

CAA Newsletter



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Washington, D. C.

P. 40 Pilot, Now Shooting Japs Once Was a "Kid in a Cub"

"Tell those Norskes in Minnesota they haven't built a Jap yet that can lick a Norwegian!"

And to these words of Einar Mickelson, one of Chennault's famous Flying Tigers, you can add, "especially when he gets his first flight training in CPT." Mickelson took the CAA elementary course at North Dakota Agricultural College during the school year 1939-1940, and completed his training at Pensacola.

"I've been over Japanese territory so much lately that I've been thinking of applying for a Japanese visa for my passport," Mickelson wrote recently.

"The other day I made my 27th sweep over enemy territory—some of these missions are pretty nerve-racking, to sit up there 25,000 or so feet sucking on oxygen, moving your head around as if it were on a swivel watching so that some joker doesn't get on your tail and give you a burst of hot lead, listening to the steady roar of your motor and hoping it keeps going until you get back across the lines, expecting any moment to hear over your radio the code word for enemy sighted, guns loaded, switch on, and all keyed up ready for trouble. It's no picnic. Then back across the lines, take off your oxygen mask, wipe the nervous perspiration from your face, breathe a sigh of relief and say, 'We did it again!'"

VETERAN JACK KNIGHT IS LOANED TO CPT'S WASHINGTON OFFICE

A distinguished newcomer to CPT is Captain Jack Knight, veteran pilot loaned by United Airlines to assist in the CAA-Army Air Forces training program.

Jack, who has rolled up 2½ million miles of flying, is out to see that CAA trainees in this one year hit a total several hundred times his own lifetime log.

HINCKLEY RESIGNS AND IS REPLACED BY WILLIAM A. M. BURDEN

CHARLES I. STANTON CONFIRMED AS CAA ADMINISTRATOR

Biggest CAA events of the summer were the changes in top personnel. Robert H. Hinckley resigned as Assistant Secretary of Commerce for Air to join the Sperry Corporation, and Charles I. Stanton was confirmed by the Senate as Administrator of Civil Aeronautics.

Taking over Mr. Hinckley's duties, with the new title of Special Aviation Assistant to the Secretary of Commerce, is William A. M. Burden, formerly of Defense Supplies Corporation, where he specialized in Latin-American aviation problems.

Mr. Hinckley's valedictory to his associates in CAA reads as follows:

Dear Mr. Stanton:

In leaving the Department, I regret that I have not had an opportunity to meet and know each and every one of the personnel of the Civil Aeronautics Administration, but I want you to know that I have watched with gratification their devoted and able performance of their duties during these troublesome times.

It has been a source of deep satisfaction to me that I could be associated with so many people of ability and integrity, and, at the

same time, it permits me to leave with a feeling of assurance regarding the future.

I wish for you and for each of your employees the best of health for the great task we have ahead.

Sincerely,

ROBERT H. HINCKLEY.

STANTON'S APPOINTMENT POPULAR

No CAA appointment has been so universally acceptable as that of Charles I. Stanton as Administrator.

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E. W. Libbey, Chief Clerk, D. of C., swears in Charles I. Stanton, while Secretary Jesse H. Jones and William A. M. Burden look on.

SECRETARIES JONES, KNOX, AND PATTERSON REACH COMPLETE AGREEMENT ON POSITION OF CAA IN COMMERCE DEPARTMENT FOR THE WAR EFFORT

Full agreement between the War, Navy, and Commerce Departments on status of the Civil Aeronautics Administration in the War Effort has been reached. The decision is that the CAA shall remain within the framework of the Commerce Department, and continue to function in its present important war work.

Following are the letters exchanged between the three secretaries. From Secretary Knox to Secretary Jones:

My dear Mr. Secretary:

This program which evolved from the conferences held by the Navy, War, and Commerce Departments is designed to provide for the most effective utilization of the Civil Aeronautics Administration organization in the war effort.

This program, as outlined in a letter dated August 12, from the Assistant Secretary of War for Air to the Special Aviation Assistant to the Secretary of Commerce, provides for the employment of the Civil Aeronautics Administration in a civilian capacity under the Commerce Department. The Navy Department is in agreement with the War and Commerce Departments on all the principle points of the proposed plan, which were confirmed by the letter of August 18, from the Special Aviation Assistant to the Secretary of Commerce addressed to the Assistant Secretary of War for Air. The proposed program in principle, therefore, receives my approval.

It is hoped that the proposed program will be carried out to a successful conclusion through the sincere and wholehearted cooperation of the three organizations concerned.

Sincerely yours,
(Signed) FRANK KNOX

From Acting Secretary Patterson to Secretary Jones:

Dear Mr. Secretary:

For sometime past officials of the War, Navy, and Commerce Departments have been discussing ways and means of making the most effective use possible of the Civil Aeronautics Administration in the war effort. As a result of careful study of the problem by the agencies principally concerned a program has been developed which we feel will make the fullest use of the facilities of the Civil Aeronautics Administration in our common endeavor.

It contemplates using the Civil Aeronautics Administration in a civilian capacity within the framework of the Commerce Department, and the program is broadly outlined in a letter dated August 12, written by the Assistant Secretary of War for Air to the Special Aviation Assistant to the Secretary of Commerce. An agreement on all main points has been reached and confirmed by letter dated August 18, from Mr. W. A. M. Burden, Special Assistant to the Secretary of Commerce, addressed to the Assistant Secretary of War for Air. The suggested arrangements have likewise been discussed with the Assistant Secretary of the Navy for Air and we are informed that the principles of the suggested method of operations have the approval of the Navy Department.

I, therefore, approve the suggested program in principle, and request your concurrence in it.

It is our hope that with the wholehearted cooperation of the Army, Navy, and the Civil Aeronautics Administration the operating details required to carry out the program can be satisfactorily and promptly worked out.

Very sincerely yours,
(Signed) ROBERT P. PATTERSON
Acting Secretary of War

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FOUR TECHNICAL WOMEN ON CAA'S WASHINGTON ENGINEERING STAFF

CAA boasts four women in its staff of engineers and draftsmen.

They are *Doris Clinton* and *Katherine Stinson* who are aeronautical engineers, and *Mary Wallach* and *Ruth Fuller*, Engineering Draftsmen.

Miss Clinton, as an engineer in the Technical Development Division, is engaged in completing a manual on the design of the rotating wing aircraft. She stumbled on this job when she picked up a paper one day which the CAA had bought from a leading engineer. With an engineer's passion for figures, she checked an algebraic equation and found it to be wrong. This inspired her and she found so many points about the proposed manual that were questionable, that she was given the job of revising the whole thing.

Katherine Stinson, bearing a famous aviation name, is an aeronautical engineer in the Aircraft Engineering Division. She carries her part of the load of routine engineering work along with the men.

Mary Wallach and Ruth Fuller are Engineering Draftsmen, working in the Aeronautical Charts Section. Their work is mostly in the preparation of charts and in illustrations and charts used to illustrate papers prepared by the Technical Development Division.

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The industry and the CAA have welcomed him to the office which he has earned so completely in his 25 years in aviation. He arrives at the top having touched virtually all the steps of the ladder enroute, starting as an aircraft inspector for the Department of Commerce in 1927.

Of brightest promise for CAA in his appointment is his vision of the future, based upon an unequalled experience in the past. He is looking beyond the war to the role CAA must play when peace comes. Even with our noses to the grindstone, he leads CAA in looking toward and planning for the brighter—yes, the even busier—days ahead.

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ROSCOE WRIGHT, DIRECTOR
INFORMATION AND STATISTICS SERVICE
CIVIL AERONAUTICS ADMINISTRATION
DEPARTMENT OF COMMERCE
WASHINGTON, D.C.

Editorial

Now we know where we are. CAA can now proceed with its part in winning the war. Ours is a big part. Let's do it well.

ROVANG, M. D.

I. J. Rovang, Chief, Signals Branch, Fourth Division, is now Doctor Rovang. So adept is he in diagnosis and prescription that the girls in his office have conferred the title, along with a sign for his desk. True, his medicines are usually quinine and aspirin, but he has an eagle eye for symptoms that require such treatment. "Keep 'em Healthy!"

PILOT TRAINEES RECRUITED AT BOSTON MASS MEETINGS

CPT District #4, E. Boston, Mass., has been using mass meetings to recruit pilot trainees. At one such gathering in Tufts College, 500 were present.

Invitations to the meeting were mailed to a list of men rejected by the Army Aviation Cadet Selection Board, as well as those who had made inquiry to the CAA and its operators.

CAA INSPECTORS MEET CPT GRADS AS THEIR INSTRUCTORS AT PENSACOLA

You never can tell where you will meet a CPT graduate.

Sixteen CPT and General Inspection inspectors found them not only in the classes with them at Pensacola where they spent two weeks studying special Navy instruction methods, but one of them was actually one of their instructors.

The two weeks study was one of the routine refresher courses which CPT and General Inspection men take each year at Army and Navy instruction centers, more important this year since CPT is training both Army and Navy pilots at some 650 centers. It was an intensive flying course, with as much as five hours a day on acrobatics and maneuvers.

Taking the course with the CAA men were numbers of CPT graduates, soon to be full-fledged Navy flight teachers, and others who had taken refresher courses at CPT centers.

Ensign Rowell, an instructor in the school, started flying with CAA, took four courses and is now a regular Navy instructor.

CAA men at the school were:

Region

1. Thomas Davis, G. I. William Mason, CPT.
 2. Lloyd N. Young, G. I. Fred Snavely, CPT.
 3. Walter Storek, G. I. Allen Devoe, CPT.
 4. Wesley Brubaker, G. I. James Wainwright, CPT.
 5. Warren Smith, G. I. Paul Cannam, CPT.
 6. Richard Kees, Jr., G. I. Emerson Carpenter, CPT.
 7. Emil Williams, G. I. Charles Cross, CPT.
- Washington, Harold F. Illich, G. I. Richard Beckley, CPT.

BEESON, EARLY GRADUATE OF CPT, WOUNDED AT CORAL SEA, RECOVERS

Lieut. Frank H. Beeson, Tuscaloosa, Ala., a CPT graduate from the University of Alabama, wounded in the battle of the Coral Sea, has wired his parents that he is completely recovered. Beeson worked for the CAA in 1940 in the preparation of the CPT textbooks. He and five other draftsmen did most of the illustration. He was the first graduate of the new Cristrom field at Miami.

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From Secretary Jones to Secretaries Knox and Patterson:

Dear Mr. Secretary:

Your letter of August 20th has been received, transmitting your approval of the proposal that the Civil Aeronautics Administration be utilized in a civilian capacity within the framework of the Department of Commerce, in order to make the fullest use of its facilities in the war effort.

The agreement reached by the Assistant Secretaries for Air of the Navy and War Departments and the Special Aviation Assistant to the Secretary of Commerce meets with my approval.

You may be sure that the Department of Commerce and the Civil Aeronautics Administration will make every effort to see that the program is worked out through the sincere and wholehearted cooperation of the three organizations concerned.

Sincerely yours,
(Signed) JESSE H. JONES
Secretary of Commerce

Explanatory note:

Two additional things are needed in order completely to clarify the status of Civil Aeronautics Administration employees in the war effort. They are as follows:

1. An agreement similar to that made among the Secretaries of Commerce, War, and Navy from Selective Service.
2. Priority recognition for personnel to prevent transfer into other government bureaus in the war effort.

Administrative leadership is now at work on these problems and is hopeful of an early satisfactory solution.

CAA Personnel Transactions During July

(Note: Space limitations and the need for conserving paper make it patently impossible for us to list all personnel changes. To cover a representative cross-section of the fields within these limitations is the purpose of the following listing.)

ADMINISTRATOR'S OFFICE

Charles I. Stanton, New Administrator of Civil Aeronautics.
Bruce Uthus, transferred from Civilian Pilot Training research to office of Administrator.

FEDERAL AIRWAYS

TRANSFERS—

Arthur F. Pittius, Federal Airways Communications in Little Rock, Ark., to Albuquerque, N. Mex.
Joseph F. Sullivan, Federal Airways Communications in Springfield, Ill., to Chicago, Ill.
John C. Tighe, Jr., Federal Airways, Air Traffic Control Branch, Kansas City, Mo., to Omaha, Nebr.
Julius J. Bamberg, Federal Airways Communications, Joliet, Ill., to Chicago, Ill.
Ralph W. Bugg, Federal Airways, Communications, Ashley, N. Dak., to Joliet, Ill.
William R. Crooks, Federal Airways Communications Branch, Pendleton, Oreg., to Fairbanks, Alaska.
Peter R. Cuda, Federal Airways Communications Branch, Bismarck, N. Dak., to Ketchikan, Alaska.
James W. Denning, Federal Airways Communications Section, Dayton, Ohio, to Columbus, Ohio.
Thomas F. Dowling, Federal Airways Service Commission Branch, Oakland, Calif., to San Francisco, Calif.
Earl E. Greer, Federal Airways Communications Section, Jackson, Mich., to Columbus, Ohio.
Keith L. Hartwell, Federal Airways Communications Branch, Helena, Mont., to Seattle, Wash.
Preston K. McDaniel, Federal Airways Field Station Operators Unit, Oklahoma City, Okla., to El Paso, Tex.
Albert R. Oelsner, Federal Airways, Communications Section, Flint, Mich., to Louisville, Ky.
Wilmer A. Craver, Communications, Columbus, Ohio, to Gulkana, Alaska.
Robert E. Jenkeski, Communications, Montezuma, Iowa, to Atlantic, Iowa.
Frank D. McLeod, Airport Traffic Control, Kansas City, Kans., to St. Louis, Mo.
Glenn I. Richards, Communications, Burlington, Vt., to Pittsburgh, Pa.
Herman W. Story, Field and Lighting, Seattle, Wash., to Great Falls, Mont.

SAFETY REGULATIONS SERVICE

TRANSFERS—

David W. Regester, Safety Regulation, General Inspection Branch, Reno, Nev., to Burbank, Calif.

PROMOTION—

Sidney H. Denfip, Air Carrier Maintenance Section, Washington, D. C., promoted to Assistant Chief.
Frank Wignall, appointed to General Inspection Service and stationed at Fort Worth, Tex.

J. P. VAN ZANDT JOINS CAA

J. Parker Van Zandt, until recently engaged for the Defense Supplies Corporation in special

aviation work in S. America, has been named head of a new Office of Air Transport Information, under Mr. Burden's office. His work will consist principally of research.

THE AIRCRAFT COMMUNICATOR—A DESCRIPTION AND APPRECIATION

Training Aircraft Communicators for the CAA could get to be a bore unless the drama and romance of the job can be kept fresh in mind.

A. V. Carroll, in charge of that training for the CAA has kept a fresh view of his job. His description of the Aircraft Communicator herewith, shows the importance he attaches to this particular job:

"The Aircraft Communicator—he maintains vigilance at his earth-bound station through the magical medium of modern communication, serves those who traverse the sky by day and night—through fair weather and foul; with messengers at his command to span the world in an instant.

"His duties are exacting—responsibilities great. Safety of life and property often depend solely upon the proper performance of routine assignments. Sometimes only individual initiative and resourcefulness will avert disaster.

"His loyalty must be constant—his mission never ends. Into his hands are placed tools fabricated through years of research and development. He must contribute the final and most vital link—intelligent human endeavor to the end that those who fly the airways may do so with maximum safety."

STANTON PRAISES AND THANKS CAA MEDICAL EXAMINERS IN SPEECH

In a recent speech before the Aero Medical Association at Indianapolis, Administrator Stanton had this to say of the CAA Medical Examiners:

"I know of the difficulties under which they have worked in speedily applying our prescribed new methods and standards of selection. I know of the care they have taken in adjusting these standards and methods to meet the varying demands of each succeeding program. I know they have succeeded, often to the detriment of their regular practice, in examining the largest number of applicants within the shortest possible time, so that there would be no delay in starting our courses. And they have done this not once, but three or four times a year."