



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE GROWTH OF SAN FRANCISCO MUNICIPAL AIRPORT

It can be said that scheduled aircraft operations into San Francisco started with the landing of the first Air Mail plane on September 9, 1920 at Montgomery Field. The pilot of this plane was an intrepid young flyer, Stanhope S. Boggs.

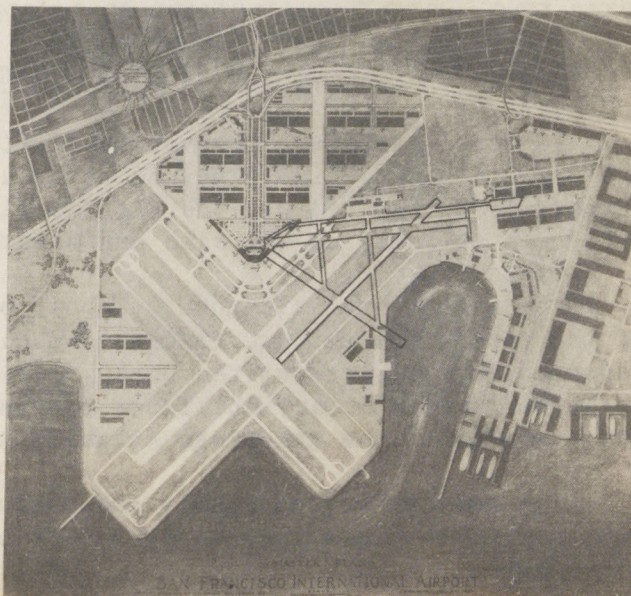
Montgomery Field was located on the beach near Golden Gate and was soon found to be entirely unsatisfactory due to fogs, terrain, etc. and air mail operations were transferred to Oakland.

In 1927, the City of San Francisco conducted a survey of the surrounding area and chose the site of the present San Francisco Municipal Airport. Development started in 1927.

From this humble beginning operations increased by leaps and bounds and now the airport serves twelve major air lines, three major cargo lines, and a number of smaller non-scheduled cargo lines, a large number of private and itinerant aircraft, and the U. S. Coast Guard Air Station is located at the airport. Last year over a million revenue passengers took off or landed here, 13,700,000 lbs. of mail, almost 9,000,000 lbs. of express and over 16,000,000 pounds of cargo was handled. This is the continental terminal of the airway to Hawaii and points West.

Such activity has demanded a sizeable increase in the size of the airport and the buildings required. The original 1069 acres has been increased to 3721 acres. Most of this has been accomplished by pushing back the waters of San Francisco Bay. 19,500,000 cubic yards of earth have been moved from the hills back of San Bruno, and 5,000,000 more are being moved now to be used as fill in. This amount of dirt would cover the average city lot 65 x 150 to a depth of about 66,000 ft. (nearly thirteen miles).

The new runways are designed to support a gross airplane load of



SAN FRANCISCO INTERNATIONAL AIRPORT

200,000 lbs. which will handle craft considerably larger than the B-26. B-26. The longest runway will be 9,050 feet (almost 2 3/4 miles). The design meets all requirements for International Express Service and if the Super-Global classification becomes current and runways of over 10,000 feet length are required, it is entirely feasible to expand, by reclaiming additional land now owned by the City, as part of the airport site.

Nothing is stopping the development of this airport. They commanded the waters to recede, and it was done; they commanded the mountains to move, and it was done. Even that high speed automobile racetrack, the Bayshore Freeway, which limited development inland, has been rerouted, reconstructed, and equipped with overpasses, underpasses and clover leaf intersections. The City reimbursed the State for \$1,250,000+ for this work.

The picture which accompanies this article, shows the master plan of development, and overlaid on it in black lines is yesterday's airport. The present Administration Building, with which many of us are familiar, is an elongated black blob just to the right of the end of the center end of the center taxiway.

The new administration building will be at the circle shown at the center of the new development. One of the original runways will be extended into what is now the seaplane area. The long pierlike projection at the end of the long runway is the location for a new installation of high intensity Slope Line Approach Lights to be installed by our Facilities Division. The old Bayshore Freeway has been terminated at the old Administration Building and the new one, with its clover leaf intersections, is shown curving around the airport. The new hangar area will be on the water side of the airport, opposite the Administration Building. Full equipment for all weather operations such as radar, High Intensity runway lights, and Fido, if required, will be installed in addition to the present ILS installation.

Federal funds have contributed to a large extent to this growth. CWA, FERA and PWA did work amounting to \$359,000. WPA's work cost \$4,970,000. CAA, under the Defense Landing Area Program did work costing \$1,197,000. The citizens of San Francisco, in November, 1945, approved a bond issue of \$20,000,000 and at the last election approved another bond issue of \$10,000,000. Under the Federal Aid Airport Program, CAA furnished 54% of the funds required for one portion of the work, which amounted to \$2,117,000. An additional project is being prepared and it is expected that CAA participation will be near \$850,000. This makes total known construction costs approximately \$40,000,000.

PRIVATE PILOTS' CONFERENCE

At long last, the first private pilots' conference was held in this Region. The purpose was to find a method to bring the "Sunday Pilot" a message on how to better understand and use the CAA facilities available to him. San Diego, California was selected as the site and November 6, 1949, was the date.

The meeting was attended by about 85 private pilots and by representatives of the Treasury, Customs, Immigration and Agriculture groups and CAA personnel. Representing the CAA was the Chief, Airways Operations Division, Assistant to the Regional Administrator, Chiefs of the San Diego Tower and Communications Station, and a member of the San Diego Aviation Safety District Office.

The meeting proved highly successful and the hope was expressed by the private pilots that meetings of this sort be held once every six months in this and other areas.



REGIONAL ADMINISTRATOR'S COLUMN

When I wrote the last article for Region Six News, I was getting ready to leave for Oklahoma City and the Regional Administrators' Conference. This conference differed from others previously held in several respects. It was held in Oklahoma City rather than in Washington. Bad weather interfered with the on time arrival of some of the representatives whether they came by airline or

CAA airplane, and while the weather outside was unfavorable, the atmosphere around the conference table was crystal clear in respect to the constructive approach of all participants. One unusual feature of the conference was the bringing in of outside speakers to address the group at luncheon and dinner meetings. These speakers included Admiral Land, President of Air Transport Association; A. B. Curry, Chairman of the Administrator's Airports Advisory Committee; J. B. Hartranft, Jr., General Manager of the Aircraft Owners and Pilots Association; Earl Slick, President of Slick Airways. Each of these speakers was asked to talk on the subject, "A Critical Look at CAA". Some of them did, it was good. Another feature of the conference was the method of treating agenda items. Each important agenda item was handled by discussion between panel members of the Regions and Washington. These panel presentations were then supplemented by comments by any and all representatives present desiring to present other material or emphasize any phase of the subject. As you can well imagine, the conference under such a program was interesting and worthwhile. Minutes of the conference are now available and two copies have been distributed to each Division.

Aside from the Regional Administrators' Conference, probably the major event of the month was the visit of the Budget Survey Team from Washington which held hearings in the Regional Office for one entire week. The membership of the Survey Team was made up of Don Nyrop, Deputy Administrator; Ernie Hensley, Director, Office of Aviation Safety; Joe Tippetts and Ed Kline, Office of Federal Airways; Paul Stafford, Office of Airports; Gordon Bain, Budget Officer; Forrest
(Continued on page 7)



BUDGET TEAM VISITS THE REGION

SECOND ANNUAL AIR TRANSPORTATION DAY

AT LOS ANGELES INTERNATIONAL AIRPORT

The second annual Air Transportation Day was held at Los Angeles International Airport November 20, 1949, with an estimated attendance of 200,000. The Los Angeles Insacs participated actively in the promotion of the event along with the Weather Bureau Airport Station, TWA, Southwest Airlines, United Airlines, American Airlines, Western Airlines, Pan-American Airways, Los Angeles Airways and the U. S. Air Force.

The airlines displayed aircraft presently in use in cargo and passenger service, while the U. S. Air Forces exhibited such operational aircraft as the B-36, C-74, B-50, B-26, F-82, F-86, F-80, and two F-84's. The Northrup Flying Wing flew over the airport three times, but did not land. The public showed much interest in the B-36, but were not permitted to enter the craft. The Boeing 377 Stratocruiser, furnished for the occasion by Pan American World Airways, was open to the public even though an engine change was underway at the time.

Many of the airlines provided conducted shop tours while others presented poster displays and motion pictures devoted to foreign and domestic air travel. TWA rushed Christmas a bit by having a Santa Claus arrive by plane and distribute toys to the lucky children who were tipped off as to his arrival. The Huntington Park Junior City Band, sponsored by American Airlines, provided music for the event.

A pictorial display covering CAA activities in the Sixth Region was set up on the sidewalk outside the INSACS and proved to be of much interest to the overflow crowd. Over 8,500 visitors entered the station where Don Fulton, CACOM and his assistants had worked long and hard to prepare the station for the showing. Appropriate signs were set up explaining teletype, interphone, and radio activities, and a station portable receiver was set up on the counter and tuned to the Los Angeles Low Frequency Range. The operation was explained on a card placed at the side of the receiver. A range demonstrator was also placed on the counter with the low frequency range courses portrayed graphically for demonstration purposes. Also on display was a miniature airport, complete with runway lighting, hazard marking lights and rotating beacons, which served further



CAA DISPLAY OUTSIDE INSACS

to illustrate the CAA role in the air age.

Regular watch standing personnel gave demonstrations and explained station activities as time permitted. In addition, two aircraft communicators were assigned to greet visitors, guide them through the exhibits and explain station operation and flight assistance service. A brochure outlining the organization and responsibilities of the CAA was handed to each visitor.

PERSONALITY OF THE MONTH

CLYDE A. LEE

"When it rains, it pours!"

At least Clyde A. Lee, Airways Engineer, probably thinks so insofar as the statement refers to the amount of newsprint which has been used in his behalf.

Since Lee's early childhood in the blue-grass state of Kentucky, he has gone about his day-by-day activity in a normal manner with merely a bare recognition of having accomplished anything of significance.

Almost like a bolt out of the blue, a reporter of the Tucson Daily News became fascinated by the airways beacons and obstruction lights atop Picacho Peak, noted desert landmark along the Phoenix-Tucson airway. This reporter conceived that behind these flashing lights was bound to be something and someone of news value.

There followed the customary interview with the so called "mountain goat" who services these airways blinkers and an actual migration on the part of the enthusiastic reporter.

An article in the Tucson Daily News, a feature in the colorful Arizona Highways magazine (September, 1949 issue) and the nationally known Popular Mechanics publication (August, 1949, issue) have given Technician Lee a great deal of recognition, in particular, and the CAA, in general, a vast amount of favorable publicity.

If you do not have a detailed understanding of some of the perils and adventures of an airways maintenance technician, the featured articles referred to above give a splendid and entertaining account.

Lee's career is quite typical of the individual the CAA has recruited to keep our standby power plants, airways beacon and neon approach lights operating at maximum efficiency to contribute the type of service which the airman deserves. He began as a laborer doing various types of work associated with the construction and installation of modern steam generating stations.

He next had experience in associated trades performing work as a carpenter, electrician, pipefitter and machinist before graduating to a position as a shop foreman. In 1937, he accepted an appointment as a Tool Dresser with the U. S. Engineer Corps.

With such an assortment of skills, jack-of-all-trades Lee feels that he made a wise move when he "pitched in" with the CAA in February, 1941, as a General Mechanic in our Federal Airways Program. After a brief scurry as a Technician in Woodland, California, he came to roost in Phoenix, Arizona. Lee will be one of the first to admit that he is no more deserving of the national recognition which he has received than virtually all of his other colleagues servicing the aids.

When the idea was once conceived by this Tucson reporter, the likeable Lee didn't overlook the opportunity to represent our agency in a commendable manner.



QUESTION BOX ?



Q. What are the functions of the CAA Board of Civil Service Examiners in the Regional Office?

A. The CAA Board of Examiners announces examinations for those positions peculiar to this Agency.

Inherent in this program are the following functions: announce examinations, establish registers, order displacements, and certify eligibles from the registers to the Agency.

The Civil Service Commission makes periodic inspections of the Board activities to insure compliance with existing regulations and finally endorses registers established and all procedures which are used.

Q. How does the Classification Act of 1949 change the waiting period for periodic pay increases?

A. The new Act provides that employees shall be advanced in compensation successively to the next higher rate within the grade at the beginning of the next pay period following the completion of:

- (1) each fifty-two calendar weeks of service if his position is in a grade in which the step increases are less than \$200, or
- (2) each seventy-eight calendar weeks of service if his position is in a grade in which the step increases are \$200 or more.

Heretofore, increases have been at the beginning of the first pay period following the completion of twelve months' or eighteen months' service. This had the effect of delaying the increases for a thirteen day period following completion of the waiting period. This delay will no longer be felt.

Q. How do I arrange for Post Office Box rental and effect payment?

A. Authority for post office box rental must be obtained from the Regional Office supervisor concerned. The rental of the box should be coordinated between the Divisions and/or Branches having employees in the area, to determine whether the use of one box would be satisfactory.

Payment should be made to the postmaster in cash and reimbursement claimed by the employee on either an expense voucher or Voucher for Petty Purchases, Standard Form 1129. Reimbursement, however, cannot be made until the expiration of the period involved. Payment may also be accomplished by issuance of a Form 660 to the postmaster for the full fiscal year and payment to the postmaster for the entire year will be made in advance. This latter method is preferable.

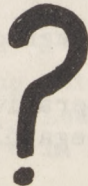
REGIONAL ADMINISTRATOR'S COLUMN (Continued from Page 3):

Morgan, Organization and Methods Office; Lew Bayne, Director of General Services and Dick Elwell, General Counsel, who was present for a portion of the sessions. The Budget Hearings consisted of a review of the Region's budget estimate for fiscal year 1951 and our fiscal program for 1950. The Regional Administrator and each Division Chief was requested to fully substantiate his program and budget estimate to the Committee. I believe we rendered a good accounting. I know we all learned a good deal about the need for developing more adequate criteria for budget substantiation. I personally was proud of the performance of our people. At the conclusion of the hearings, the Committee requested that Mr. Read and I meet with them and they gave us a verbal report of their impressions of the Region. I have already reported these impressions to the Regional Office Staff and to all the supervisors who are attending the Management Conference Series, but I think it is of sufficient importance that all of you should know about it. There were a few of our activities in which the Budget Survey Team thought there was need for improvement. They said that if we did a better job of developing definite work programs, reduced them to written form and then related these work programs to our budget requirements, we could improve our operating efficiency as well as the presentations of our actual monetary needs. They suggested also that in discharging our responsibilities, the Region, particularly the Regional Administrator and Staff should review programs and program directives as received from the Washington Offices and report to the appropriate Office Director or the Administrator any portions or items in the program directives which could be improved or are not applicable to portions of the Regional program. This goes back to the thing we have talked about before in the Region -- the matter of constructive thinking and always being on the alert to see that the implementation of our programs are accomplished in the most effective manner. So much for the things which the Region may improve and which we should initiate action to do.

The Committee commended the Region in a number of respects. They complimented us on the number of constructive ideas developed by the Region, some of which were presented at the sessions. They said that our general conformance with the intent of General Order 21 (the Regional Organization directive) is very good. They were impressed by the evidence of good working relationships between Divisions. In other words, team work, confidence in and respect for the judgment of each other. They also commended the Region on the effective use of Business Administration facilities in coordination with the operating Divisions to eliminate duplicate record keeping and reports. It is extremely gratifying to be able to pass on comments such as these. These phases of our performance were good enough to receive special recognition. You have earned it. Congratulations!

* * * * *

Are you an active worker,
The kind that would be missed?
Or are you just contented
That your name is on the list?



There is a program scheduled
That means success, if done,
And it can be accomplished
With the help of everyone.

Do you take an active part
To help the team along?
Or are you satisfied to be
The kind to "just belong"?

Think this over, brother,
Are we right or are we wrong?
Are you an active worker?
Or do you just belong?

CHRISTMAS GREETINGS 888

Here's your opportunity to send a different type of Christmas greeting = a radiogram. Messages will be transmitted up to and including Christmas day by Mr. P. G. Frazelle, Property Management Branch. They may be sent to any point in the Continental United States and to servicemen overseas.

Any of the following messages may be sent free by merely indicating the name and address of the person to whom the greeting is being sent, and the telephone number, if possible; the message number as listed below; and the name and address of the sender. Let's all take advantage of this unusual opportunity:

Message No.

- | | |
|----|---|
| 55 | Merry Christmas and a Happy New Year |
| 56 | All the best wishes for a Merry Christmas |
| 57 | Wishing you the best Christmas ever |
| 58 | Wishing you a very Merry Christmas and a Happy New Year |
| 59 | Merry Christmas from all of us to all of you |
| 60 | Health, happiness and prosperity in the New Year |
| 61 | Love and best wishes for a Merry Christmas and a
Happy New Year |
| 62 | Love and best wishes for the heartiest of season's greetings |
| 63 | Most sincere wishes for health, happiness and prosperity |
| 64 | Most sincere wishes for health, happiness and prosperity
on this occasion |
| 66 | Most sincere wishes for health, happiness and prosperity
on this Christmas Day |

Field employees may obtain this service by contacting any member of the American Radio Relay League. This League has 180,000 members and is approved by the Federal Communications Commission. The idea of the network is primarily to take care of communications in case of disasters. Message service such as this is provided in order to keep league members in practice during periods between emergencies.

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING

November 28, 1949

I. Components of ILS Necessary for System to be Considered Operative:

The Manual of Operations II-B-3, Paragraph 5.2 specifies as follows:

"Operation of ILS Components - Operative components of instrument landing systems shall be kept operating regardless of other components in the system, except that:

1. The glide path shall be turned off whenever the runway localizer is not operating;
2. The localizer shall be shut down whenever a proper monitoring indication is not received at the control point due to a localizer failure;

3. The localizer or glide path shall be shut down whenever a proper indication is not received as a result of control line or control station monitor failures, unless (a) emergency conditions require it to be operated temporarily to land aircraft in the immediate vicinity, or (b) the facility involved is equipped to accomplish automatic shutdown and shutdown circuits at the facility are operative.

Maintenance technicians shall be advised immediately of any malfunctioning, and Message NOTAMS describing the conditions of operation (1, 2, 3a or 3b above) shall be transmitted."

After discussion of problems encountered in connection with the policy as stated, it was agreed to recommend that Paragraph 3 be deleted from the MANOP.

II. DIVISION STATUS REPORTS:

Airways Operations Division: "Operation Miki" has been concluded. Messrs. de Arce and G. I. Smith accompanied the Task Force from the West Coast to the Hawaiian Islands and returned by commercial air carrier. Their presence with the Task Force has helped a great deal in permitting us to understand the Navy's problem in operations of this type, and the Naval representatives have stated that it was worthwhile to have Traffic Control representatives accompany them on this mission. While in the Hawaiian Islands, Messrs. de Arce and Smith visited the Ninth Regional Office.

Arrangements have been made to commission the Arcata INSAC on a 16 hour basis November 29 or 30. Twenty-four hour operation will commence sometime in January.

Routine workload in the Division has been exceedingly heavy.

Business Administration: All of the 1950 fiscal programs are being revised and should be ready for submission to Washington by December 2. One significant thing in this connection is that we are asking for a supplemental appropriation to take care of the increased salary cost which recently became effective.

Legal Division: The General Counsel, who was here with the Budget Survey Team recently, discussed regional legal work and advised that consideration is being given to CAB participation in the compromise of civil penalty cases involving Civil Air Regulations violations.

Aircraft Division: The Division is working closely with Consolidated Aircraft on approval of their T-29 model which is a conversion of their Model 240 for the military. Forty-eight of these aircraft are being built for the Air Force.

Facilities Division: Surveys for the Ontario, California ILS and Neon Approach Light Lane have been completed. Leases and agreements have been negotiated and plans and specifications are in the process of preparation.

It now appears that the Airport Surveillance and Precision Approach radar installations at Los Angeles International Airport will be substantially completed and ready for acceptance tests by January 1, 1950. The Facilities Division has agreed to participate in some preliminary flight tests scheduled for the week of December 5. The final acceptance tests will be made by Washington Office representatives.

Removal and reinstallation of airport traffic control tower equipment at Salt Lake and Phoenix have been programmed for 1950, and funds are being made available.

The National Facilities Division Chief's Conference is now scheduled for February 14 through 17. The Sixth Region will be host for this conference. Attendance is to be limited to the Facilities Division Chiefs and Washington representatives.

Airports Division: Under the FAAP, 7 Project Applications have been received, two of which are for development of new locations and five for additional work at existing airports.

The Phoenix project in the amount of \$858,011 is number 8 application for this particular location. The present project contemplates construction of an E/W runway, administration building, and other work. Total estimated Federal participation at the Phoenix location is \$1,410,501.

The San Francisco Project Application in the amount of \$850,000 is for continuation of the development of the San Francisco Airport. Total Federal participation in this location is \$3,202,606. The San Francisco Bond Issue in the amount of \$10,000,000 was recently passed. It is presumed that the contemplated construction of the \$3,000,000 administration building will likely soon be under way.

One tentative allocation was issued to Happy Camp Airport in the amount of \$17,000. The location is in Northern California, co-sponsored by the County and the U. S. Forest Service. The airport will be used for local operations and U. S. Forestry Service activity.

Safety Operations Division: The routine work of this Division has been exceptionally heavy during the past few weeks. A request has been received from the Fifth Region regarding the status of the Wendover Air Force Base. Weather facilities at this base were discontinued around the 10th of November. Some discussion was held regarding Helicopter lighting and the tests which have been made to date with portable lights developed by Frank Ray and Associates. Los Angeles Airways is interested in securing facilities for marking possible landing areas on their routes. Aircraft approval for instrument operation is also involved. It was suggested that Facilities and Safety Operations work together on this study to see if there is any way in which we can help with surplus equipment on hand, necessary aircraft tests, etc.

III. Management Conference Series:

The Regional Administrator reminded the Division Chiefs that their lectures for the Series are due in his office on December 1.

IV. Showing of Film:

At the conclusion of the meeting, a new film, "Advancing Air Navigation", was shown to the group. Two copies are available for showing to interested groups. Mr. Johnson suggested showing the film in the cafeteria to all Regional Office personnel.

DIVISION HI-LITES

Airways Operations Division:

It is expected that Civil Service examinations for controller and communicator positions will be announced in the near future.

Messrs. de Arce and G. I. Smith recently returned from their sojourn to Honolulu. Their westbound trip was via the USS Boxer, a portion of the Task Force of the U. S. N. Amphibious Fleet whose assignment in "Operation Miki" was to accomplish a beachhead landing on the Island of Oahu in the Hawaiian Islands.

We are indeed sorry to learn that Pop Graham's wife is quite ill and has been removed from Bryce Canyon, where Pop is Chief Aircraft Communicator, to Oakland for treatment. We all wish Mrs. Graham a speedy recovery.

Facilities Division:

Through the efforts of Mr. W. E. Kline, who is now coordinating inter-related activities of the Sixth, Seventh and Ninth Regions, we have obtained general concurrence on the relocation of the Lucin INSAC to Wendover, Utah. The Seventh Region had proposed to discontinue the Strevell, Idaho INSACS, but in conformance with the agreement reached will retain this station. If no unusual obstacles are encountered, we plan to acquire and modify the Air Force operations building at Wendover for INSACS quarters. Our tentative schedule provides for all work to be done so that personnel can be moved on or about June 1, 1950.

Maintenance Branch District Conferences which will be attended by MTIC's and AMT's have been scheduled as follows:

District I	-	January 11 - 12
District II	-	April 5 - 7
District III	-	Not scheduled as of this date
District IV	-	" " " "

Johnny Campbell is attending a conference in Washington of all Chiefs of Flight Inspection. Al Horning's detail to the European Area to flight-check and demonstrate air navigation facility aids has been extended for an additional two months.

Radio Engineer E. C. Stentz, with the able assistance of MTIC J. E. Hammond has been conducting tests on the Bakersfield ILS to determine the best method to be followed for phasing of the upper and lower glide path transmitting antennas. Data was taken on five methods of accomplishing the desired phase relationships between these antennas and submitted to Washington by all Regions. The Washington Office will review the reports from the various Regions and decide on a method to become the standard for use throughout the Federal Airways Service. Proper phasing of the antennas should result in improved glide path operation with regard to signal strength, clearance and stability.

Safety Operations Division:

Bonanza Air Lines plans to conduct survey flights on December 5 and proving flights on December 9. The Company expects to start scheduled air carrier service day VFR operations between Reno and Phoenix via Las Vegas on December 16.

United Air Lines' Boeing 377 proving run will be conducted from January 2 to 9 on the San Francisco-Honolulu route. Personnel of the Fifth and Sixth Regions will participate.

Effective November 1, 1949, the Aviation Safety District Office located at Boulder City, Nevada, was moved to McCarran Field, Las Vegas, Nevada.

During the hectic days of the war, we were considerably surprised when the Petroleum Administration questioned the increased use of gasoline in desert areas in Southern California, Arizona and around Las Vegas - Boulder City, Nevada. It apparently did not occur to the gentlemen in Washington that the Sixth Region was peculiar in that flying activity in desert areas increased during the winter season; whereas, in other parts of the country, there was a decrease because of winter weather. At the moment, flying is opening up in earnest, particularly in Las Vegas, Palm Springs and in Arizona.

Aircraft Division:

Personnel of the Aircraft Division met with Consolidated personnel to discuss the Model T-29 version of the CV-240 which the Army has purchased as a navigation trainer. The Air Force contract requires these airplanes meet all CAA basic requirements.

The Svenska Aeroplan, Model Scandia 90AB, arrived at the Hughes airport on November 3, 1949. Personnel of the Engineering Flight Test Branch were invited to fly the Swedish Airliner and to evaluate its handling characteristics. The flights were considered very successful and the Svenska representatives proceeded to South America for a demonstration tour of the airplane.

Emigh Aircraft Corporation have indicated their intention to submit data covering the installation of a higher horsepower engine in their Trojan Model A-2 airplane.

Basic load data and 3-view drawing have been received from Aircraft Conversion and Maintenance Company at Tucson, Arizona, for their Model 9, roadable airplane, for which an Application for Type Certificate was received on June 4th. This is to be a small, 2-place, airplane incorporating a pusher engine and will have a maximum gross weight of 1876 lbs. It will be possible to remove wing and tail surfaces and use the remainder of the airplane as an automobile.

CAPITAL GLEANINGS

LEAVE: There's talk about a uniform system of annual leave for all Federal workers. Three proposals are known to be in the wind: (1) that all employees be given 26 days annual and up to 15 days sick leave annually; (2) That annual leave be fixed at 20 days, but that the reduction in leave for many workers be more than offset by a reduction in the work week from 40 to 37½ hours (overtime would be payable as it is now, after 40 hours), and (3) a graduated system of annual leave based on years of service. There have been many proposals, but the

popular one is 20 days for employees with less than five years of service; 25 days for employees with between 5 and 15 years of service, and 30 days for employees with more than 15 years of work.

PROMOTION PLANS: The Civil Service Commission has requested comments and suggestions from Federal agencies on a six-point promotion plan program. This program is as follows:

1. The promotion plan should be put in writing and be made available to all employees.
2. The best qualified and available people should be selected to fill vacancies on a merit basis.
3. Promising employees should be offered assistance and guidance in preparing for higher-grade jobs.
4. Promotion standards of any agency should not be lower than Civil Service's minimum standards for particular jobs;
5. An orderly system for the release of employees selected for promotions should be worked out, and
6. The method of evaluating employees' qualifications should be applied uniformly within the recruiting area to all interested and eligible workers.

The Civil Service Commission makes no mention of seniority in its suggestions.