REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE FLYING FARMERS

Shifting our gaze from the commercial side of the aviation industry to that portion which is generally labled "private aviation", one can't help but admire the Flying Farmers. This organization has national, regional (conforming to our CAA geographical boundaries) and State components. Requirements for membership are two; namely, a pilot's license and farm income source. Unique among private flying organizations at the outset, old time aviation people are surprised to find that Flying Farmer meets and conventions are family affairs with wives and children participating fully. In fact, many of the wives are also qualified pilots.

To the farmer, the airplane can be a pretty practical affair. The most obvious uses are for crop dusting, orchard spraying, delivery of urgently needed repair parts, delivery of perishable products, and lastly, a means of transportation. It is possibly the latter which is most meaningful to the average farmer-aviator, for the airplane makes it possible for him to enjoy the city advantages of shopping and recreation. He virtually is able to "eat his city cake and have his farm life too". There are many more uses which the farmer can make of the airplane depending largely upon the locality and the type of farming pursued. A quick reading of a copy of the Flying Farmers' monthly periodical, "The National Flying Farmer", will surprise you with the diverse uses to which the aircraft are employed.

With the idea of writing a story for Region Six News, one of the "scribes" with Marsh Beeman and W. O. Johnson from the Regional Office had stopped in to see John "Pat" Patterson, who manages the University Airport, Davis, California. Pat is Executive Secretary to the California Flying Farmers. We had only been there for a few minutes when two Bonanza's entered the pattern.

FLYING FARMERS J.R. NEWTON, NEWTON FARMS; LEFT: AND R.A. JONES, JONES FARMS, RIGHT.

After the landing, taxiing and parking, several men got out and came over to the little administration building where we were talking. Pat introduced us to the two pilots, telling us at the same time that each were full fledged members of the California Flying Farmers who really used their aircraft in their farm work. This was confirmed by Forest Fiorini, this year's President of the California Flying Farmers, who was also present.

The first of the two was Robert A. Jones, who, along with his sons-in-law, Leonard W. Newton and G. A. Gramps, own and manage two farms in Kings County near Stratford. The farms together total 4,500 acres with grains, including flax, being the crop. Jones has in excess of 500 hours; Newton, over 1,000 hours; and Gramps, about 250. Both Jones and Gramps learned to fly at nearby Newton Field and carry Private Pilot's tickets. Most of Newton's time was acquired while in the Air Corps during the war. He is licensed as a commercial pilot.

The two farms are some 45 miles apart, hence using their Beech to shuttle between them is a real help and timesaver. On the home ranch, they have a 1600 foot hard surface runway (it's in the Airman's Guide!), hangar for two aircraft, and underground fuel storage. The Tulare Lake Flying Club, of which Mr. Jones is a member, stores their Beech Bonanza in one of the two hangars.

The airplane is used to haul workers back and forth between the two ranches, to obtain parts for harvesters and other machines when there is a breakdown and to haul skilled repairmen from Fresno when needed. Flying, however, is not exclusively a matter of business as trips are made into Fresno for shopping and recreation. Also, during football season, trips are made to Palo Alto and Berkeley to "catch" those Saturday afternoon games.

In 1948, they flew to the National Flying Farmers' Convention held at Columbus, Ohio, and while East, also took in the Cleveland Air Races. It is easy to see how they are able to pile up 300 hours a year on the Beechcraft without too much difficulty.

The second Flying Farmer we talked to was Mr. J. R. Newton of Newton Farms, also near Stratford. The farms total 1320 acres, and consist of four adjoining but separate farms which he operates with his son Stanley Newton. Mr. Newton Sr. learned to fly in 1939 and has logged about 550 hours. He carries the private ticket. Stanley has in excess of 4000 hours, and is a licensed instructor, A and E, as well as commercial pilot. He was a pilot instructor at Hemet during the war.

The Newtons also own a Beech Bonanza and are members of the Tulare Lake Flying Club. Though Mrs. J. R. Newton has limited interest in this flying business, Mrs. Stanley Newton is currently learning to be a birdman - or better, birdwoman.

Incidentally, both the Jones and the Newtons are members of the Kings County Sheriff's Aero Squadron and proudly display appropriate decal insignia on the sides of their aircraft.

Oh, yes! What were they doing at Davis? Well, they were using the modern means of transportation to attend a meeting at the Agricultural College on certified seed production and to attend an agronomy field day scheduled for the following day. The University Airport is owned and operated by the University of California Agricultural College - pretty progressive, what??

Regional Administrator's Column

ON BOARD TWA FLIGHT 93 ENROUTE CHICAGO - LOS ANGELES. Here I am aboard TWA's non-stop flight from Chicago to Los Angeles returning from the Regional Administrators' conference which took place in Washington, May 22-27. As usual, immediately following the closing of one of these conferences, I find that I have a variety of impressions which have not completely crystallized. My reactions are not yet complete with respect to the impressions and influences to which I have been exposed. Not that I am confused (or should I say more confused), but the impact has been so recent that I am not sure which impressions will stand the test of further review and evaluation. Of one thing, I am certain, and I want to record this impression because I think it is important to all of us. I believe that everyone who attended the conference got a distinct impression that all the officials of CAA have confidence in and believe in the importance of CAA's program; that all the top officials have a better understanding of what the program is; and that all the top leaders are pulling together to get it done. I know that some of you, as well as myself, have in the past, attended conferences from which we came away with a feeling of partial frustration and helplessness, wondering what it was all about. Not so this time. Better planning which has been stressed for the past year is beginning to have an effect, and as a result, programs have taken on a more definite realistic purpose. On such a sound basis, it was possible to get positive decisions regarding regional questions relating to these plans and programs.

One thing that impressed me greatly was the sense of unity throughout the organization. Everyone wanted to help the cause; wanted to contribute to the progress. Of course there were questions, and even criticisms, but not destructive ones; rather questions or suggestions with a motive back of them of finding better answers, thereby contributing to the better final decision.

Another thing, there was no evidence of factions. Neither was I able to identify any empire builders as such. Of course anyone with ambition is sooner or later accused of being an empire builder, but perhaps they too have read the papers, that is, the statements in the press regarding prospective appropriations. It is said that adversity brings people with a common problem closer together. If that be true, a lot of us in Government will be getting better acquainted, and soon, because we will have a problem. It is generally accepted in Washington circles that there will be an additional percentage cut in appropriations for Departments other than the military. Rather than whether or not there will be cuts, the bets are on how much or how little. Whatever the cut is, I am confident that within our own agency it will be applied on the fairest and most equitable basis possible. The improved fiscal programming and budget estimating that we have done in the past year will make this process simpler and fairer to all concerned. (Continued on page 15)

WHAT'S NEW IN THE LIGHTPLANE FIELD?

Nuclear powered airships, lunar space suits, interplanetary flights? Not yet, and we can find no estimate of how far in the future those things may come about. We do know we have with us today as a result of shrinking sales a clamor for radical designs, lower prices, higher speeds and lower speeds. Calmer critics of the personal plane are again pointing out its paradoxical weakness - that it flies too fast as well as too slow. Most light plane manufacturers have long reasoned that progress in aviation is evolutionary, not revolutionary, and have shied away from anything that smacked of the unconventional. Nevertheless, a long parade of specially designed planes have appeared before the public in years gone by - some were backyard ventures, others were built for contests or competition. Many claimed phenominal characteristics which scared the more cautious lightplane builders. But between the prototype and the production version lie hundreds of pitfalls, and, as a result, very few have been produced commercially. However, such pioneering may one day effectively overcome the important shortcomings of the conventional personal plane.

THE HELIOPLANE:

A new plane which appears to most nearly meet the ideal specifications of stallproof, spinproof and "hush-hush" is the Kay-Bee Helioplane, designed by Otto C. Kopper, professor of aeronautical engineering at M.I.T. to meet performance requirements he worked out with Dr. Lynn Bollinger of the Harvard Graduate School of Business Administration.

Witnessed flights of the two-placer last summer showed it capable of taking off and landing in a tennis court, slow flying under full control at a speed verging on 27 m.p.h. and a cruising at about 108 m.p.h., on an 85 h.p. engine. The Helioplane's amazing performance was attributed by its builders to several unusual design features, plus automatically retractable leading edge slats, flaps and a large, high-thrust propellor. The engine has a quieting device known as a "hush box" which will placate even the most noise conscious property owner.

The Helioplane's slow-speed characteristics, they say, are especially effective in bad weather. Caught in an overcast the pilot may reduce his speed to 30 m.p.h. and with simple instruments, descend slowly with little risk of injury to himself or airplane. If his engine failed, he could set his flaps and coast down slowly to a safe landing. Another important factor is that the Helioplane has an extremely small turning radius. An experienced pilot can fly low and slow and do it with confidence.

Contract arrangements were recently completed with the Aeronca Aircraft Corporation to manufacture a production four-place version of the Helioplane. Production is expected to be limited to approximately 100 ships in 1950. In capacity, range, speed, and price, the four-placer will be approximately in line with current medium-priced four-placers.

THE PARAPLANE:

A few weeks ago, Lanier Aircraft Corporation unveiled its Paraplane, a two-place, 90 h.p. (Continental) gull-winged monoplane. This ship, like the Helioplane, has a short take-off, less than 200 feet. It will settle at an approximate 45° angle at 35 m.p.h. indicated under perfect control. To land, you adjust the wing, cut the gun, and pull back on the wheel. With or without power,

the plane descends safely - almost like a parachute.

The current prototype has a speed range from 30 to 120 m.p.h. Actually, this 30 m.p.h. isn't the stalling speed; in fact, no one has yet been able to spin or stall the machine. Its unique wing (known as "Vacu-jet airfoil") is a combination flap, air-chamber-airbrake and boundary layer control device. It gives great lift for take-off and climb as well as providing stability in flight, especially at low speeds, plus a rate of descent and approach angle that wouldn't be at all bad for a parachute.

The current Paraplane will be refined before it is licensed for production. Though presently a two-placer, the production version will be able to carry three persons and fifty pounds of luggage.

THE EMIGH TROJAN:

This all metal bandy-legged, barrel-chested "sport" of airframe design is already in production at the Bisbee-Douglas Airport in Arizona. Those who have flown this little ship (it's 20'5" long with 31' wing span) vow that it has a git-up-and-go riveted to the constitution of a Sherman Tank. The plane is also remarkable because of its mass production possibilities. Engineered for assembly line techniques, the Trojan is as durable and as uncomplicated as a piece of farm machinery. Ailerons, control sticks, rudders, wheel, tail surfaces, in fact practically everything on the plane, is interchangeable with its counterpart. The all-metal two-placer cruises at 119 m.p.h., has a top speed of 130 m.p.h. on a 90 h.p. Continental engine and is priced at $3,295.

There have been other recent developments too, which differ from textbook designs. Many, such as the Curtis Channel Wing, attempt to achieve the goal of small field performance. Others, for example, the roadable Airphibian and the Aerocar, which are now being service tested, strive for general all-around utility. Then we have the improved Penticost Hoppicopter which is expected to be flying this year.

Probably you've read too of the Flying Saucer, built by inventor Dr. E. W. Kay of Glendale, California. Tests have shown the Buck-Rogerish Saucer can ascend and descend vertically, can hover and can fly horizontally at high speeds.

High cost and dubious performance may relegate some of these to the museum of curious but impracticable experiments. However, even the most hard bitten nickel-conscious operators, along with an ever increasing number of cash customers are talking about slowing them down and dropping them in small spaces- in one piece, that is.

Out of this welter of designs some one ship may evolve which will give the personal plane business the shot in the arm it needs - and deserves.

FIELD NEWS

During the past month a CAA group around the Bay Region took two interesting flying trips. The first trip was taken to Hamilton Field on April 27 to visit the Search-Rescue Center. The CAA group consisted of several CACOM's, the MTIC, and several ARTC's from Oakland, California (see picture below).

At the Search-Rescue Center, Lt. Beck gave an interesting talk on the activities of the center. He stressed the fact that many costly searches are initiated because the flier failed to file or close out flight plans. Another interesting part of this trip was the opportunity to see the B-17 with an attached crash boat. This boat may be released from an altitude of 1200 ft. and is attached to three large parachutes. The boat is about 33 ft. long and weighs 3300 pounds, has rations to last twelve men fourteen days and apparatus to distill sea water for drinking purposes. A helicopter used in rescue work was also inspected.

1st Row: Kulisek, Callahan, McDonald, Spiegelberg; Standing: Lt. Hughes, USAF, Waldbieser, Deziel, Jamieson, Drawheim and Lt. Beck, USAF

On April 28, this group flew up to Arcata to visit the Landing Aids Experimental Station as well as the new CAA INSAC. Several films were shown by the LAES personnel explaining the operation of GCA, ILS, FIDO, Approach lights and other aids tested at the station.

A National Guard C-47 was used for the flights to Hamilton and Arcata, piloted by Warren Harmon and Jack Redding, reserve pilots attached to the Oakland Center. All personnel reported that they enjoyed both trips in spite of the bucket seats and the lack of hostess service.

HOW TO FAIL IN TEN EASY LESSONS!

There's alot of "yak-yakking" about how-to-be-a-good-executive, how-to-be-a-good-supervisor, etc., etc... We have done much of this ourselves in previous issues of this sheet. Well, maybe we could take a look-see at really how to do it all wrong. Let's consider some of the things which a supervisor can do to goof-up the works in a grand style. It is assumed that the expert "goofer-upper" will resort to using most, if not all, of these fine techniques, however, use of any one will indeed be effective.

ALWAYS GIVE THE IMPRESSION YOU ARE OVERWORKED!

1. Give everyone the impression that you are overworked. Always carry a brief case home. Stuff it with cotton or old newspapers if necessary. It will help show that you can't hold your present position, let alone a more responsible one.

2. Don't tell your subordinates what is expected of them. This will reduce their efficiency and will reflect upon your ability to direct the show.

3. If you joined CAA as a specialist, stay in that specialty - in fact, you might even consider getting to keep current in your specialty too! Let the Agency get its all-around management men from some other source. Failing to develop and to improve yourself will let 'em know where you stand.

4. Always make up your mind without information on problems: Getting the facts takes time and is a lot of trouble too. You might come up with the right answer that way. Just guess - that's the stuff!

5. Don't ever praise a subordinate for a job well done: Never let them know when you think they are on the right track. In fact, they might think that you are a pretty good guy after all if you fail in this technique.

NEVER KEEP UP WITH YOUR SPECIALTY!

6. Forget about taking any vacations, or if you are forced to do so, worry about your job all the time you are gone! This is a sure-fire way to become nice and stale on the job. Having enthusiasm and zip on the job isn't very good anyway, and when you are on that vacation you didn't want to take, worrying about the job will nicely prevent you from benefitting from it.

7. When your supervisor gives you some advice, ignore him: You know all that stuff already and you might as well let the boss know that you do.

8. Stick to your desk - don't get to know CAA personnel in other Branches and in the field. No use exposing yourself to the rest of the CAA - you might learn more about our total job or get some new ideas - in fact, by following this, you'll avoid meeting some very fine people.

9. Whenever a subordinate makes a mistake or error, bawl him out. This is best done in the presence of other employees. This is a "peachy-keen" way of letting everyone know who is running the show. Helps build loyalty and trust.

10. Never accept responsibility for anything - pass the buck. We all love this one. Subordinates and supervisors will really get to respect you when you follow this practice.

NEVER GET TO KNOW OTHER CAA PERSONNEL!

SLIPS AND SKIDS

The new face of the Region Six News is blue and yellow this month, but the faces of the Staff are red. We hope you batted a better average in answering the questions on the Aviation Quiz in last month's issue than we did. Much to our chagrin, we have learned that "LORAN" is not a navigational instrument, but a navigational system; the ILS is not "manned" by an Aircraft Communicator, but "monitored" by the Airport Traffic Controller; and there were really only 600 women traffic controllers in the United States at the end of 1949, not 1,811. But that isn't all - to add insult to injury, some of our terms under "What does it mean?" were also reported in error. The correct terms are as follows and not as indicated in last month's issue:

IATA	International Air Transport Association
OFACS	Overseas Foreign Aeronautical Communications Station
ATCT	Airport Traffic Control Tower
MEDIS	Message Diversion

* * * *

An Air Force aircraft was approaching Salt Lake from the south along Amber Airway No. 2. The Air Route Traffic Controller, Salt Lake Center, through INSAC, advised the pilot to climb from a cruising altitude of 12,000 to 14,000 feet. The pilot advised unwillingness to do so due to the presence of a Major General aboard. The Center advised "If you want a live Major General aboard, climb to 14,000 ft.!!"

Result? Compliance!!

"LOOK, DADDY, NO HANDS"

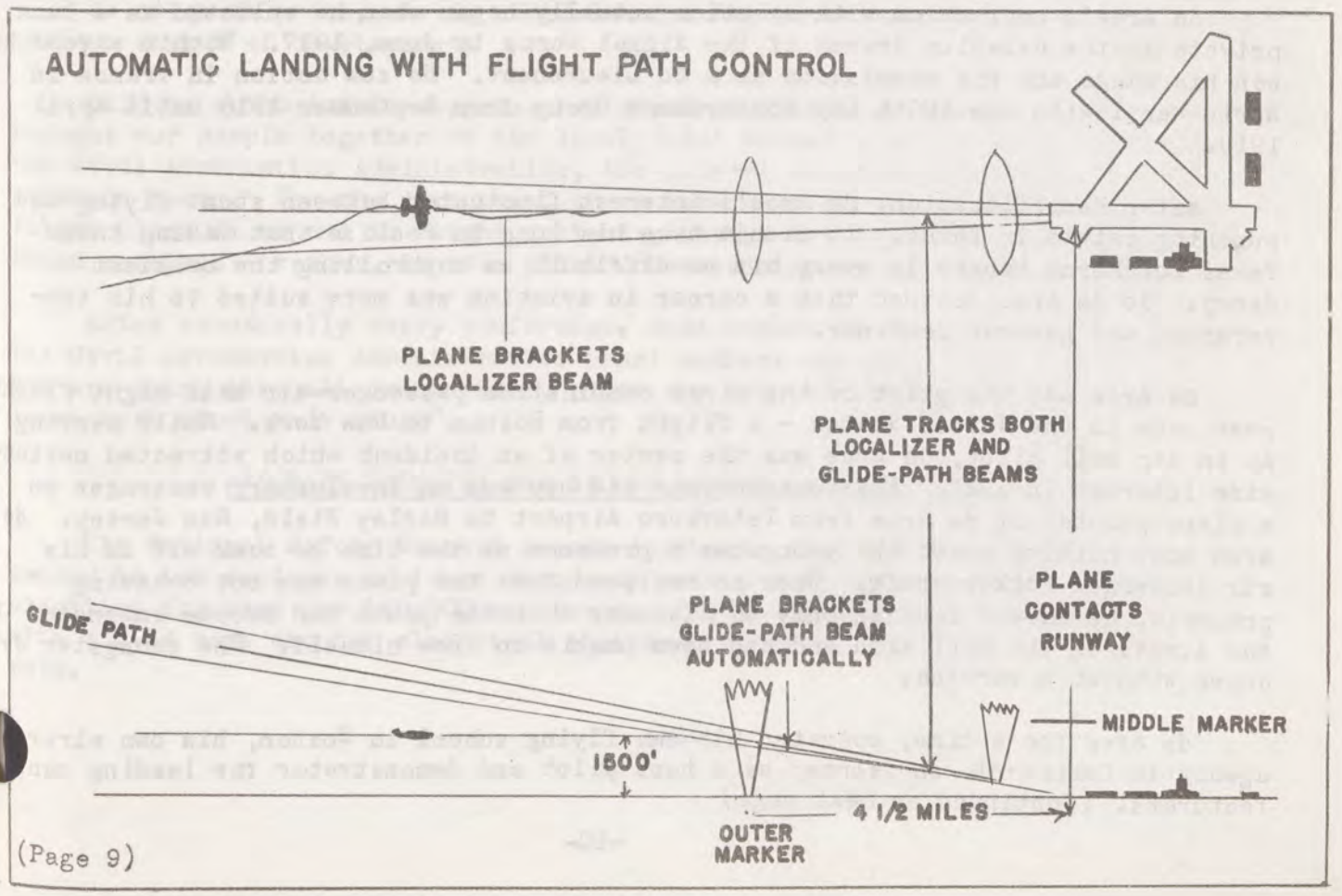
You no doubt have used playground slides many times in your youth. Imagine, you can, sliding down an invisible electronic beam in a modern aircraft to a perfect landing on a runway which couldn't be seen seconds before the landing. Sounds like magic — and to the layman it is — electronic magic.

It is uncanny to peek into the cockpit of an airplane approaching a landing strip and see the pilots with their arms folded. Then glance at the controls and see the throttles moving, the wheel and trim tab turning automatically - all control movements necessary to keep the aircraft on the correct approach angle. The air speed remains constant and the pilots do not touch the controls until the point where the aircraft is leveled off to make contact with the runway, otherwise known as "flare-out". By simply touching a button on the wheel, the control of the aircraft can be shifted from automatic to manual.

This "magic" is possible through the use of the PB-10 Automatic Pilot and Flight Path Control equipment. The latter interprets the electrical impulses sent out by the instrument landing system, and applies corrective action through the Automatic Pilot to track the beam.

As can be seen in the illustration, the aircraft first brackets the localizer beam. In directing the aircraft to the localizer beam, a controller is used. This is a pistol grip handle with a pitch knob. By rotating the handle clockwise, a perfectly coordinated right turn is made and counter-clockwise, a left turn is effected. By rotating the pitch knob forward or back with the thumb, the aircraft will descend or climb.

The aircraft tracks the localizer beam to the outer marker which is about ve miles from the airport. At this point, the aircraft intersects the glide path



beam at an altitude of about 1500 feet. By turning a switch to the setting "Localizer and Glide Path", the aircraft brackets the glide path beam automatically. The controls and flaps are set for the correct approach speed and from there on to the "flare-out", the controls need not be touched by the pilots.

This all happens many times a week in Washington where a CAA aircraft is equipped with the PB-10 Automatic Pilot and Flight Path Control equipment. This equipment will not only land the aircraft automatically, but also enables it to automatically follow range signals to any station selected within the range of the aircraft receiver.

Experiments are now being conducted to intersect the glide path beam with a horizontal beam slightly above the runway which will cause the aircraft to flare-out automatically and prevent a hard automatic landing.

Take the above device, along with recent advances in ground air navigation aids such as omni-ranges and radar and you will soon be able to truly say, "Look, Daddy!! No Hands."

PERSONALITY OF THE MONTH

Leroy Ponton de Arce

"Ponte" not only has a long and unusual monicker, but he is the possessor of one of the most exciting and versatile careers of anyone in the aviation industry.

As one of the Beau Brummels of flying, the Chief of the Region's Air Traffic Control Branch can justifiably point with pride at his contributions in aviation since he was a World War I flyer.

de Arce's connection with aviation actually began when he enlisted as a buck private in the Aviation Branch of the Signal Corps in June, 1917. Within a year he won his wings and his commission as a 2d Lieutenant. He saw action in France in World War I with the 100th Day Bombardment Group from September 1918 until April 1919.

After demobilization, de Arce's interest fluctuated between stunt flying and punching cattle in Texas. It didn't take him long to realize that making these Texas Longhorns behave is every bit as difficult as controlling the balkiest Jenny. So de Arce decided that a career in aviation was more suited to his temperament and general demeanor.

de Arce was the pilot of the first combination passenger-air mail night flight ever made in the United States - a flight from Boston to New York. While serving as an air mail pilot, de Arce was the center of an incident which attracted nation-wide interest in 1927. A seventeen-year old boy was an involuntary passenger on a plane piloted by de Arce from Teterboro Airport to Hadley Field, New Jersey. de Arce knew nothing about the youngster's presence at the time he took off in his six passenger Fokker craft. When he realized that the plane was not behaving properly, he made a landing only to discover that the youth had become entangled in the struts of the tail skid and had been unable to free himself. The youngster escaped without a scratch.

de Arce for a time, operated his own flying school in Boston, his own aircraft agency in California and served as a test pilot and demonstrator for leading manufacturers. (Continued on next page)

He entered employment with the CAA as the manager of the Airways Traffic Control Center operations at Oakland. In July, 1941, he re-entered military service and immediately assumed duties as Commanding Officer of a new ferrying unit in Seattle. In this assignment, he organized and directed the mapping of air trails and the formation of the Northwestern sector of the Ferry Command. He was later assigned to Great Falls where he was Commanding Officer of the Seventh Ferry Group and in May, 1943, was placed in command of the Third Ferry Group at Romulus, Michigan with the rank of full Colonel.

During his assignment with the CAA, de Arce has played an important role in the development of airways operations. With Earl Ward, he was one of the original organizers of the present air traffic control system.

MORE ON PRIVATE PILOTS CONFERENCES

The Regional Administrator, in his Column last month, described the private pilots conferences in terms of philosophy, substance and progress. By way of follow up, we thought that you might be interested in learning a bit more about them. So far, conferences of the type which Mr. Marriott described have been held -

Aug. 1949	Davis, Calif.	150 attending	Apr. 7, 1950	Chico, Calif.	50
Nov. 6, 1949	San Diego, Cal.	90 "	Apr. 14, 1950	Las Vegas	120
Mar. 3, 1950	Santa Monica	85 "	Apr. 17, 1950	Oakland	438
Mar. 8, 1950	Sacramento	80 "	May 1, 1950	Delano, Calif.	65
Mar. 30, 1950	Bakersfield	110 "	May 7, 1950	Reno	25
Apr. 2, 1950	Yuma, Ariz.	90 "	May 12, 1950	E. Los Angeles	110

As we go to press, one is scheduled for May 26 at Long Beach and many more in various stages of development.

Mild to enthusiastic response has resulted from each meeting. They have brought our people together at the local level toward a better understanding of the Civil Aeronautics Administration, the general aviation picture, and local aviation needs. For the most part, there have been direct measurable increases in flight plans filed and in flight contacts, though the objective is not to "boom" INSAC workload - rather, improve pilot understanding of our services available.

After practically every conference, some member of the audience will come to the Civil Aeronautics Administration panel members and say, "Gee, I hope that you are doing this all over. Every pilot and aviation enthusiast can stand to learn more about this stuff".

AIRCRAFT INDUSTRY HAD SECOND LOWEST ACCIDENT RATE IN 1949

The National Safety Council report indicates that the aircraft industry was second in low employee accident frequency rate during 1949, with a record of 4.25 disabling injuries per 100,000 man hours. The communications industry was first with a 2.14 rate and the electrical equipment industry was third with a 4.83 rate.

QUESTION BOX ?

Q. Who is required to submit Form ACA-1261, "Notification of Travel"?

A. Administrative Order No. 251, Paragraph C (2b) provides that "regular" travelers performing special trips exceeding the cost of normal travel will submit Form ACA-1261 prior to departure, and Paragraph C (3) provides that "intermittent" travelers will be responsible for submitting Form ACA-1261 prior to each trip. The terms "Regular" and "Intermittent" are defined in the Administrative Order.

Q. I have some surplus radio tubes and other supply items on hand, and will have an obsolete test instrument as soon as a replacement is received. What disposition should be made of these items?

A. Surplus supply items should be invoiced to the Regional Warehouse. Surplus equipment which is suitable for further use should be reported to the appropriate operating branch by memorandum. Stock Form No. 3, "Survey of Public Property" should be prepared and forwarded to the appropriate operating branch if equipment items are believed to be unsuitable for further use.

Q. What relation does the Regional Promotion Plan have to selections for ingrade transfers?

A. As provided in Administrative Order No. 103, within grade transfers are regarded as an exception to the provisions of the Regional Promotion Plan. According to established administrative procedure no position vacancy advertisement is required if the appropriate Division Chief desires to transfer an employee in grade. The Promotion Plan requires that position vacancies be advertised if the vacancy is to be filled by promotion.

Q. How can I cancel OTP items when the cost is excessive and substitutes are available?

A. A field office receiving an invoice marked "OTP", or copies of a purchase order resulting from OTP action should dispatch the Regional Office, attention: 6-599.3, requesting that the purchase order be cancelled if a suitable substitution can be made.

Q. During the course of a general overhaul on a vehicle assigned to this location, the garage performing the work determined that new spark plugs and new brake lining would be required. Is it necessary that these items covered by mandatory contracts be furnished to the garage, or may the garage furnish the items from their regular stock?

A. Under these circumstances, the brake lining may be furnished by the garage irrespective of the brand; however, since all vehicles are equipped with an extra set of spark plugs, it is mandatory that spark plugs purchased from the contract be installed.

PROGRESS OF ICAO

The International Civil Aviation Organization is one of the specialized agencies of the United Nations. The aims of the agency are:

> "To develop international civil aviation so that it may help to create friendship and understanding among nations and peoples of the world; to avoid friction and to promote that cooperation between the peoples upon which the peace of the world depends; to promote the orderly growth of international civil aviation throughout the world so as to meet the needs of the peoples for safe, regular, efficient and economic air transport; to prevent the economic waste caused by unreasonable competition; to promote safety in flight."

During the five years of its existence, ICAO has not been able to realize complete fulfillment of the above aims, but significant progress has been made.

In the field of air navigation, nine sets of international standards and recommended practices have been approved, dealing with such widely separated fields as aeronautical maps and charts, licenses for aircrew personnel, airworthiness of aircraft, rules of the air, aeronautical telecommunications and the standardization of dimensional units used in air/ground communications. For the most part, the member nations are implementing these standards and recommended practices with commendable speed. When one or another nation is unable to comply with some accepted standard, the nation concerned must file notice of its deviation from the standard with ICAO, which correspondingly informs all member states.

ICAO has also been instrumental in providing air navigation facilities in locations where the particular nation concerned has been unable to finance construction, maintenance, or operation of these aids. Through member nations whose civil aircraft use these specific facilities or have an interest in their use, ICAO has provided for the maintenance of ten floating ocean stations in the North Atlantic; the financing of a LORAN (long-range navigation) station in Iceland and of meteorological and communications facilities in that country; and, by agreement with the Government of Denmark, the financing of weather stations in Greenland and a LORAN station at Skuvanes in the Faeroe Islands. In each case, costs are borne by a group of nations, with ICAO charged with administering responsibility and providing technical assistance where required.

For several years, ICAO has endeavored to draw up a single multilateral agreement, acceptable to all member nations, covering the right of the airlines of one nation to fly to the airports of another. Progress to date on this project has been confined to the clarification and embodiment of certain basic principles in the majority of the bilateral agreements now in effect.

In addition, ICAO, together with the Universal Postal Union, is studying the questions of cost and charges related to airmail, insurance and multiple taxation of international airlines and charges for the use of air navigation facilities.
(Continued on next page)

An outstanding achievement of ICAO has been the adoption of the Convention on International Recognition of Rights of Aircraft. Twenty-four nations have sig this agreement which affords international airline operators the largest possible measure of assistance in arranging and financing aircraft purchases. The Convention provides the best possible security for those who finance or purchase aircraft and spare parts, whether the assets involved are within or outside the State of Registry of the aircraft. This international convention, like all others, requires ratification by the States which have signed it and it will come into operation after two or more nations have ratified. One ratification, that of the United States, has been received and others may be expected after other nations have been able to amend their domestic legislation which of necessity requires some time.

These represent the more significant steps accomplished by ICAO since its inception in 1944. However, a number of nations are absent from its membership list and until it receives the support of the world as a whole, ICAO cannot hope to realize the full extent of its aims.

SOME SUGGESTIONS FOR SERIOUS READING

The May issue of Region Six News brought to Regional personnel information on extension courses available in the personnel and management fields from the University of California, University Extension Division. Many employees, however, are more interested in doing some reading in this subject, but are at a loss as to authors and titles considered best.

Of course, among the experts, opinion varies widely as to what book or books can be considered most authoritative. Each considers best that authority whose expressed views most closely coincide with his own, hence the selection is somewhat arbitrary. The list below is far from exhaustive. Some, if not all, of the titles should be available in the public libraries of the larger cities. If you care to purchase any of these books, drop a line to 6-591 and they will be glad to locate the nearest source.

First, let us consider books on supervision and personnel management:

Heyel, Carl	"Human Relations Manual for Executives"
Cooper, Alfred M.	"How to Supervise People"
Cooper, Alfred M.	"Supervision of Government Employees"
Fern, George H.	"Training for Supervision in Industry"
Schuyler, Haslett	"Human Factors in Management"
Gardner, Burleigh B.	"Human Relations in Industry"
Roethlisberger, F. J. and Dickson, W. J.	"Management and the Worker"
Tead, Ordway	"The Art of Leadership"
Allen, Charles R.-	"The Foreman and his Job"

Second, some good books on management, organization, etc.

Alford and Bangs	"Production Handbook"
White	"Introduction to Public Administration"
Morstein, Marx F.	"Elements of Public Administration"
Pfiffner, John	"Public Administration"
Barnard, Chester J.	"Organization and Management"
Mooney, James D.	"The Principles of Organization"

(Continued on next page)

As we hear of other good books on these and related subjects, we will let you know in subsequent issues. If you know of some we have omitted, let us know by memorandum so that we can let the rest of the Region Six gang know about them.

REGIONAL ADMINISTRATOR'S COLUMN (Cont. from Page 3)

This brings me back to another positive impression which struck me forcibly and that is that all of the offices in Washington, including the Administrator's office and the offices of all the program Directors, are really trying and have made definite progress in handling their assigned jobs of policy determination and program planning, with additional emphasis on the responsibility of the Regions for executing the work program and determining the "how" of implementation within their own Regional responsibilities.

All in all, the accumulation of these good impressions and the definite answers that were reached regarding questions submitted, convinced me that both the immediate and long range future with CAA looks promising. It is a pleasure to report this fact to you. We, in turn, as a Region must do our part to carry our share of the workload, and I am sure you will.

DIVISION ACTIVITY REPORTS

Legal Division:

A Complaint was filed against the Part 42 operating certificate of Arrow Airways looking toward the revocation of the certificate because of a number of violations committed by the operator. However, after a reorganization of the company and a marked improvement during the past two months in their operations and maintenance, it was decided that we would withdraw the Complaint and Arrow would submit $3,000 as an offer in compromise of any penalties they may have incurred as a result of the violations. $1,000 of this amount has been received with the understanding that the second thousand will be paid June 23 and the balance July 23.

S.S.W, Inc, another irregular carrier, has likewise shown marked improvements in their operation as a result of which we are substituting a $2,000 civil penalty for certain violations in lieu of action against their operating certificate. The tender of this sum is expected within the next two or three days.

Airports Division:

A special subcommittee of the Airport Use Committee visited the Region, holding public hearings in both Los Angeles and San Francisco for the purpose of studying problems relative to determining ways and means of obtaining the highest degree of safety of all flight operations, relieving congestion of traffic, and encouraging both civilian and military use of public airports where such use is practicable and advisable. Studies were made of the operations at the Los Angeles International Airport and the San Francisco Municipal Airport and related activities in the respective areas. The hearings, which were held at the Club Del Mar in Santa Monica, California and the United States Coast Guard Air Station on the San Francisco Airport, were attended by executives of the aircraft industry, city and state officials, airport owners and operators, representatives of the airlines, of private flying groups and of the military, as well as CAA personnel of the Sixth Region.

It is expected that the Airport Use Committee will submit at an early date recommendations covering safety, efficiency, and economy of operations at the two airports taken under consideration.

A conference of Sixth Region District Airport Engineers was held at San Francisco in the NOCAL District Office prior to the meeting of the Airport Use Subcommittee, with the Chief, Airports Division, the Chief, Airport Planning Branch, and the Airport Engineer (Planning) attending from the Regional Office. The current and 1951 Federal-aid Airport Programs were the chief subjects of discussion.

The Chief of the Airport Operations Branch visited the Utah District Office during the period May 15 through May 17. The principal purpose of this trip was to confer with the City Attorney of Provo, Utah, regarding the status of title to the Provo Airport as a result of a recent Supreme Court decision which vests title in 36 parcels of land within the airport tract in private owners rather than in the State of Utah. The City is now entering negotiations to acquire this property either through negotiation or condemnation, and efforts are being made at this time to determine both through the Office of Airports and the General Counsel the propriety of FAAP participation in the land costs involved.

During the week of May 15, the Chief of the Airport Engineering Branch made a field trip to Arizona to visit airport sites on which there were active or completed FAAP projects. The following items of interest were noted at various sites visited:

Phoenix: At the time of the visit the reconstruction of runway 8L-26R had been completed with the exception of runway striping. The foundation for the airport traffic control tower was poured on May 16.

Flagstaff: The Administration Building construction project has been completed and the City is now in the process of preparing for submission, projects for bringing in a water main and paving the access road. The restaurant is now operating in the Administration Building and, due to the increased patronage, a project is also being formulated for enlarging this portion of the building. The City, with its own forces, is hauling in additional cinder-base material for the airplane parking area and plans to give this base an oil penetration treatment.

Bisbee-Douglas: The Administration Building and enlargement of the concrete parking area has been completed. A partition is being cut in an existing wall and a counter is being installed for use by Frontier Airlines.

Safford: The new access road has been completed and all operations have been moved from the old Wickersham Airport to the municipal field and the old airport is being abandoned. Since this move has been completed, their records disclose that transit traffic has greatly increased due primarily to the better facilities now available.

Aircraft Division:

The CAA flight tests on the Douglas Super DC-3 are continuing. Flight tests to evaluate the staff characteristics of the revised configuration have been completed and the stall characteristics now are considered acceptable.

The CAA type certification flight test program on the Aero Design Model L-3805 has been completed and the accelerated service test program now is under way. Type certification flight tests with the Hartzell propeller installation probably will begin as soon as the accelerated service test program is completed.

Data evaluation of the Northrop YC-125 is continuing. It is understood that Northrop has set aside one airplane for the purpose of preparing it for the CAA flight test program.

Safety Operations Division:

The local Safety Investigation Office has been directed to physically investigate all accidents involving aircraft participating in crop control activity. Investigation of these accidents requires particular reporting on types of chemical or dust used, together with methods of mixing, use of special equipment and numerous other possible contributing factors. Safety Operations Agents of this Region have been instructed to lend all possible assistance in the investigation, as well as the reporting, of these accidents.

Flight checking of precision approach radar (PAR) and surveillance (PPI) procedures at the Los Angeles Airport has been completed. It is believed that utilization of both types of aids by pilots approaching and departing from the Los Angeles Airport will result in an increased level of safety in this area. The proposed procedures are presently being coordinated with all interested agencies prior to publication.

A check of all airborne radio equipment and radio maintenance facilities is being made in connection with Slick Airways' request for lower ILS minimums.

Friedkin Aeronautics, Inc. (Pacific Southwest Airlines) radio maintenance facilities for intrastate air carrier operations from San Diego were checked by Aircraft Maintenance personnel and given final approval.

With an Air Force assignment of several hundred students to our mechanic schools in the offing, our non-flight operators are looking to the future with considerable confidence. This program is expected to get under way about July 1, 1950.

Airways Operations Division:

Chief Overseas Communicator E. C. Butler, in company with Communications Maintenance Liaison Officer E. Mathews, visited the Honolulu OFACS to coordinate matters dealing with the conversion of the San Francisco-Honolulu teletype circuit from duplex-diplex to duplex-quadruplex.

Preliminary arrangements were made to combine operation of communications stations and towers at Las Vegas, Reno and Santa Barbara. Preliminary training will begin at once. Airways Operations Division representatives will visit each of these locations as early as possible to discuss the consolidation with the personnel affected and to work out equipment layouts in the tower structure.

Facilities Division:

Tonopah, Nevada INSAC: Authorization has been received from Washington for re-establishment of the INSAC at Tonopah, Nevada. Tentative plans for the necessary building modifications have been forwarded to the County for advice as to

when they can undertake the work and the target date for completion. Installation of the teletype and communications equipment will be definitely scheduled upon advice from the County as to the date the quarters can be made ready for occupancy.

Surveillance Radar: Work was started May 25 by the contractor, Jennings and Jennings, of St. George, Utah on the building structures, cables, etc, required for the surveillance radar at Salt Lake City. Proposals have been issued and bids are now being solicited for similar work for the surveillance radar installation at Oakland. Construction work for the surveillance radar at San Francisco is also under way.

VOR Flight Checks: Site tests, including flight checks, were completed by the Flight Inspection Branch for proposed VOR radio ranges at Elko and Salt Lake City. Tests indicate that the site northeast of the field at Elko and the site northwest of the field at Salt Lake will be satisfactory. We propose to give Salt Lake City VOR, which is a relocation, priority in order that we can get the work under way and carry it out simultaneously with the surveillance radar construction.

The new tower at San Diego has been completed by the Port Commission and the Construction Branch crew are scheduled to start the tower equipment installation June 1.

Business Administration Division:

Budget and Management Branch: All fiscal programs and all 1952 estimates, with the exception of Federal Airways, Aviation Safety and Aircraft Service Branch, were airmailed Friday, May 26, to the Washington Office.

Accounting Branch: The Regional Grant Review Committee authorized final payment on San Francisco, two Sacramento projects, Borego Valley and Hurricane.

Personnel Branch: A letter was written to the Bureau of Employees' Compensation asking for a decision as to whether an employee who is on 24 hour call is injured when proceeding from his home to a site of a navigational aid where he is to make necessary repairs, is covered under the Compensation Act. We are attempting to determine exactly when an employee is covered under the Compensation Act for those isolated emergency conditions affecting many of our field personnel who constantly serve on "call" basis.

The inspector from the Civil Service Commission made a detailed audit of the established register for Air Traffic Controllers and Aircraft Communicators on May 24. The lists as developed were officially endorsed effective May 25 and notices of rating for competing candidates were mail on that date.

As a result of Administrative Order No. 132 (Restrictions on Employment), a list of positions which were administratively frozen by this restriction was furnished to all Division Chiefs so that their position catalogs could be changed accordingly.

Property Management Branch: The physical inventory by the Regional Warehouse is complete.

Approximately 60% of the work has been finished on conversion of Central Files to conform to the revised Uniform Filing Manual. It is anticipated that the target date of July 1 will be met.

Aircraft Service Branch: The 5,000 hour inspection on NC 336 is 40% complete. Arrangements have been made with the District Office to recertificate the aircraft during this inspection instead of August when originally due. The results of the ex-ray and magnaflux test were obtained and no defects or cracks in the structure were found.

A 50 hour inspection on NC 34 was completed on May 22.

The oil pressure regulator on the right engine of NC 203 was replaced.

Project Audit Branch: The Delta Municipal Airport (Section 17, Claim) field audit report was completed during the week ending May 19. Audit reports completed and submitted to the Regional Grant Review Committee during the week were:

Sacramento Municipal Airport	- Project 9-04-063-901
Sacramento Municipal Airport	- Project 9-04-063-902
Borego Valley Airport	- Project 9-04-025-701

During the week ending May 26, the following final audit reports were typed and submitted to the Regional Grant Review Committee:

Elko Municipal Airport	- Project 9-26-004-902
Moab Airport	- Project 9-42-006-002
Hurricane Municipal Airport	- Project 9-42-026-002

The Program for the week of May 29 will entail field audits of the following:

Yuma County Airport	- Project 9-02-020-902
Bisbee-Douglas Internat'l Airport	- Project 9-02-013-803
Chandler Municipal Airport	- Project 9-02-008-003
Ontario International Airport	- Project 9-04-039-901

Procurement Branch: Aircraft Rental specifications have been modified to the extent that airplanes up to five years of age may be used in the program; $16.00 per flight hour ceiling has been removed, but average of $14.00 per flight hour must be maintained; horsepower restrictions have been removed; Category II airplanes must be equipped with VOR receivers. Washington is to issue a policy letter which has not as yet been received, thereby delaying the issuance of Invitations to Bid.

Notice to proceed with repair and rebuilding of existing dike at San Francisco OFACS Transmitter Station, Belmont, California, under Proposal 6-50-258 was issued to A. S. Dutra of San Francisco effective May 18, 1950. (S & E appropriation)

Two bids were received in response to Proposal 6-50-276 for repair, alteration, and addition to the Equipment Building for the Air Traffic Control Tower at Lockheed Air Terminal, Burbank. Low bid in the amount of $2,374.75 was submitted by Lee Wilson, Los Angeles, California. It was determined necessary to eliminate three items from the bid pending completion of future plans at that location. Contract award in the amount of $1,778.75 was made to Lee Wilson and notice to proceed with work was issued effective May 22, 1950. (S & E appropriation)

Notice to proceed with installation of antenna poles and underground power cable at the Julian, California "MH" Radio Facility under Proposal 6-50-280 was issued to Ed Seymour of Long Beach, California, effective May 25, 1950. (S & E)

Proposal 6-50-274 for construction of Airport Surveillance Radar System at the Oakland International Airport was mailed to prospective bidders on May 18. Bids will be opened June 6, 1950.

Proposal 6-50-293 for construction of an enlargement to Watchhouse Facility on the Battle Mountain, Nevada, Airport was mailed to prospective bidders May 25. Bids will be opened June 12.

Three bids were received on May 25 in response to Proposal 6-50-281 for modification of Los Angeles, California, INSAC. Low bid in the amount of $5,492 was submitted by N. A. Frisbie, Bell Gardens, California.

Four bids were received on May 23 for installation of Standby Engine Generator at Riverside Radio Range Facility under Invitation 6-50-289. Lee Watson, Los Angeles, submitted low bid in the amount of $650.00.

Notice to proceed effective May 24 with grading, graveling, and sealing runway at Wells, Nevada, under Proposal 6-50-260 was issued to Germer Abbott and Waldron of Fallon, Nevada.

CAPITAL GLEANINGS

Leave:

The White House has decided to issue a "policing" order on annual leave, so that employees cannot accumulate large amounts of leave. This will work as follows: 1. Each regular employee (classified and per diem) will be required to take a minimum annual vacation of about three weeks so that he can use most of the balance of eleven days for personal business and 2. force each employee to take all leave in excess of sixty days within a reasonable period of time. This will be done to reduce leave carry-over to a maximum of sixty days; prevent large amounts of leave earned during one year from being carried over into the next and to force the majority of employees to take their leave during the year it is earned.

Job-Cutting Ridders:

The Senate Appropriations Committee is endeavoring to either modify or kill the House-approved riders to the general appropriation bill to eliminate tens of thousands of Government jobs next year. The Committee wants a rider which wouldn't curtail essential operations but which would save money. The Taber-Thomas rider would make most of the agencies cut personnel 10% and reduce the President's estimates for travel, equipment, supplies, etc. The Jensen rider would enable agencies to fill 1 of every 10 vacancies. Under the Taber-Thomas rider, most agencies would have to make immediate personnel reductions closer to 15 than 10 percent. The smaller 1951 budgets would have to take care of payment of accumulated leave and the thirty day on-the-job dismissal notices. It is estimated that the two riders would save a billion dollars, but since Internal Revenue would have to dismiss several thousand enforcement employees, the saving would be off set by reduced Federal tax collections.

Miscellaneous:

The Civil Service Commission has begun an investigation of hazardous Federal jobs by Congressional direction. The outcome will be proposed pay differentials for the jobs it considers to be dangerous.

A total of 202 employees have been dismissed from the Government service on loyalty charges since the President's loyalty program was started.