of your immediate family.

Many sons and daughters of our members already have Credit Union accounts and use them regularly for their piggy bank savings. Save for that bicycle, watch, or whatever you need. How about your family? Are you teaching your children to save? Does you wife have a personal account where she can save her own money? Get membership cards for the whole family today and sign them up!

How often have we read, "The deceased had no savings and no insurance. Cash donations for widow would be more appropriate than flowers." Upon further inquiry you are informed that he was not eligible for insurance. Any employee or member of his family who is able to perform his regular duties is eligible for the Credit Union insurance features. Write, wire or phone us today for details.



Personnel Pipeline

PERFORMANCE RATING APPEALS:

The Administrative Order on Performance Ratings is being revised to clarify several points. Most significant is the clarification of the appeals procedure.

Appeals may be made under the following circumstances:

"Unsatisfactory" Ratings: Appeals of this type must first be made to the Performance Rating Committee. If the appellant is not satisfied with the decision of the Committee, he may then appeal to the Performance Rating Board of Review. An appeal to the Board will not be considered if filed more than thirty days after the employee is notified of the decision of the Performance Rating Committee.

"Satisfactory" Ratings: Appeals of this type may be made to either the Board of Review or the Performance Rating Committee, but not both. The Civil Service Commission has informed us that the Board of Review will not accept an appeal of a "Satisfactory" rating unless the overall adjective rating will also be affected.

An appeal of a "Satisfactory" rating, however, may be made to the Performance Rating Committee if any element on the Rating Report is marked "Unsatisfactory", even though the overall adjective rating is not affected. A statement from the appellant justifying a change in the marking of the specific element rated "Unsatisfactory" must be included in the appeal.

The Committee will not accept an appeal of a "Satisfactory" marking on any element unless the overall adjective rating would be affected.

EMPLOYEES' COMPENSATION CLAIMS:

Recently we were asked to discuss the advantage of filing for Employee Compensation instead of suing a third party. Let's take a fictitious case and follow it through:

1. Joe Doaks, an employee of CAA, is involved in an automobile accident. It occurred on official duty and it is determined that Mr. Doaks was not at fault and that the accident was "in line of duty".

2. Jim Sandy, the driver of the automobile which hit Mr. Doaks, has insurance and admits he was at fault. (Continued on page 16)

50 YEARS OF POWERED FLIGHT

MAY

May 1, 1949: Office of Aviation Development established within Civil Aeronautics Administration.

May 2, 1923: The first nonstop transcontinental flight, New York to San Diego, California was flown by Lts. O. G. Kelly, and J. A. Macready in a Fokker T2 Liberty 375 for a distance of 2,520 miles with a flying time of 26 hours, 50 minutes DFC and Mackay Trophy, were awarded for this flight.

May 3, 1918: First municipal airport in the United States dedicated at Atlantic City, New Jersey.

1919: First passenger airline inaugurated in America. New York to Atlantic City.

1952: USAF C-47 makes world's first successful North Pole landing.

May 4, 1927: 42,470 foot unofficial altitude in a free balloon was reached by Capt. H. C. Gray.

May 5, 1914: The Christmas patent on hinged inset trailing edge ailerons was issued -- later became standard on aircraft.

May 6, 1908: The Wrights renewed their flights at Kitty Hawk. These were witnessed by reporters and all doubt vanished as to the Wright's ability to fly.

1937: The German dirigible, Hindenburg, was burned on mooring at Lakehurst, New Jersey, killing 36 people.

1941: Sikorsky's VS-300A sets world record helicopter endurance flight of 1 hour, 32 minutes, 26.1 seconds. Plane was piloted by Sikorsky. The first air mail helicopter letter was carried on this flight.

May 8, 1903: First semi-rigid dirigible propelled by internal combustion motor to make air voyage. Pierre Lebaudy, France.

1935: Amelia Earhart made first nonstop flight from Mexico City, Mexico, to Newark, New Jersey, in 14 hours, 19 minutes.

May 9, 1918: Flight surgeons organized and assigned to U. S. flying fields.

1926: First flight over North Pole by Richard Byrd, navigator, Floyd Bennett, pilot, in Fokker monoplane.

1949: XF-91 jet rocket interceptor successfully completes first test flight at Muroc, California.

May 10, 1913: War air bombing in America was inaugurated when Didier Masson began a series of bombing raids for Obregon against Federal gunboats in Guaymas Bay in the Gulf of California.

May 11, 1949: Berlin Airlift officially ends. MATS contribution -- 1,210,000 tons.

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May 12, 1926: Ronald Amundsen, Dirigible Norse, crossed North Pole.

1936: World's largest high speed wind tunnel is opened at the Langley Field Laboratories of the National Advisory Committee for Aeronautics.

May 13, 1911: The first Wright School Army Pilots were Lts. H. H. Arnold and T. D. Milling, who completed their flying training at Simms Station, Dayton, Ohio.

May 14, 1908: The first passenger flight in history took place in the Wright plane at Kitty Hawk in preparation for delivery of government airplane. Wilbur Wright piloted the machine and Charles Furnas, an employee, was the first passenger.

May 15, 1918: The government's first permanent air mail route, Washington to New York, was inaugurated and flown by Army pilots.

May 16, 1912: First U. S. round trip air flight over water, by Glenn L. Martin, Los Angeles to Catalina Island and return.

May 17, 1913: Domingo Rosillo flew from Key West to Havana to win a $10,000 prize, flying 90 miles in 2 hours, 30 minutes.

May 18, 1949: New York City opened its first helioport at Pier 41, East River.

May 19, 1946: Twenty-nine P-80's make first mass flight of jet aircraft across the United States.

May 20, 1939: First solo flight across North Atlantic by a woman begun by Amelia Earhart.

1939: First regularly scheduled transatlantic passenger and air mail service inaugurated by Pan American Airways.

1951: Capt. James Jabara becomes world's first jet ace, when he shoots down fifth and sixth MIG's accredited to him in Korean War.

May 21, 1927: First solo non-stop transatlantic flight -- New York to Paris -- completed by Charles A. Lindbergh. 3,600 miles in 33 hours and 31 minutes.

May 22, 1948: Jacqueline Cochran sets 447 miles per hour world speed record for 2,000 km closed circuit flight in P-51 at Palm Springs, California.

May 23, 1940: First demonstration of complete military maneuvers simulating European combat operations were held at Barksdale Field, Louisiana, by 320 Army aircraft during Third Army maneuvers.

May 24, 1948: Jacqueline Cochran sets world speed record of 432 miles per hour for propeller-driven planes over 1,000 km closed circuit course.

May 25, 1910: Orville and Wilbur Wright flew together for the first time at Dayton, Ohio.

May 28, 1914: Glenn Curtiss flew the rebuilt Langley airplane with the original engine off the water at Hammondsport, New York, for 150 feet.

1941: Spinproof private plane designed for General Aircraft Company is demonstrated in Newark, New Jersey.

(Continued on next page)

May 29, 1910: Glenn H. Curtiss, flew a record flight of 142.5 miles, Albany-New York, in 2 hours and 50 minutes, winning the American Scientific Trophy for the third time, which made it permanent.

1934: Collier Trophy for 1933 was presented to Hamilton Standard Propellor Company with particular credit to Frank W. Caldwell, for the development of a controllable pitch propeller.

1951: Charles F. Blair, Jr., Pan-American Airways Captain flew across the North Pole in a converted P-51; first man to make the trip alone and in a single-engine plane.

May 30, 1912: Death of Wilbur Wright.

May 31, 1935: Hickam Field, near Fort Kamehameha, Hawaii, dedicated.

1952: Dedication of Greater Pittsburgh Airport, the second largest commercial field in the world.

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CAPITAL GLEANINGS

In its first few weeks in office, the new Administration has injected four new elements in the business situation with (1) a thorough attack on Federal expenditures; (2) liquidation of price and wage controls, which it considers unnecessary; (3) launching of a sterner Far East policy with deneutralization of Formosa, thereby touching off talk of further steps in China; (4) stiffening of U. S. Foreign policy generally which encourages hopes for peace in Korea.

The vigor, tone, and extent with which the Administration is attacking the budget problem is emphasized by what happened to the first major money bill to clear the House Appropriations Committee. The Independent Offices bid for fiscal year 1954 money was cut 61%. Also, the House Committee decided that the Government's contribution to the Civil Service retirement fund should be on a pay-as-you-go basis and it refused to approve abc $375 millions requested as the Government's share of the fund.

Leave: The Administration has gone on record as opposing the forcing of classified employees to take their accumulated annual leave and there is no thought of wiping out leave now to the credit of any person. Also it wants the repeal of the Thomas take-it-or-lose-it leave rider which denies you the right to accumulate annual leave. CSC Chairman Phillip Young told the House PO and CS Committee that "Sixty days was a perfectly reasonable limit on annual leave accumulation."

Pay Raise: While there are a score of pay raise bills before the House, the odds definitely are against any pay raise bill going through this year. The new CSC Chairman, says he believes the Federal salary scale in general is "too low".

Former CAA Administrator Horne reportedly will be retained by a large electronics firm in connection with a special project...Much consideration is being given in top Defense Department Circles to unified procurement of material, taking the responsibility away from the individual services. If adopted, all buying would be handled thru Secretary Wilson's office...Possibility that CAB may be made a part of the Interstate Commerce Commission grows weaker with each appearance of ICC officials before Congressional Committees, where the trend of testimony has been for more money to cope with increased

(Continued on next page)

safety enforcement and to reduce a backlog of pending economic cases which makes CAB's backlog appear inconsequential by comparison...The difference between working for the Government and working for industry is at its unhappiest in terms of salary. The divergence increases sharply above the $3800 per annum level. Only 300 Federal officials earn more than $15,000 a year which is "almost an entrance salary for executives in industry"... CSC and the Budget Bureau are now working on a general revision of supergrade jobs and salaries.

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AGRICULTURAL AND INDUSTRIAL AVIATION (Continued from Page 2):

The increase of crop yields because of aerial spraying has been far reaching. The ease and swiftness with which farm lands can be treated from the air has been a contributory factor in the growth of this business. This is especially true when farm lands become infested over wide areas at the same time and possibly large losses would result if the crops were not treated within a few hours. The aircraft has also made it possible to seed, fertilize, dust and spray areas inaccessible to ground rigs. This is especially true in the rice producing areas of Northern California.

Aircraft were also used extensively in other industrial activities in the Sixth Region. For example, 48 aircraft were used in forestry patrol and were flown 3,146 hours. Eight aircraft were flown 6,094 hours in spotting fish, while four planes were flown 143 hours in stocking lakes and streams with fish. Eight aircraft (non-air carrier) planes were flown 1,347 hours in delivering mail and newspapers. Altogether, 298 aircraft and 294 pilots were used in industrial aviation, other than agriculture, running the gamet from power line patrol, herding wild game and hauling baby chicks to dropping beaver and pheasant.

It is apparent from this brief resume of commercial activities that the facts that some have for the status of general aviation are unfounded. The development of this and other facets of aeronautics is steadily expanding and we can see from the above statements that aeronautics has already been widely accepted as a necessary instrument of commerce.

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STATUS OF SUGGESTION PROGRAM

Number of suggestions on hand March 31:		69
Number of suggestions adopted:	5	
Number of suggestions rejected:	26	
Number sent to Washington:	10	
Total	41	
Number of suggestions remaining:		28

Of the suggestions adopted, one received a cash award of $10.00 and four received Certificates of Commendation. More details regarding these awards will be given in next month's Region Six News.

PERSONNEL PIPELINE (Continued from page 11):

3. Mr. Doaks suffered a fractured right leg and a severe blow on the head. The leg is treated and heals nicely. There is a medical bill for $500 for treating the injured leg. After the accident, Mr. Doaks feels no immediate results from the blow on the head. He decides not to fill out any forms required for claim against the Employee Compensation Commission.

4. He decides to sue the other party, Mr. Sandy, for injuries to the leg. The insurance company settles the claim for $750 for injuries and inconvenience suffered by Doaks, who signs a statement which is usually required waiving any future claim.

5. Subsequently, Doaks develops severe headaches and complications caused by the severe blow on the head. Because the case has been settled, he cannot receive any further claim from the insurance company.

6. Doaks at this late date, decides to file necessary forms with the Employees Compensation Commission.

7. The Commission disallows the claim because the time limit for filing claim with the Commission has expired.

If Doaks had filed the necessary forms with the Compensation Commission, he would have received the following benefits:

1. All medical, hospital and surgical expenses would have been paid.

2. All time lost without pay would have been compensated for at the rate of:

   A. 66 2/3% of his salary if he has no dependents.

   B. 75% of his salary if he has one or more dependents.

3. If the employee has sick or annual leave to his credit he may elect to take his leave in which event he would not be entitled to 2 above. However, after all his leave has been exhausted, he may elect to have 2 above apply.

4. In the event of death caused by the injury, his dependents would receive benefits.

5. He may still sue the other party, provided it is not any Federal agency or establishment. If he collects anything from the other party, he must, after deducting reasonable attorney fees, refund the money to the Compensation Commission and credit any surplus upon future payments of compensation.

If you are injured in line of duty, you are urged to file the necessary forms for compensation. Remember if the forms are not filed on time, your claim may be disallowed. For further information refer to Administrative Order No. 111, dated September 9, 1952.

QUESTION BOX?

I served three years in the military service from 1936-1939. Is such "peace time" service creditable under the Retirement program? If so, what action should I take to establish such credit?

All military service, regardless of when rendered, is given full credit under the Civil Service Retirement Act. No action on your part is necessary to establish the service on the records except to verify such military service when requested.

I was formerly a GS-7 and served in that grade for more than a year. When I transferred to this Region, I accepted a GS-5. I bid on GS-7 and was disqualified because of the Whitten Amendment. I now learn that this no longer hold true and that I can bid on a GS-7. Was a mistake made when I was first disqualified since I had formerly been a GS-7?

A mistake was not made if the employee was so advised prior to June 5, 1952. Prior to that date, the Whitten Amendment prohibited promotion to the next higher grade, in the normal line of promotion, unless:

(1) The employee had served in the lower grade for 12 consecutive months immediately preceding the promotion or,

(2) The Commission had approved a training agreement stipulating a lesser time.

Effective June 5, 1952, the Whitten Amendment was changed to permit the promotion to the next higher grade in the normal line of promotion, if:

(1) The employee had served in the lower grade for any period of twelve months. The service would also not have to be consecutive, or

(2) The employee had served in the same or higher grade to which promotion is desired at any time in the past.

DIVISION HIGHLIGHTS

AVIATION SAFETY:

The test program on the Westinghouse Decelostat anti-skid system on the CV-340 has been completed and approval granted.

Engineer Delaney attended a conference at the Technical Development and Evaluation Center at Indianapolis regarding the CV-340 fire test program which is currently being conducted at the Center. Representatives of Convair, United Air Lines and Washington CAA participated.

An Application for Type Certificate has been received from the Custer Channel Wing Company for its Model CCW-5, "Hummingbird", airplane. This is a five-place, twin-pusher engine, all-metal airplane, featuring the Custer channel wing design. The engineering work and fabrication are being accomplished by the Baumann Aircraft Corporation of Pacoima, California.

Douglas engineers have completed an extensive survey of corrosion problems associate with air carrier aircraft. Numerous Douglas airplanes in both domestic and foreign operation were examined and studied. As a result of this investigation, the Douglas engineers have prepared a two to three hour lecture, with the aid of pictures and diagrams, outlining corrosion problems and recommended corrective action. This talk is being given to various air line operators throughout the country. It was also presented to members of the Aviation Safety Division.

The Douglas Company was advised that it is believed that its automatic indication of power loss system on the DC-6 model fails to meet the equivalent safety levels realized under the present autofeathering systems, due to the variable time delay involved between indication of power loss and initiation of manual feathering. The company was also advised that a further study of the basic take-off performance requirements prior to any compromise weight increases was considered advisable.

A flight test representative participated in a snow and icing investigation on a Douglas DC-6B airplane to determine the adequacy of certain changes in the modification of the air inlet ducts on this aircraft. Major improvements were observed in the case of all modifications, except the cabin supercharger and wing heater inlet duct. Further engineering by Douglas is now being conducted, and additional investigations will be made at such time as a fix is established.

Supervising Agent Howard White, San Francisco, has established a committee consisting of CAA, Coast Guard and company representatives to evaluate ditching procedures and findings on the California Eastern Airways DC-4 ditching in the Pacific on March 27, 1953.

Following is a resume of additional Convair service on Western Air Lines' routes:

Denver - Minneapolis: DC-4 nonstop flight was replaced with Convair nonstop flight.

Salt Lake City - Great Falls: Convair service, discontinued in 1950, will be resumed with Idaho Falls and Butte as additional stops.

Denver - Great Falls: A proving run was conducted March 27, 1953.

(Continued on next page)

On April 6 and 7, an aerial applicator short course was conducted at the University of Arizona, Phoenix, Arizona. This course was attended by personnel of our Phoenix Aviation Safety District Office and regional representatives. Talks were given by H. P. Hill, the Assistant to the Regional Administrator for Region Seven, and by E. L. Donohue, our Aircraft Agent at Phoenix. Approximately sixty operators and pilots attended the entire course.

On April 8 and 9, the Western Cotton Insect Control and Defoliation Conference was held at Phoenix. We were unable to provide regional representation; however, we are informed that the conference was very successful with a heavy attendance of interested and affected operators from throughout the southwestern states.

Mr. Richard F. Bache returned from military service on April 27, 1953 and occupies the position of Chief, Power Plant Section.

AIRPORTS DIVISION:

The Chief, Airports Division and Chief, Airport Operations Branch participated at the request of the Port of Oakland, California, in a condemnation proceeding brought by the Port of Oakland against certain individuals to acquire land necessary for the ultimate development of the Oakland Municipal Airport. The Chief of the Airports Division was requested to testify on behalf of CAA as to the public necessity of the land required by the Master Plan approved by the CAA. The Chief, Airports Division gave testimony over a period of approximately four days which pertained to the future development of the airport and the relationship of the land to the future needs. Several interesting aspects of CAA participation in the approval of the Master Plan of airports were brought out at the trial, including the authority of CAA to approve the Master Plan and the authority of the Chief, Airports Division to represent CAA in such approval. It was necessary, due to a legal question as to the admissibility of evidence, to have the Administrator and the Regional Administrator confirm the delegated authority vested in the Chief, Airports Division to approve Master Plans.

On April 20, 21 and 22, 1953, Operations Officer Barton attended the first Northwest Management Conference at Eugene, Oregon. On April 21, a talk was given to the Conference on airport leases, contracts, and agreements. This talk was originally intended to be given by Mr. Allen Barr, Deputy Regional Attorney, who was unable to attend the Conference because of illness.

Washington has authorized the Region to proceed with development at the following airports: Salt Lake City Municipal Airport No. 1, Salt Lake City, Utah; Elko Municipal Airport, Elko, Nevada; Prescott Municipal Airport, Prescott, Arizona; Long Beach Municipal Airport, Long Beach, California; Ukiah Municipal Airport, Ukiah, California; Lindbergh Field, San Diego, California; and Inyokern-Kern County Airport No. 8, Inyokern, California. These locations were among the eighteen projects in the 1953 Airport Program which were temporarily frozen pending Washington review.

The District Airport Engineer (NOCAL) addressed the American Society of Civil Engineers at their annual convention in San Francisco, on the subject of Airport Terminal Facilities.

San Francisco International Terminal Building now 60% complete with estimated completion date early in 1954. Commissioning of the building for operation is estimated for Fall of 1954.

Final inspection was made of the Los Angeles International Airport Project for the Sepulveda Subway and the subway was opened to traffic April 21, 1953.
(Continued on next page)

FACILITIES DIVISION:

VHF Ranges:

General: Delivery of new electronic equipment is further delayed until after August which will delay completion of new sites at Elko, Nevada and Lucin, Utah.

Pt. Reyes, Calif:	Installation was started April 20, including DME.
Palmdale, Calif:	Installation was commissioned on April 17.
Pt. Mugu, Calif:	A site at the Middle Marker of the Military ILS was flight checked and found unsatisfactory. Investigation of a new site is underway.
Elko, Nevada:	Stop Order on construction will be released about May 15.
Julian, Calif:	Awaiting military permission to test a site on the Camp Pendleton Marine Base.
Williams, Calif:	Now considering a site in vicinity of low frequency range for airway use in place of Marysville Airport location.
Los Angeles, Calif:	We are still waiting for the City to acquire land for relocation of this facility.
Lucin, Utah:	Contract awarded Schanche Construction and Engineering Co. with Notice to proceed effective April 15. Completion of construction estimated June 18, 1953.
Fresno, Calif:	Relocation contract awarded Lee Wilson with Notice to Proceed effective April 8.
Tucson, Ariz:	Recommended contract award to Schanche Construction and Engineering Company with Notice to Proceed effective May 5.
Lovelock, Nevada:	Improvement was completed March 31 including DME equipment installation.
Sod House, Nevada:	Improvement work and installation of DME was started on April 1 with recommission estimated April 23.

INTERMEDIATE LANDING FIELDS:

Furnace Creek, Calif:	Contract for lighting this facility was awarded to Dailey's of St. George, Utah with Notice to Proceed effective April 27. Grading and paving was completed and accepted on April 10.
Battle Mountain, Nev:	Engineering work for seal coating is in progress and it is anticipated that proposal will be issued early in May.

INSTRUMENT LANDING SYSTEMS:

Santa Barbara, Calif:	The new TUS glide slope was installed and commissioned. Final joint inspection was held on April 20.
Los Angeles, Long Beach and Salt Lake:	New TUS glide slope equipment is not expected before August or September.
Oakland and San Francisco:	New monitors for ILS localizers have been received and will be installed upon completion of the work at Santa Barbara.
Moffett Field, Calif:	Work was cancelled by the Navy on April 9.

(Continued on next page)

HIALL:

San Francisco, Calif: The centerline and crossbar lights were put into operation on test basis on April 16. Contract for installation of threshold lights was awarded to Ets-Hokin & Galvan with Notice to Proceed April 27. Completion estimated July 1.

RADAR:

San Francisco, Calif: PAR. Engineering work for buildings and tower was completed and bids are to be received April 28.

Oakland, Calif: PAR. Engineering plans and specifications have been completed and proposal will be issued about the middle of May.

Oakland, Calif: ASR. The installation contract work by General Electric was conditionally accepted by the Washington Office and turned over to the Region for maintenance April 16.

COMBINED STATION/TOWER:

Fresno, Calif: Completion has been considerably delayed by the Telephone Company. Now anticipate that installation work will be completed prior to May 1. Project includes new tower lighting, receiver rack ventilation and other minor modernization.

Burbank, Calif: Installation of temporary antenna support and removal of antenna from tower is in progress so that Lockheed can start construction work on the new tower cab.

INSACS:

El Centro, Calif: Installation work on relocation was completed April 10.

Montague, Calif: Relocation deferred until completion of remote site at Mt. Tamalpais, California, which has a higher priority.

Bakersfield, Calif: Award has been recommended to Taylor Engineering of San Diego for installing rack ventilating ducts and roof ventilators with Notice to Proceed effective April 20.

GENERAL:

Mt. Tamalpais, Calif: Remote Transmitters. Continued engineering work on this installation. Contract awarded to Ets-Hokin & Galvan for antenna supports. All the equipment has not been received but upon completion of the Fresno CS/T the crew will proceed with this installation.

Winnemucca, Nevada UHF-AN/URR-13 Receiver at INSAC. Installed concurrent with improvement of Sod House, Nevada VOR.

The following Maintenance personnel departed during the month of April to attend training classes:

Indoctrination
H. Takenaka, EMT-DTA

MEDIS
J. G. Broudy, SEMT-SLC

ASID/SECO
D. H. Asmus, EMT-FNO
E. A. Hopkinson, EMT-LAS

MULTIPLEX/28 PRINTER
C. F. Brookman, EMT-SFO
J. M. Robinson, EMT-SFO

(Continued on next page)

AIRWAYS OPERATIONS:

The Imperial Station, which was recently relocated from El Centro to the Imperial County Airport, was officially dedicated on April 19. District Supervisor Church and the communications station staff represented the Regional Office at the ceremonies.

Approach control was established at Bakersfield effective April 7.

Action, initiated to include Alameda Naval Air Station in the Oakland control zone, has resulted in modification of the San Francisco zone and delegation of VFR control authority to Alameda Tower under certain altitude restrictions.

The station and tower at Fresno were physically combined effective April 22.

Airway Operations Specialist Wayne Hendershot, Washington, is visiting air traffic control facilities at Salt Lake City, Oakland, and Los Angeles during the period April 19 - 30 to observe operations and discuss air traffic control procedures.

Airway Operations Specialist Dick Fischer, Los Angeles Tower, reported to the Oakland Tower to instruct personnel at that location in radar operations.

Air Defense Liaison Officers G. I. Smith and G. L. Simonson spent the week of April 20 in the Regional Office for the purpose of discussing and coordinating the 28th Air Defense Division SCATER Plan.

Personnel of this Division traveled by aircraft April 16 - 18, to Cedar City, St. George and Las Vegas, checking VHF communications coverage.

Mr. Beers, member of the ANDB committee studying CAA requirements as far as telephone equipment is concerned, together with representatives from AT&T and Bell telephone companies, visited the Los Angeles facilities during the week of April 13.

Airways Operations Specialists from the Van Nuys and Los Angeles Towers acted as controllers for the Holiday on Wings at Furnace Creek Inn, April 11.

The Bryce Canyon-Hanksville radioteletype circuit is now being operated on a test basis.

Mr. Gordon Pascoe, Chief, Program Requirements Branch, Region Seven, visited the Regional Office April 7 to discuss mutual problems.

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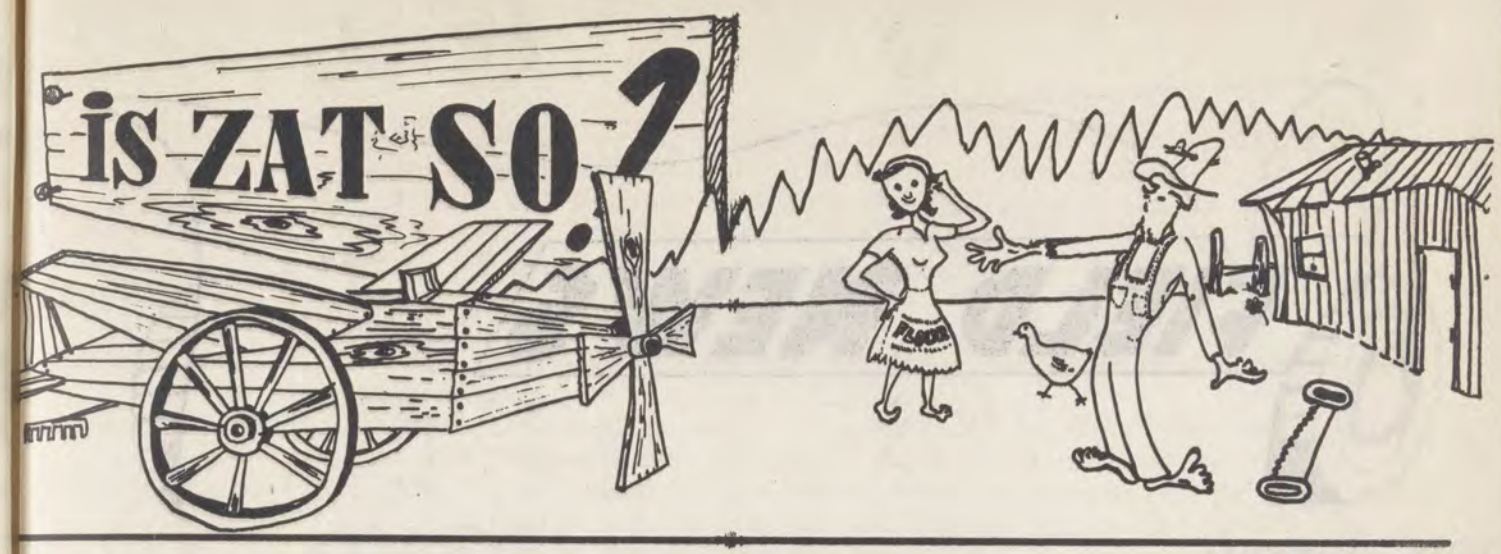


DO YOU KNOW THAT -

1. Seventh All-Women Transcontinental Air Race, sponsored by the Ninety-Nines, will begin on July 3 at Lawrence, Massachusetts. Long Beach, California, is the western terminal. It is anticipated that seventy-five planes will participate in this flight.

2. 296,000 passengers were handled at Sky Harbor, Phoenix, Arizona in 1952.

3. The U. S. All-Cargo Airlines carried 97,225,907 ton-miles of freight in 1952.

4. The U. S. All-Cargo Airlines have total assets of $20,000,000.

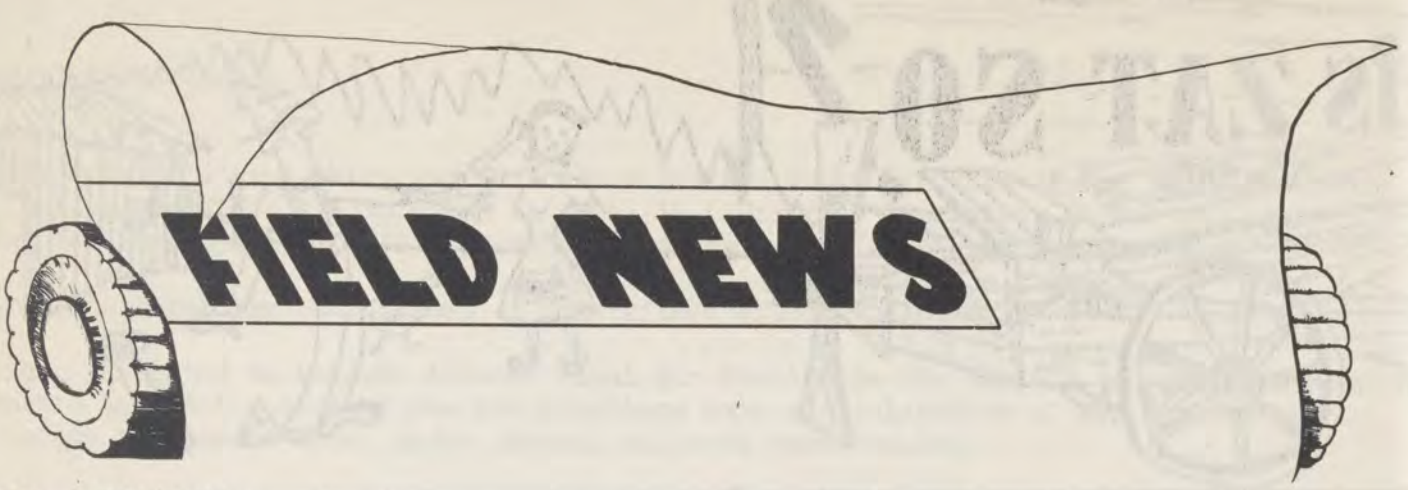
5. Murray Airplane Dusting Company, a California company, has been awarded a contract for agricultural work in Spain.

6. Edwards Air Force Base, Muroc, California, plans an airstrip 15,000 feet long and 300 feet wide. It will be made of concrete and will be 16 to 18 inches thick. It will support a plane of 500,000 pounds loading, nearly twice the size of the B-36.

7. TV film of the British Coronation will be flown to U. S. via a B.O.A.C. stratocruiser. Technicians and editors will prepare the film for showing while en route to United States.

8. France is building two major airports on Kerguelen Island, Latitude 50°S, Longitude 70°W, 2000 miles southeast of Madagascar in the South Indian Ocean.

9. Capt. E. E. Rudley, B.O.A.C. last week logged his 1000th hour in Comet flying; the world's first commercial jet pilot to reach this goal.



UKIAH, CALIFORNIA:

SEMT: A Sector Electronics Maintenance Technician is on the spot in a way when asked to write for the News, for things that are of tremendous interest to him are not, as a rule of interest to the Region in general.

The first item suggested as taken from a standard guide list is "Assistance rendered aircraft in distress."

Let's say that the SEMT happens to be on hand in the INSAC at such time that an aircraft calls for assistance. Naturally we step into the background, for the Specialists at the mike can do better uninterrupted. There is, however, a feeling of deep satisfaction within you for you know that the necessary equipment to serve that aircraft in distress is working at peak efficiency. It would then appear that "assistance rendered aircraft in distress" is brought about by a number of people. Certainly so. The position on that team depends upon the type of work we enjoy doing the best. Mine is with the Facilities Maintenance Branch.

LAS VEGAS, NEVADA:

SEMT: Sector 9, with headquarters at Las Vegas, has undergone many changes since this time last year. We sold the Mormon Mesa VOR to Walt Garrison at St. George, and acquired the Silver Lake SRA facility. A variety of work and a change of scene are really what make this type of work interesting. It seems that generally, we will continue to change "from sail to steam to diesel" every four to six years; although, in the case of Silver Lake, we did go from steam to sail.

The new method of ground checking VOR's at the counterpoise has proven to be simple in application and surprisingly accurate. Mr. Blankman and the Navigational Facilities specialists deserve an accolade for their work on this project.

Sector personnel news might be headlined "The Greater Las Vegas Land Boom". Most of the men working out of this office now have "a place in the sun", ranging in size from five to seven acres. We all have hopes of becoming independently wealthy.

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