

Max. 13, 1958
**Western Air Lines
Earnings Reported**

Net profit of \$188,110 for the first half of 1950 was reported to stockholders of Western Air Lines, Inc., Terrell C. Drinkwater, president of the firm.

This represents a profit of 36 cents per share, as compared with net earnings of \$39,938, or .08 cents per share during the first half of 1949. Revenues from passenger service, press and air freight were 34.4 percent in excess of non-mail revenues in the 1949 period, while mail compensation decreased 3.2 per cent, was reported.

The balance remaining on Western's loan from the RFC has been reduced 52 per cent from the original \$1,605 to \$3,092,757, as of June 30. Payments on the loan for the first six months of 1950 have been prepaid, Drinkwater pointed out.

Inauguration of the direct service between Los Angeles and Denver to Edmonton, Canada, and inauguration of non-stop Convair service between Los Angeles and Seattle highlighted the first six months of this year. The inauguration of service to Brookings, S. D., also was accomplished during the period.

The company has applied to the FCC for permission to operate direct, one-carrier service between Los Angeles and Minneapolis-St. Paul, by inauguration of service from Salt Lake City, Utah, through Casper to Rapid City, S. D. If granted, the new route would eliminate a 532-mile gap between the inland and western divisions of the airline.

A report of business handled by the Sheridan office of Western was available, according to Dixon Grassie, local manager.

County Airport Clearance Zone Asked

Regulation of the height of buildings or other structures within one-half mile of Sheridan county airport is proposed by Sheridan county commissioners in order to qualify for federal aid.

A resolution adopted yesterday by the commissioners provides for a runway clearance zone as an air traffic safety measure in accordance with Wyoming law.

Protests, if any, must be filed with Ray Bantle, airport manager, or with the commissioners not later than April 3.

The resolution sets out its purpose is to restrict any construction which would impede or impair or infringe on the approach or clear flight zone to the northwest-southeast runway.

The runway clearance zone would be an area 1,500 feet wide on each side of the center line projected of the northwest-southeast runway, with the projection of the present center line to extend 3,000 feet from the north end of the present northwest-southeast runway and 4,000 feet southeasterly from the south end.

The northwest-southeast runway is the major one at the airport.

Annex Completed To Sheridan County Airport Administration Building



With the installation of intricate electronics equipment, the air traffic communications station of the Civil Aeronautics Administration and the U. S. weather bureau expect to be housed in this addition to the Sheridan county airport administration building by early June. Present quarters are inadequate. The \$51,925 project was financed with federal, state and county funds with more than half from Washington. Final inspection of the building was made by state CAA authorities late last week. Present were

County Commissioner James Fowler; Harrison Cook, the architect; George M. Nelson, Wyoming state director of aeronautics; John Sodek, CAA airport engineer of Denver; Marvin W. Stevenson, safety enforcement officer for the Wyoming aeronautics commission; County Commissioner Earl Harper; Ray Bantle, airport manager; Carl Oslund, county engineer; N. A. Nelson, Jr., of the contracting firm; and John Doerr of the architectural firm. (Press photo by Robert R. Johnson)

Air Sheridan CAA Open House Monday At Airport

Sheridan Press 5/21/48

Open house will be held Monday afternoon by the Sheridan air traffic communication station at Sheridan county airport as part of the 20th anniversary of the Civil Aeronautics administration.

The public is invited to visit the new CAA quarters between 4 and 5 p. m. to see how the station is operated to promote efficiency and safety of flight through air flight service to airmen and air traffic control.

The Sheridan air traffic communications station is operated around the clock every day in the year, working with other stations in the United States, Alaska, Hawaii and 27 foreign countries to bring about a safe and orderly flow of air traffic along the 100,000 miles of airways. CAA's facilities are linked by 130,933 miles of teletype and 137,764 miles of telephone lines.

The Sheridan operations complement is composed of Charles F. Merchant, station chief of operations; Frank W. Barnhill, Max E. Taylor, Jerrold D. Reed, Paul J. Barina, Carl H. Moore and Jack C. Roush, airways operations specialists.

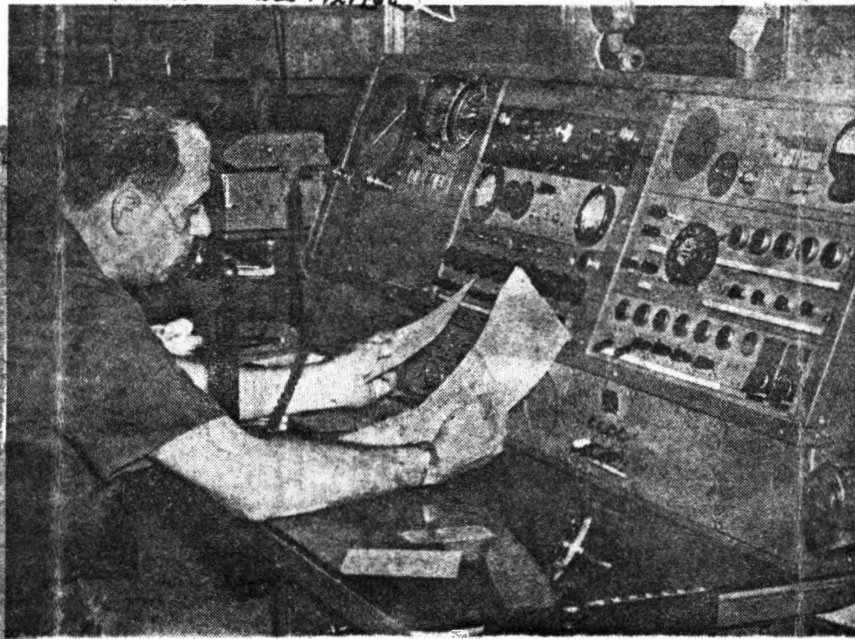
Responsible for the maintenance and repair of all electronic and teletype equipment are Jack C. Bartsche, chief; John Logan and T. A. Jarvi, electronics technicians.

The Sheridan station was commissioned in March, 1940, after the radio beam was commissioned the previous November.

It is just completed moving into new quarters in the new addition to the Sheridan county airport administration building.

Additional duties have been given the Sheridan station with installation of an intricate relay system on teletypewriter circuits. The system relays information from many stations over the country to air traffic communication stations in the entire Northwest area and the regional office in Los Angeles.

The new equipment includes three reperforator units which will



Max Taylor briefs pilots with a weather broadcast at the Sheridan air traffic communications station, Civil Aeronautics administration. The

console board controls the intricate electronics equipment necessary to jet-age aviation. (Press photo by Robert E. Johnson)

accept and store traffic for retransmission on an automatic "on call" continuous scan approximately every five minutes 24 hours daily.

Dissemination of airway weather service and pilot briefing is another major function of the air traffic communication stations, which work closely with U. S. weather bureau stations. The CAA weather broadcasts are made on airways frequencies, not the regular radio.

Marking its 20th birthday, the CAA looks back on an era of seambursting growth in American aviation. The Civil Aeronautics Act of 1938, which created the CAA, went

a long way toward helping civil aviation solve its economic and technical problems.

In aviation's youth, soon after World War I, a pilot navigated by peering from his open cockpit to follow a railroad or a river.

Mail planes, carrying meager cargoes of air mail, settled down at dusk, transferring mail sacks to trains for overnight transportation. This fly-by-day method clipped 22 hours off coast-to-coast mail service and roused enthusiasm for aviation's commercial possibilities.

When night flights started, farmers lit bonfires to guide the erratic biplanes on their way.

Pilots and air service operators urged government supervision of aviation for the sake of uniform safety rules. By 1934, three federal agencies—the Post Office Department, the Department of Commerce, and the Interstate Commerce Commission—shared control over commercial aviation.

The Civil Aviation Act of 1938 replaced these three authorities with one. Under the Department of Commerce, the CAA supervises the safety of aircraft and licenses commercial and private pilots, it sets up rules of airways, provides aids to navigation, and helps build airports.

Transportation
Airports - SHERIDAN
COUNTY AIRPORT

Western To Resume Local Flights With Bigger Planes

Sheridan Press 6-6-58

Western Air Lines service through Sheridan will resume Tuesday, June 10, with four engine DC6B planes—the first craft larger than two engines—after suspension of flight operations since Feb. 21 by a pilots' strike.

Ken Campbell, Sheridan station manager, today reported the first Western plane to arrive will be northbound flight 50 at 9:45 a. m.

The 60-passenger DC6B will be in service for the first time between Denver and Great Falls, via Sheridan. Other stops are at Cheyenne, Casper, Billings and Lewistown.

Two-engine Convairs, with capacity of 40 passengers, were previously in service through Sheridan.

Campbell explained for the

period June 10-16 while full service is being restored there will be only the one Sheridan stop daily.

Beginning June 16 there will also be a southbound evening flight, 8:15 p. m.

Still under consideration are plans for other flights.

In the past, there have been four and five daily flights with the additional service during the summer travel months.

As a matter of policy, Western said it will reactivate service in cities hit hardest by the long pilot union strike. Sheridan is among the dozen cities of the 9,153 mile system in 13 western states, Canada and Mexico which will receive service on the first day of the resumption pattern which had no regular flight schedules since February.

Flight station here nears 31st anniversary

Sheridan's Flight Service Station, which is located on the first floor of the Sheridan County Airport Administration Building, is 31 years old next week. However, the eight-man staff this week in the 50th anniversary observance of the National Aviation Administration flight service station. The first stations came into being Aug. 20, 1920 when the post office department moved to establish a transcontinental air mail route. By 1921 there were 17 air mail radio stations between New York, N. Y., and San Francisco, Calif. Four of these still exist and include Washington, D. C., Rock Springs, Salt Lake City, Utah, and Elko, Nev. Today there are 386 of these stations from Wake Island, Guam, Nome, Alaska, Panama to the Caribbean, but

most of them are in the United States. The Sheridan Flight Service Station was established at the county airport in November of 1939 on air mail route 20 between Cheyenne and Great Falls, Mont. Sussex, and Lodge Grass, Mont., intermediate fields established on each side of Sheridan, have since been abandoned. They were dropped in 1966.

A low frequency radio range with four course legs extending out on the airways became obsolete and has been replaced with Visual Omni Ranges with Distance Measuring Equipment located six miles northwest of Sheridan and 65 miles southeast of Sheridan on Crazy Woman Creek. Pilots now "follow the needle" and read the DME miles to or from the VOR to which they are tuned, instead of computing their position by time and ground speed.

Emergency assistance

Today at the Sheridan station eight operators provide emergency assistance such as orienting pilots who have become unsure of their position in-flight.

minutes of his expected time of arrival, then search and rescue procedures are commenced which can lead to actual search missions by Air Force rescue aircraft and state aviation organizations assigning local aircraft to fly and search for the missing plane.

The work of the Flight Service Specialist is varied and interesting although often routine. The equipment is becoming more and more sophisticated and aircraft travel has become the safest means of rapid transportation of people and mail.

Darrel Downing, chief flight service specialist, and seven flight service specialists man the local station. They are Max Taylor, Jerrold Reed, Jack Roush, Emery Matthews, Howard Naylor, Louis Robinson and Fred Bergman.

On the national level, there were 45 radio operators, 14 maintenance mechanics, and 84 field caretakers in 1927. Today there are over 4,600 flight vice specialists.

On Aug. 20, 1920, when the office department set up transcontinental air routes up the 17 air mail routes the mail was carried even by air transcontinental over weather permitted. New York early one morning, was destined to reach San Francisco late the following evening.

One operator at first

At these first radio stations a lone operator would begin his day at 4:30 a.m. He took weather observations, temperature, wind, visibility, and estimated cloud bases. He gathered weather information and messages

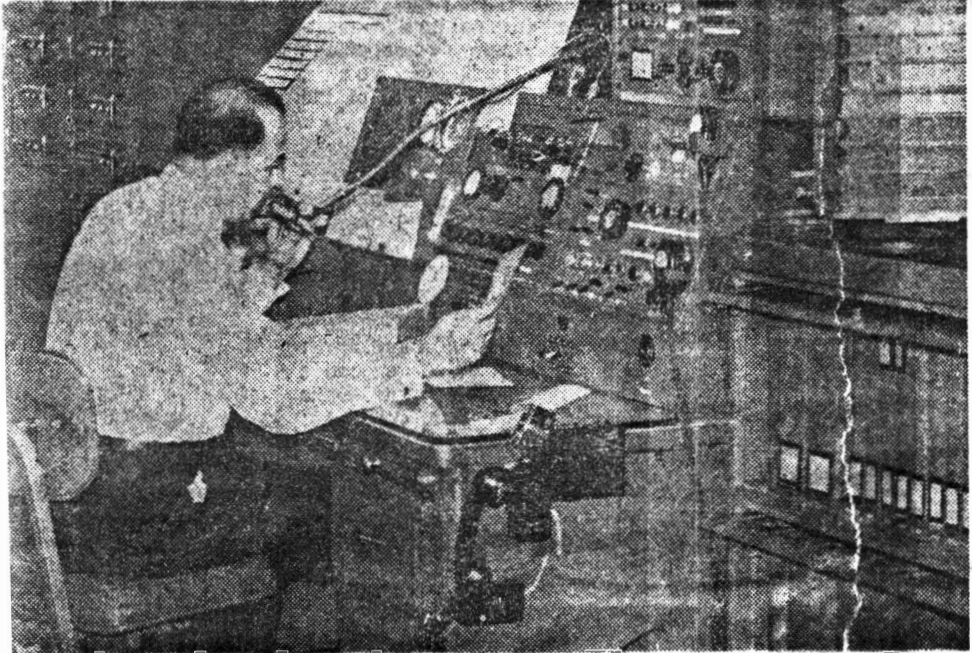
from up and down the line by radio, telegraph, Morse code loaded mail "propped" the airplanes and helped the pilot be on his way. Then the operator worked until 8:30 p.m. filling badger holes, and scooping snow off the cow pasture that was designated as an airport. At 4:30 p.m. he came back to work and prepared lantern flares, or lit fires in half-barrels in a line into the window so the pilots could see to land and refuel. He helped the pilot to take off again into the night for the next stop.

By July 1927 there were 2,600 miles of transcontinental airways equipped with 101 electric airway beacons and 417 acetone lighted beacons. Very few of the airway beacons now are in operation. Kearney beacon just north of Lake DeSmet was turned off in 1966.

In 1919 pilot fatalities averaged one killed for each 114,324 miles flown. By 1926 the safety was improved to only one fatality for 2.5 million miles flown. Thirty-one of the first 40 pilots hired were fatally injured between 1920 and 1926.

Between 1927 and 1938 the air mail routes were extended not only east to west, but also north and south across the U.S.

In 1938 the airway radio station was redesignated Airway Communications Station under the newly created Civil Aeronautics Authority (later the Civil Aeronautics Administration of the Department of Commerce).



TAYLOR, flight service specialist, at the Sheridan Flight Service Station, is shown at radio console reporting information to a pilot. The local station was established in 1939.

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