



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

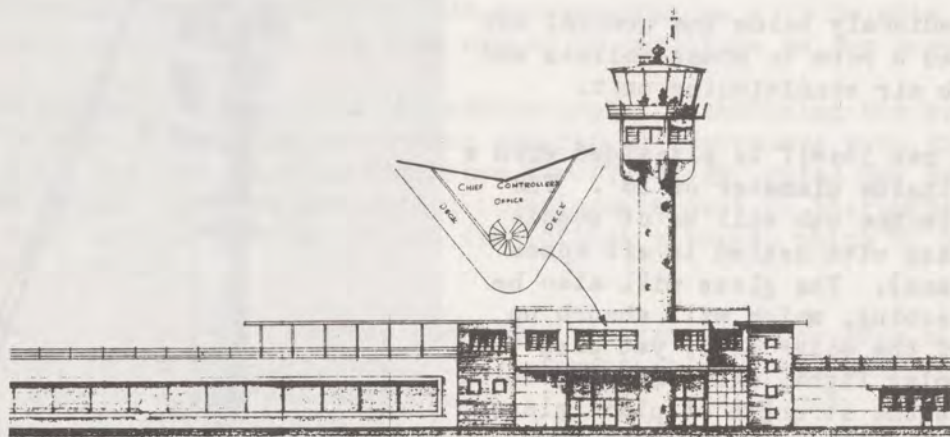
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NEW AIRPORT IDEAS

Yes, there is something new under the sun, and it will be at Phoenix, Arizona, which appropriately is located in the Valley of the Sun. The something is an airport control tower, which, in itself, is nothing new, but the design of this one is definitely new.

When the planning for the Phoenix Airport project was underway, personnel of the Arizona District Airport Office gave some extra thought to the design of the tower. Preliminary plans called for a conventionally designed tower which was to be located on the field side adjacent to the main entrance to the Administration Building. Since it was so situated and since it was to be over 100 feet high, it would necessarily be the first thing to catch the eye of the visitors. Aware that its oil derrick structure would not preserve the esthetic style achieved by the architects in designing the Administration Building, it was decided that a more pleasing, yet practical, tower design was called for.



Assistant District Airport Engineer, Fred Glendening, scratched his head, came up with an idea, and proceeded to sketch a tower design which he submitted to the Airports Division for comments. The sketch revealed a cab mounted on the top of a single steel tube with a spiral stairway on the outside. The idea was given the green light with the suggestion that the design be modified only to provide greater rigidity under high wind loading.

Mr. Glendening then discussed his idea with the Phoenix airport officials and their consultant architect. The rest will soon be history as the tower will be ready for occupancy about November 1, 1950.

The drawing on the preceding page shows the tower and a portion of the future administration building, and will give you an idea of the appearance of the completed unit. The insert is a section through the tower and presents the shape of the Chief Controller's Office as it would appear if you were viewing it from above.

The tower, or cab support, consists of an outer and an inner steel tube, each welded to the steel stairway placed between the tubes. The outer tube which is 9' in diameter and $\frac{3}{8}$ " thick, is insulated with 2" of cork and is provided with 12" diameter glass windows, or portholes, located on the field side at each floor level.

The inner tube is 24" in diameter in which is located electric power and control cables and water and sewerage pipes.

The entire tower structure rests on a six-sided reinforced concrete foundation which is 15' on a side and is 4'2" thick. This foundation is located 2' below the basement floor or 12' below the ground level. The basement room with approximately 750 sq. ft. will house heating and cooling equipment, pumps, remote radio equipment, utility terminal equipment, standby power equipment, etc.

At the second floor level is located the Chief Controller's Office which is provided with windows to afford a commanding view of the terminal apron and the airport. The back or West side of this office space is shaped as a shallow V to fit against the future administration building.

Immediately below the control cab is located a room to house toilets and tower cab air conditioning unit.

The cab itself is six-sided with a maximum inside diameter of 18'. The windows in the cab will be of double plate glass with sealed in air space (Thermopane). The glass will also be heat absorbing, which will absorb up to 55% of the solar heat, yet pass 70% of the solar light, and tempered, which increases the strength of plate glass four to five times. Of the \$90,000 construction cost of the tower, approx-

(Continued on page 5)





REGIONAL ADMINISTRATOR'S COLUMN

August is quite often the month of vacations, and a number of Regional Office people took their vacations during the past month. In spite of their absence, and we did miss them, the work of the Sixth Region moves on.

In the last issue of this periodical, we talked about the proposed militarization of our organization. Since that time, the two letters from the Administrator to all employees, and the firm "release or deferment" policy which has just been distributed indicate progress is being made even though the militarization program, as such, is not yet finalized. We will immediately establish the Board and implement the procedures outlined in the Deferment and Release Memorandum.

In the meantime, we have received instructions which are about to be distributed with regard to the proper security control of information which might have military significance. This does not mean that people will be prohibited from entering our facilities. Rather, it is a matter of seeing that persons that do enter our Stations, Towers, or Centers, are recognized as having official reason to be there, or are part of groups accompanied by CAA officials. The purpose is to insure that information of a classified nature, does not fall into unauthorized hands.

You probably have heard rumors that civil flying may be stopped, particularly in the coastal areas. There is no indication that such restrictions will be imposed under the present situation. There is not even any indication that filing of flight plans for all flights will be made compulsory in the near future.

Information received from the Washington Office in the last day or two discloses that the budget has now been approved by the Congress. While we have not received the actual figures for our portion, the Administrator advised during a telephone conversation that it will not be necessary to make drastic reductions previously forecast as a possibility. It appears that we will be able to carry on during 1951 with approximately the same number of positions we now have.

A letter was received from the Administrator authorizing the Regions to proceed with the airways beacon discontinuance program in accordance with the policy established in the Air Coordinating Committee Report, 59/38, dated May 26, 1950. The letter emphasizes that the proposed discontinuance must be thoroughly coordinated with all user groups in order to not discontinue a beacon which is essential to safe night operation.

The Regional Survey Team has completed the interview program with personnel of the Safety Operations Division. The information obtained must now be analyzed and correlated to assure the development of sound conclusions. This will take some little time. Besides, some of the members of the team wish to take their vacations so it may be several weeks before we get back in the field on a survey of the next Division. We believe it is important to complete each Division and disseminate
(Continued on page 20)

WANNA BUY A USED AIRPLANE?

As the airplane has become more and more practical as a method of private transportation, the inevitable has happened; the establishment of used airplane lots.

Most of us cannot remember the first used automobile lots, but they were once almost as rare as present day lots (or should it be fields?) featuring used aircraft. Many airport operators have, or know of, used aircraft for sale and in the past, the prospective purchaser had to shop around on a hit or miss basis.

Recently, however, several venturesome aviation enthusiasts have started in the business of selling used aircraft. One of these is the Aircraft Sales and Brokerage Company, located on the Long Beach Municipal Airport which is owned and managed by Mr. Leo Yoder. Aircraft sales are handled in two different ways. The company buys aircraft and either reconditions them or sells them "as is" or handles privately owned planes on a consignment basis. Planes on consignment are sold for the owner on the basis of a commission of 10%, or \$100.00, whichever is greater.



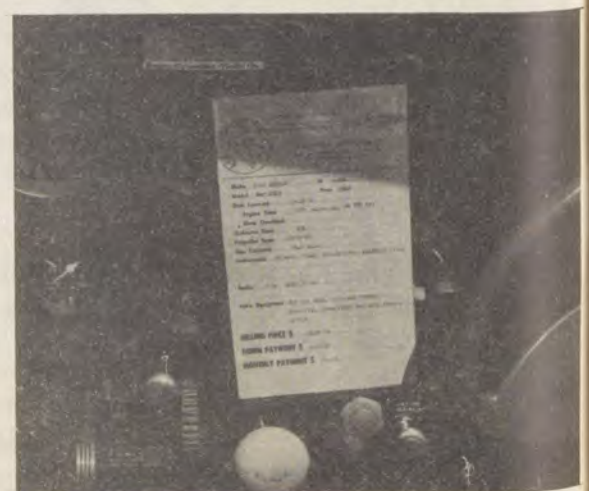
USED AIRCRAFT ON THE "LOT"

This company operates a service and repair department and all planes overhauled or repaired are backed up with a warranty. The airplane is tagged stating its exact condition. This tag also includes the price and terms under which it may be purchased.

As in the automobile business, trades are frequently made and sales can be financed and insured right on the spot. The usual down payment consists of 50% of the price with the balance payable in "easy" payments.

The aircraft sales business consists of low volume and high overhead, therefore, the margin of profit must be high. Mr. Yoder stated that in selling aircraft, the location of the "lot" or "field" was not of prime importance, as is the case in most businesses, but that it was necessary to do a lot of advertising over a large area.

During the first six months of this year, the Aircraft Sales and Brokerage Co. sold 152 new and used aircraft, 71 of which were on consignment and 81 owned by the company. This represented 28 different models of which 85 were two-place aircraft. Of these, approximately 90% were sold "on terms" and 50% involved the trade-in of other aircraft.



SALES TICKET ON A USED NAVION

NEW AIRPORT IDEAS (Continued from Page 2):

imately \$16,000 is for the glass installation alone. The cab will be surmounted by the airport beacon, searchlight and the usual radio antenna array.

The photograph on page 2 shows the tower during construction. The three dark bands are girts over the field welded joints. The sections between the girts were completely shop fabricated, i.e., the steel plates forming the outer and inner tubes and the stairway were welded together in the contractor's shop and lifted into place as a unit. The crane shown may prove unusual to many, in that a second movable joint is provided near the top to enable working more directly over the structure.

The reaction of those who have had an opportunity to see the design has been varied. Some are enthusiastic and state that it is about time a modern tower design has been developed in keeping the symbol of our newest media of transportation. There are those that stick their tongue in their cheek and are not quite sure whether or not they like it.

But, of one thing they are certain - the Phoenix Tower will be an interesting topic of conversation until newer and more revolutionary tower designs are originated.

CIVIL AVIATION TO USE NAUTICAL MILES, KNOTS, AS MEASUREMENTS AFTER 1952

Starting July 1, 1952, air traffic controllers will use knots and nautical miles, instead of miles per hour and statute miles, in all communications with aircraft. This will be in accordance with the standards established by the International Civil Aviation Organization, of which the United States is a member. United States military forces adopted knots and nautical miles as standard for all aviation operations in 1946.

A nautical mile is 6080 feet, compared with 5280 feet for a statute mile. Thirty eight statute miles equal 33 nautical miles. Basically, a nautical mile is one minute of arc on a great circle. This makes it much easier to solve navigation problems in terms of nautical miles than in statute miles. It also simplifies measuring distances on maps and charts.

Knots are the number of nautical miles traveled in an hour. A speed of 91 miles per hour, for example, would be the same as 79 knots. Air speed indicators and other cockpit instruments can be converted to knots from miles per hour by substituting a new dial.

United States military and civil governmental agencies now are developing and installing an air navigation system which can be used in common by all aircraft - private planes, commercial airliners, and military fighters and bombers. Standard units of measurement obviously are necessary to avoid confusion.

In selecting the date of July 1, 1952, for the changeover, it was believed that a period of nearly two years would be sufficient for pilot and aviation public education. During this interval, the aviation industry and the CAA will conduct an educational program for all persons connected with civil aviation, so that the changeover can be made with a minimum of difficulty.

THE N.A.I. STORY

The Northrop Aeronautical Institute, located in Hawthorne, California, a small city completely surrounded by the City of Los Angeles, provides aviation training in an aviation environment. To the East and West of the Institute, stretch the extensive facilities of Northrop Aircraft, the parent company. Large modern factory buildings house manufacturing and engineering departments, administrative offices, and research development, testing, and processing laboratories. Dotting the between-plants areas are experimental hangars, test stands, research laboratories, outdoor assembly and testing areas, and the wind tunnel.

Paralleling the plant and Institute buildings is mile-long Northrop Field. At the edge of the runway is the Institute's hangar, on which the control tower is located. Transient aircraft form a day-long parade of all types of planes right before the eyes of students. Up and down the flight line aircraft receive final assembly operations and are readied for taxi and flight tests. Other aircraft undergo repair and maintenance, receive ground checks and are serviced. Still others are in charge of engineers making a multitude of ground checks and observing performance in taxiing, take-offs and landings.

NAI is under the guidance of the Institute Advisory Board composed of Northrop Aircraft, Inc. executives. The men on this Board represent executive and engineering groups directing the important aeronautical projects being carried on in Northrop factories and laboratories. The school is directed by an Executive Staff headed by Managing Director James L. McKinley. Prior to formation of NAI, Mr. McKinley was an administrative executive and training consultant at Northrop Aircraft where he established and directed the training program for Army Air Forces and Northrop employees. NAI's directing staff and instructors hold the Mechanic and Instructor certificates issued by the CAA.

The Aeronautical Engineering curriculum of NAI is accredited - as a curriculum of technical institute type - by the Engineers' Council for Professional Development. NAI is one of the few technical institutes in the country offering Aeronautical Engineering training accredited by the Engineers' Council.

NAI holds Air Agency Certificate No. 3302 issued by the CAA, indicating approval by the CAA of the Institute's Aircraft and Aircraft Engine Mechanics course, the number and qualifications of the instructors, and the facilities, equipment, and materials used for training. The Institute has also been designated by the CAA as an "Approved Aircraft and Aircraft Engine Repair Station".

NAI, a member, National Council of Technical Schools, is approved for training under the "GI Bill of Rights" by the Veterans Administration and the Department of Education of the State of California, and by the United States Department of Justice for training of non-quota immigrant students. NAI is also listed in the United States Office of Education publication, "Accredited Higher Institutions".

The Aeronautical Engineering Course provides 96 weeks of training over a continuous two-year period. The training program is concentrated on subjects directly related to engineering and other subjects are omitted. Facilities of the Northrop factory are utilized for student observation of production and engineering procedures. The large amount of experimental and development work conducted by

Northrop Aircraft, Inc. brings before the student new processes and practices as release of information is permitted by absence or lifting of contract restrictions.

An important part of the Engineering course is the duplication of industry situations and duties in design and production projects. Students are organized in project groups. Projects start with design sketches and are carried forward with individual and group assignments in layout, detail drawings, assembly drawings, lofting, and full size mock-up. The students are required to resolve design and aerodynamic acceptability with manufacturing efficiency and economy.

The Master Aviation Maintenance Technician Course provides 50 weeks of training. The entire A & E program is organized in the same manner as a repair station. The student is assigned specific duties in repair and alteration of various units and components of the aircraft, moving from one department to another in order to gain experience in each specialized field. Related shop assignments go hand in hand with classroom work, and students do actual repairs on line airplanes. They learn first-hand the functions, construction, operation, installation and repair of components, power plants, accessories, and the complete aircraft.

Enrollment at NAI has averaged over 1,000 students for several years. New engineering classes begin every eight weeks and mechanic classes are formed every four weeks. Classes average thirty students each. Instruction begins at 7:45 a.m. and ends at 3:30 p.m., Monday through Friday, and there are vacations of two weeks each, one near the end of June and one at Christmas.

To answer the need for recreational pursuits, each student upon enrollment is given a membership in the Northrop Recreation Club which maintains one of the largest industrial sports and recreation programs in the country.

Yes, NAI plays an important role in fitting youth for a place in the aviation sun. In the words of John K. Northrop, originator of the tailless plane and trail blazer in aircraft design, the student is told that "Aviation is not tied to the earth - its future is in the air and the unlimited space beyond the air. No one can foresee how much aviation will grow in the next ten or twenty years; everyone can foresee that its expansion will be tremendous. . . . The type of man so urgently needed today, and tomorrow, is one who has a comprehensive technical knowledge - both practical and theoretical. To meet this great and growing need, Northrop Aeronautical Institute was established and 'Dedicated to the Advancement and Training of Men for Careers in Aviation'".

PERSONALITY OF THE MONTH

EUGENE MATHEWS

Eugene (Gene) Mathews, Coordinator and Liaison Maintenance Officer, San Francisco, is a well known, well liked, and long time employee of the CAA and its predecessor agencies.

"Gene" started his career with CAA back in 1932 after he had served eight years in Uncle Sam's Navy and operated his own radio shop in Los Angeles for a while. Except for a brief period of time in 1936-1937 during which he worked for Montgomery Ward & Co., he has held progressively responsible positions in the CAA, and since 1943 has been stationed at San Francisco. During his assignment at San Francisco, many new installations have been completed as well as modifications to existing equipment.

"Gene" is somewhat of a misplaced musician as he started out in the Navy as such and is very talented playing several instruments quite creditably. After he became a radioman, his musical career became an avocation, but he still enjoys it as a hobby. Another of Gene's hobbies or pastime is the "Sport of Kings" and we understand that he sure can pick 'em.

Gene is an authority on raising children, having five to give him a reasonable sample of any or all problems that may arise. He is married to the former Margaret Lavonne Smith, originally from Kremling, Colorado.

"HOW SOUND IS YOUR KNOWLEDGE OF MANAGEMENT?"

Following are ten statements regarding material which was in Lecture 1 of the Management Conference Series. You can test yourself on how sound your knowledge of management is by Xing applicable true or false box after each statement and comparing your answers with those shown on page 10.

	<u>TRUE</u>	<u>FALSE</u>
1. A sound organization chart is essential to the successful solution of management problems.	_____	_____
2. Span of control as used in management techniques is the number of divisional segments in an organization chart.	_____	_____
3. Seven people can always be effectively supervised by one man.	_____	_____
4. The Regional Administrator is charged with the responsibility of the over-all direction and finalization of Regional policy.	_____	_____
5. The Deputy Regional Administrator is responsible for the operation of the Region.	_____	_____
6. Each individual should have only one boss.	_____	_____
7. Once a policy has been established, it is permissible to act without considering the policy if the individual believes it to be inept.	_____	_____
8. It is the supervisor's responsibility to adopt an attitude that will encourage the suggestions of people who work for him and with him.	_____	_____
9. When an official delegates authority or responsibility for certain functions, he retains the right to issue orders other than to the person immediately responsible.	_____	_____
10. Criticism of policy or program without offering constructive ideas for improvement is called "sniping" and is to be encouraged since it stimulates thinking on the part of supervisors.	_____	_____



QUESTION BOX ?



- Q. What documents are needed to support a claim for reimbursement for the cost of transportation and storage of household effects incidental to a change of headquarters at Government expense?
- A. The original carrier's bill of lading or a certified true copy thereof showing the points between which the household goods were transported and properly receipted by the carrier, and the weight master's certificate showing the net weight of the household goods. Claim for reimbursement should be on the basis of the computed rate for the weight and distance as indicated in Paragraph 2425 of the Standard Practice.

Claims for reimbursement for storage should be supported by a receipted, itemized warehouse bill showing the weight of the goods stored, date placed in storage and the date removed from storage. Reimbursement will be on the basis of the actual expense of storage at a rate not to exceed \$1.60 per hundred for the first thirty days or fraction thereof and 40¢ per hundred for the second thirty days or fraction thereof.

- Q. I received my permanent appointment on July 23, 1950, at which time I also had completed my probationary period of one year. How soon will I be eligible for promotion?
- A. Civil Service Regulations provide that no employee may be promoted or reassigned to a different line of work within six months after appointment, change in type of appointment, or conversion to competitive status. Therefore, you cannot be promoted until after January 23, 1951.
- Q. An extension telephone is needed in our station and the Regional Inspector in the field has authorized the installation. Can we order the extension direct from the telephone company?
- A. All orders for additions or changes in telephone service must be placed by the Regional Contracting Officer, with prior approval of the appropriate division chief. We must first ascertain if funds are available for such service and then prepare a Form 40 and forward to the telephone company for use in amending the telephone contract. All telephone bills are checked against this contract before payment is made.

All employees are solicited to submit questions for the Question Box. You send 'em in, attentions 585, and we'll do our best to answer them for you.

Answers to Questionnaire on page 8:

1. False. An organization chart in itself will not insure that we will do a good job. It depends upon individuals who make up the organization to carry out their assignments in the manner intended and by joint efforts arrive at a working solution to their problem.
2. False. Span of control is the number of people that can be directly supervised by one man and fully discharge his supervisory or management responsibilities.
3. False: The number of people that one can supervise is directly affected by the outside relationships which he must carry on. However, it has been stated that supervisors of major organizational segments cannot effectively supervise more than seven individuals.
4. True.
5. False: The Regional Administrator remains responsible for the operation of the Region. He has merely delegated the responsibility and authority for day to day operations to the Deputy Regional Administrator.
6. True:
7. False: Even though individuals may be convinced that a policy is completely wrong, once it has been established, it is their obligation to execute their part in its implementation. The rights or wrongs of the policy is the responsibility of the individual who makes the final decision.
8. True.
9. False. When an official delegates authority and responsibility for certain functions, he has deprived himself of the right to issue orders other than to the person immediately responsible. However, this does not mean that the official deprives himself of the right and responsibility to ask questions about the operation from other than the person immediately responsible.
10. False.

"ON-TO-CALIFORNIA"

Plans are presently being formulated for a Flying Farmers' "On-to-California" flight to arrive in Los Angeles, October 2d and 3d. The office of the Assistant to the Regional Administrator, together with the Assistant to the Regional Administrator of Region Five, the Los Angeles Chamber of Commerce, and State Flying Farmer presidents from California, Texas, Colorado and Kansas, are working jointly to organize all phases of this tour. A program has been submitted by the Sixth Region to the planning committee composed of the members mentioned above; including such functions as an opening luncheon at the Alexandria Hotel, tours of Beverly Hills and Hollywood, a visit to a motion picture studio, a tour of the harbor area, a luncheon at the Hilton Hotel, Long Beach, a banquet at the Miramar Hotel. Santa Monica and a steamer trip to Catalina. California Flying Farmers are organizing a flight from
(Continued on page 13).



FIELD NEWS

San Diego :
YUMA:

Insac: We moved into our new quarters on June 26 and they are one of the best in the Region. The new console is perfect as far as working conditions go, a little unhandy in spots; however, for overall operation, it is perfect. We do not have the 111A as yet, the interphones are mounted on an individual spaced cabinet to the left of the console. It is 100% more efficient than the old way at the old quarters. The present location is right on Highway 80 east of Yuma approximately five miles. We have space galore, the equipment room is located south of the operating quarters which also include the MTIC workshop. The MTIC and INSAC both have individual storerooms. The MTIC office, also the CACOM office are nicely located and are of sufficient space to allow efficient operation of the facility.

The Yuma County Airport Association is having the dedication of the new administration building on October 14-15. We of the CAA Communications have plans to welcome all visitors and show them through our facility, explaining our different operations and facilities available to aid pilots in flight. Pre-flight information service etc.

Our contacts are increasing daily, our current workload indicates an uptrend in operations of all kinds. It is pleasing to note the number of VHF contacts which we have with private aircraft. Out of 61 contacts with privately owned aircraft, only 28 of the contacts were on High Frequency. The majority of the local aircraft, based at the Yuma County Airport all have VHF installed in their aircraft.

BURBANK:

ASDO: Los Angeles Air Service has purchased three basic DC-4's from Northeast Airlines....Irregular Air Carrier passenger load factors continue to be almost to maximum....Several Irregular Air Carriers have domestic military contracts and more are expected....Agent Dewey has been in Connecticut taking helicopter training....California Central Airlines contemplates four-engine operation to San Francisco....The Limited Flight Navigator program is still in full swing. The Flying Tigers and Transocean Airlines are absorbing all successful applicants.

RENO:

ASDO: A most noticeable increase in industrial operations has occurred in this district during the past two years, particularly in connection with insect

control and general agricultural operations. Two years ago there were no local operators engaged in dusting and spraying, although a small amount of this work was done by operators from California. Last year, two local operators, utilizing three aircraft, performed a limited amount of this work. During the past season, as a result of an intensive educational campaign conducted by the operators and agricultural agents, local operators utilized 18 dusters and sprayers in the very limited agricultural areas in the State. These 18 aircraft include one B-18 that has been converted to a sprayer. Three operators are actively engaged in wild horse hunting and are shipping on an average of 50 wild horses per week from the state. Fixed base operators in Northeastern California are now engaged in contract work for the Forest Service and are flying many hours daily in fire patrol work and transportation of men and material to various fire areas.

Tower: We of the Reno Tower have what we consider the outstanding outdoor sporting location of all towers in the Region. Who else can hunt ducks, geese and pheasants on the airport itself? It is possible if you are good enough, to catch Rainbow trout which will weigh well over four pounds apiece. Hardly a day goes by that the controller on duty does not have a traffic problem keeping the airplanes separated from formations of hundreds of geese.

Reno Tower, during the past eight months, has become probably the most publicized tower in the country, by having pictures and articles appearing in nearly all flying magazines, Popular Science and even an air transport magazine which was published in London, England. The Royal Canadian Air Force was so impressed with the Tower that they have requested full information about the tower so that they can adopt the same pattern. So, although we don't have the most traffic in the Region, we do have the most publicity.

PALO ALTO:

ASDO: Several demonstrations of the Omni-Range Receiver installed in the CAA rental Navion have been made to Communications and Weather Bureau personnel, as well as interested Operators in this District. It is apparent that a practical demonstration is the only answer to those Operators who express their doubts as to the advantages of the Omni-Range.

A survey of the airworthiness status of aircraft based in this District has been almost completed. The results of this survey, so far, indicate that 10-15% of the total number of aircraft have expired certificates or are out of service for repair or overhaul. This survey is for the purpose of comparing the airworthiness status of aircraft in this District with the national average. We understand a total of 30% of the aircraft in the nation are in an unairworthy condition.

An unusual, and so far effective, way of bringing safety items to the attention of pilots has been developed by this office through assisting the National Safety Council Aviation Committee (The Green Cross) in its aims to better flying safety conditions. One of the methods used by this Committee, is pilot meetings at regular intervals wherein films, lectures, and demonstrations of safety equipment, such as stall warning indicators and navigational aids, are shown. The last two meetings have been attended by over 100 people. These meetings are considered a valuable supplement to the CAA pilot conferences and serve to broaden the scope of our contacts with the private pilots relative to education and safety.

California Helicopter Co. Inc., is planning to commence operation upon delivery of their Hiller 360 Helicopter. The organization, headed by Mr. R. Chatfield Taylor and Mr. James Watriss, is based at the San Francisco International Airport and will conduct local charter operations or "anything a horse can do". This operation brings the total of helicopter operations in this District to five, representing every phase of rotary-winged aircraft utilization. A recent unusual use for a helicopter was depositing a flagpole sitter atop a flagpole in a San Francisco used car lot.

Current production by United Helicopter Inc., of Palo Alto, California, is at a new peak. Three helicopters a week are now rolling off the production line with first delivery on military orders scheduled in September. Deliveries have been made to 13 foreign nations and the Company has a considerable backlog of orders on hand.

"ON-TO-CALIFORNIA" (Continued from Page 10):

Los Angeles to the University of California Agricultural College, Davis, California, or this group. The opportunity will thus be afforded the eastern Flying Farmers to view California agriculture from the air as well as a tour of the University of California facilities and visits to farms in the immediate area of Davis, California. The Flying Farmers from the midwest states, and we understand, from Canada and Mexico, will meet at El Paso, Texas October 2, 1950 and start their flight west on October 3. It is anticipated at this time that some three hundred aircraft might participate in the "On-to-California" flight.

DIVISION HI-LITES

Assistant to Regional Administrator:

The Assistant to the Regional Administrator, together with the Advisor in Aviation Education attended the California Air Freight Clinic and Air Freight Fair at the Claremont Hotel, Berkeley, California, August 18, 1950. These were sponsored by the California Aeronautics Commission and Oakland Chamber of Commerce, in cooperation with the Air Cargo Institute of California, Oakland Board of Port Commissioners, and the air freight industry. All ramifications of the air freight industry were disclosed at scheduled panel sessions. Papers were presented on Air Freight Economics, Terminal Handling, Relative Costs, New Freight Aircraft, International Air Freight, Pre-Cooling of Perishables, Air Cargo Insurance, Packaging and Air Freight, Ground Transportation, and the Floral Industry.

Mr. Wayne Parish, Washington, D. C., publisher of American Aviation, was the Air Freight luncheon speaker. He spoke on "The Airplane's Potential in the Freight Market". Copies of these papers together with a pamphlet on problems affecting air cargo development in California and their relationship to the national freight industry, have been placed in the CAA Regional Office Library.

This office is in the process of completing a survey of all airport and fixed base facilities in the Sixth Region. This survey was requested by Washington to determine what facilities might be available in civil aviation in case of a national emergency.

This office was requested by the Regional Office of the Federal Communications Commission in Los Angeles, to distribute throughout the CAA Sixth Region, a memorandum entitled, "FCC To Check Privately Owned Aircraft for Unlicensed Radio Transmitters." The FCC, through their field engineers, will check all transmitters operated in privately-owned aircraft, and will assist aircraft owners to comply with FCC regulations governing the use of aircraft transmitters. Likewise, they will check for individual compliance with FCC regulations governing aircraft radio-telephone operator's certificates.

Mr. Paul Grimes of the Los Angeles County Air Pollution Control District showed a film to all employees of the Regional Office, on air pollution, showing causes and effect and what is being done by the Los Angeles County Air Pollution Board to combat this condition. Arrangements for showing the above film were coordinated by this office.

This office conducted an Aviation Day Program for the Southwest Los Angeles and the Westchester Kiwanis Clubs, and the Westchester Rotary Club. This program was held on the evening of August 29 and consisted of a dinner served "airline style", an address by Admiral Reeves, Superintendent of the Los Angeles City Department of Airports, two scenic flights over the Los Angeles area, a tour of the Western Airlines maintenance facilities, the U. S. Weather Bureau and the CAA Interstate Airway Communications Station. Approximately seventy-five people participated in this program which was designed to acquaint the members of these service clubs and their wives and friends, with the significance of air transportation and to acquaint them with the facilities that have been provided to aid the progress of aviation.

LEGAL DIVISION:

While we have several requests for hearings in connection with violations, it was necessary to postpone them pending the availability of the local CAB Hearing Examiner, who has been absent from the Region for a considerable period of time. We anticipate that six or eight violation hearings will be held within the next thirty days.

Recently an emergency suspension of an ATR pilot license was effected where the pilot operated a DC-3 from Burbank to Mexico - taking off on second leg of trip from San Diego when the plane was severely overloaded. Since the aircraft was operated without any operating certificate, it was subsequently seized to enforce a civil penalty which was compromised in the sum of \$995.00.

The United States Attorney in San Francisco in a civil penalty action instigated by this office, seized another aircraft which was operated commercially without a certificate. The plane was subsequently released on a \$5,000.00 bond.

A representative of this office joined with the Deputy Regional Administrator and representatives of the Safety Operations Division in attending a meeting of Non-Scheduled Air Carriers and local ticket agents. The meeting was for the purpose of forming the California Division of the Air Coach Transport Association.

This office has consulted further with the U. S. Attorney at Los Angeles in an action against a ticket agent for leasing and operating a large aircraft without obtaining a Non-scheduled Operating Certificate. The ticket agent is offering \$1,000 to compromise the alleged violations.

AIRCRAFT DIVISION:

A Type Inspection Authorization has been issued on the Northrop YC-125, and the CAA flight test program has begun. Prior to the issuance of the TIA, a conference was held between Air Force, Northrop, and CAA personnel regarding details of the flight test program. In general, it was decided that the CAA would not discontinue the flight test program in the event an unsatisfactory item was found unless the item vitally affected the safety of the aircraft. At the conclusion of the flight tests, the AMC and the Northrop Company will be advised regarding the items which would need to be remedied prior to type certification. The CAA probably will not conduct accelerated service tests on this model at the present time.

On August 21st, an incident occurred on an American Airlines DC-6 necessitating an emergency landing at Denver. A preliminary evaluation of the evidence available indicates that the probable sequence of events was approximately as follows:

1. A segment of one of the blades of the No. 3 propeller failed, passing through the lower right hand side of the fuselage.
2. This propeller segment progressed from the lower right hand side of the fuselage diagonally upward through the upper center portion of the fuselage.
3. During the exit of the propeller segment, a number of longitudinal members were ruptured resulting in appreciable weakening of this portion of the fuselage structure. Explosive decompression occurred carrying off a portion of the upper fuselage structure.
4. Pieces from the fuselage were thrown into No. 2 propeller which suffered slight damage. Additional pieces apparently were thrown into the No. 1 propeller which also was slightly damaged. Apparently none of the fuselage structure contacted the empennage as no damage was noted.
5. As soon as the failure occurred, the crew began an emergency descent and were able to make a successful emergency landing at Denver.
6. The lost engine and propeller segments have not yet been recovered. The chances of their recovery appear uncertain due to the extremely rugged nature of the terrain over which they were lost.

All of the preceding observations are preliminary in nature and hypothetical analyses of what happened might have to be revised if and when the propeller segments are recovered.

Technical data pertaining to the Convair Turboliner are being received and evaluated. Arrangements have been made through the Navy Bureau of Aeronautics for a group of CAA specialists to examine the powerplant installation on the Navy XP5Y-1 to assist in the CAA evaluation of the Turboliner.

SAFETY OPERATIONS DIVISION:

Stewart Air Service, Los Angeles International Airport, was issued a Commercial Operator's Certificate, authorizing scheduled intrastate operations between Los Angeles and Del Mar in connection with its daily flight service during the current racing season at Del Mar Track. In view of the fact that this short haul operation is for a limited time, Operations Specifications were issued permitting operation of this service without requiring compliance with Parts 40 and 61. Operation in and out of Del Mar is on a day VFR basis only. The runway area at Del Mar was extended permitting operation of DC-3 aircraft at a maximum of 23,000 lbs. gross weight.

The Irregular Air Carrier Operating Certificate of S.S.W., Inc., Oakland, was revoked recently by the CAB as a result of complaints filed by this Region for violations of safety regulations.

Certificate responsibility for Overseas National Airways, an irregular air carrier based at Oakland, now engaged in the Tokyo Air Lift, has now been transferred to the International Region.

Recently, Bonanza Air Lines, Inc installed three new-type flashing obstruction lights to mark mountainous terrain near Las Vegas. Installation of these lights permits rerouting for night operations between Las Vegas and Reno, resulting in a savings of approximately twelve minutes per flight. The lights are manufactured by Lights Products of Los Angeles and require minimum maintenance, as they are battery operated and have a longevity of approximately one year.

Los Angeles Air Service has purchased three DC-4's with spare parts from Northeast Airlines. Delivery of one of the three airplanes has already been made.

The Airman Standards Branch has been extremely busy the past few weeks, since the announcement was made by the U. S. Air Force that flight navigator and flight radio operators will be required on all commercial aircraft contracted to carry cargo and military personnel during the Tokyo Air Lift. As a result of this requirement of the Air Force, the CAA District Offices have had a sudden influx of applicants from fifteen to twenty daily, desiring to take these examinations. In order to alleviate delay in certificating the applicants, a short navigator written examination, consisting of thirty questions, was prepared. An answer sheet was supplied with the examinations, whereby the Agent can grade the written test immediately upon completion and the applicant advised of the result. Also, several flight navigator examiners were designated to assist in the workload of certificating applicants for this rating. An applicant failing to pass the examination may retake the test immediately after obtaining instruction and a letter from the instructor or a person holding a flight navigator certificate indicating that the applicant is qualified to retake the written examination for navigator certificate.

AIRWAYS OPERATIONS DIVISION:

After further consideration, it was decided not to proceed with the plans to combine the Tower and INSAC at Santa Barbara. This decision was reached because of the complication in handling weather reporting matters.

Thus far, a total of 12 communicator and controller personnel have been called to active military duty.

The program of converting non-status communicators and controllers has been completed with but one exception.

Implementation of direct communications between air route traffic control centers and pilots has been approved by the ACC/NAV Panel in Meeting 46, August 2, 1950. Recommendations have been made to Washington covering installation of transmitting and receiving equipment at Los Angeles, Oakland and Salt Lake City Centers. The Frequency 120.3 mc is being set up as a national standard for this type of service.

Silver Lake, California and Fairfield, Utah INSACS were decommissioned at the close of business July 31, 1950.

On August 16, the Riverside INSAC was relocated to new quarters on the Ontario International Airport, Ontario, California.

The Arcata INSAC was moved into the tower cab on August 7.

The Division Chief, in company with Mr. Elwood Cole, Planning and Evaluation Officer, visited all stations and towers in Nevada during the month.

Of interest is the increase in communications activity over that a year ago. In-flight contacts for the month of July, 1949, totaled 43,291, for the month of July, 1950, 93,501; flight plans accepted for the month of July 1949 totaled 5,713, for the month of July, 1950, 10,072.

FACILITIES DIVISION:

Following return of the portable VOR from its loan assignment to the Fourth Region, the Engineering Branch and the Flight Inspection Branch made proving flight tests at both Cochise, Arizona and Ukiah, California. Both sites turned out very satisfactorily. The Ukiah test was particularly gratifying, since it was made on the site of the former VOR which we had regraded to give us a flat circular area some 200 feet in diameter on the top of the mountain. Results indicate that it is possible to provide an acceptable VOR on a mountain top site where it is possible to grade such an area, mounting the antenna directly on the ground and relying on the natural terrain height for coverage.

Contract award has been made for the construction of the Coalinga VOR. The following projects have been completed during the month:

New San Diego Tower, relocation of INSAC to Ontario from Riverside, relocation of Arcata INSAC to former navy tower, fan markers at Lemon Grove and Barrett Lake, new runway at Wells, Nevada, resealing of Winnemucca field, dismantling of intermediate fields at Grantville and Fairfield, dismantling of Winslow ILS and shipment for Annette Island.

The following projects were started during the month:

Relocation of INSAC to former tower at Lovelock, installation of equipment in new Salt Lake Tower, relocation of Salt Lake VOR, enlargement of Battle Mountain watchhouse and console installation at Burbank.

Low frequency ground-air is now available at Winnemucca, Ukiah and Crescent City in addition to other VHF-only stations where the service has previously been provided. Mechanical interlock is now available between the Los Angeles Center and Tower.

Recent flight checks show Crescent City VOR still unsatisfactory following installation of single pedestal antenna mount. Plan to move portable VOR to both Crescent City and Fort Jones for further test following possible further checking by Technical Development personnel of Ukiah site.

An experimental voice identification will begin operation soon on the Camarillo SRAW range. If this proves acceptable, we plan to provide a similar service at all ranges not having a communication station service, in order to advise pilots of that fact and of the nearest communication service available.

AIRPORTS DIVISION:

A five-member survey team from the Headquarters of the Air Training Command consulted with personnel of the Regional Office to make tentative selection of airports which might meet requirements for military basic training activities with the least interference with civil aviation. Eleven surplus airports were tentatively selected. It is understood that the Air Training Command proposes to send another team to make final surveys of specific airports with the assistance of representatives of the Regional Office.

Toshitada Matsuyuki, Chief, Maritime Safety Agency, of the Japanese Government spent some time in our Northern California District Office and, at the request of the State Department, was given some instruction on organization and methods of handling our Airports activities.

Two additional fire and crash trucks were located during this period for use by the Ninth Region.

A conference was held with representatives of the California Aeronautics Commission and the remaining details of the Los Angeles Metropolitan Area Airport Plan were coordinated and agreed upon.

A conference was held with representatives of TWA concerning their proposed acquisition of Martin 4-0-4 aircraft and the necessity for certain airport improvements to accommodate these aircraft. TWA is particularly concerned with the need for a new airport in the Grand Canyon area, as the present airport cannot be utilized by Martin 4-0-4's. Field investigation is being made of alternate sites.

The District Airport Engineer for Arizona consulted with the Chairman of the Arizona State Aviation Authority and provided him with full information concerning

the National Airport Plan, as applicable to that State, and current and proposed future construction programs. This recently formed State Aviation Authority has been provided with facility records drawings of all airports in the State and location and description of air markers. It has also been advised of the current status of surplus airport property transactions. The Office of the Governor is continuing to handle surplus property matters for the present and until such time as the State Aviation Authority is in a position to take over this work.

Construction has been started on a number of FAAP projects. The principal FAAP activities during this period are as follows:

Final plans and specifications for the Sepulveda underpass at the Los Angeles International Airport were approved and the City is currently advertising for bids;

Final plans and specifications for modifying the Los Angeles International Airport FIDO system have been approved and the City is advertising, with bids to be opened August 28;

The Oakland traffic control tower is being advertised for bids;

Construction has started on the San Francisco Airport high intensity runway lighting system.

BUSINESS ADMINISTRATION DIVISION:

Notice to proceed with relocation of Salt Lake City VOR Facility effective August 22, 1950 was issued to Ray Kashner of Inglewood, California. (EANF).

Three bids were received in response to Proposal 6-51-74 for installing a single row high intensity approach light system, Oakland Municipal Airport. Low bid in the amount of \$10,774.20 was submitted by ETS-HOKIN and GALVIN of Oakland, California. (EANF)

Proposal 6-51-112 for construction of a seven-car garage at Hanksville, Utah was mailed to prospective bidders on August 24. Bids will be opened September 5. (S&E)

Contract and bonds were mailed to J. H. Hedrick & Co. of San Gabriel for execution in connection with construction of a VOR Radio Range at Coalinga, California under Proposal 6-51-83 (EANF)

Authority was received from the Secretary of Commerce to assign the surplus buildings located at the Red Rock Intermediate Landing Field, Red Rock, Arizona, to the Amphitheater Schools, Tucson, Arizona, for off-site educational use. GSA forms 30, 30a and 30b, Report of Excess Real Property, were forwarded to the Federal Security Administration with a statement that the CAA would interpose no objection to the proposed transfer and waives the thirty days notice of a proposed transfer.

The Chief of the Project Audit Branch expects to leave for Modesto and Corning to perform field audits of the following:

- Modesto Municipal Airport - Project 9-04=027-002
- Corning Municipal Airport - Project 9-04=077-901

A preliminary contact will also be made at the U. S. Forest Service, San Francisco relative to the Happy Camp Airport, Project 9-04=088=001.

CAA aircraft were flown the following number of hours during the month of August:

- NC-67: 13:35
- NC-336: 43:48 (Through August 26, 1950)
- NC-203: 14:40
- NC-218: 62:05
- NC-9 : 41:52

MAJORITY OF 1949 SAN FRANCISCO-LOS ANGELES TRAFFIC MOVED BY AIR

According to a report of the California Public Utilities Commission, more passengers used air transportation to travel between Los Angeles and San Francisco in 1949 than any other form of public transportation. The figures below represent a true picture of the travel between the two areas as they were computed from the number of tickets sold to passengers whose trip origins and destinations were the Los Angeles and San Francisco-Oakland areas only.

VIA	1947		1948		1949	
	No. of Pass.	Percent of Total	No. of Passengers	Percent of Total	No. of passengers	Percent of Total
Rail.....	476,497	48.8%	421,579	44.4%	308,016	32.7%
Bus	251,142	23.6%	266,628	28.0%	228,216	24.2%
Air	335,238	31.6%	262,788	27.6%	406,635	43.1%
Total.....	1,062,877	100.0%	950,995	100.0%	942,867	100.0%

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

the results, including any changes designed to improve our efficiency, before we commence another Division.

We had two general assemblies during the month, on Friday afternoons. At one of these, Mr. Paul Grimes, representative of the Los Angeles County Air Pollution Control District showed a motion picture film and answered questions on the program of Smog Control. At the other, Mr. Cory Pearson from the Technical Development Center at Indianapolis presented two motion picture films explaining the operations of Instrument Landing Systems, Ground Control Approach, FIDO, and High Intensity and Runway Light Approach Systems.

SUMMARY OF REGIONAL ADMINISTRATOR'S STAFF MEETING

AUGUST 28, 1950

1. Scheduling of Conferences for Fiscal Year 1951:

Copies of Mr. Nyrop's letter of August 16 on this subject were distributed. Each Region is to submit to W-1 by September 15, a list of proposed conferences involving attendance of Washington and Regional personnel (all organizational levels). Each Division Chief and Staff Member is to furnish the Regional Administrator the data requested in the referenced letter, as it pertains to his Division or Office. A consolidated list will then be prepared by the Regional Administrator's Office for transmittal to Washington.

2. Preliminary Internal Security Measures for Certain Federal Airways Facilities:

Mr. Nyrop's circular letter of August 15 was reviewed. Copies had been distributed to all Divisions and Staff prior to the meeting. It was the consensus of the group that an Administrative Notice should be issued, and that it should be so worded that all personnel at field facilities will apply a uniform degree of security to insure adequate protection, but avoiding unnecessary restrictions. Mr. deArce called attention to the fact that Air Route Traffic Control Center personnel had not been classified to handle Secret category projects which they are required to do, particularly for the Western Air Defense Force. Our Security Control Officer will be requested to submit the names of these personnel for the Secret category classification clearance.

3. Airways Beacon Discontinuance Program:

The Deputy Administrator's memorandum of August 17 was reviewed. Copies had been distributed to Divisions prior to the meeting. This memorandum authorizes the Regions to proceed with the discontinuance of unnecessary airway beacons in accordance with the policy established by the Air Coordinating Committee on May 26, 1950. It was agreed that the Facilities Division would prepare a list of all beacons which the discontinuance criteria would affect. This list will then be coordinated among all Divisions within the Region, and thereafter the prescribed coordination with industry groups will be effected. The importance of obtaining the recommendations of all affected segments of aviation was stressed.

4. Employee Promotion Appraisal Rating Averages:

The Promotional Aptitude Rating Board for the Region has completed the review of the ratings and these have been forwarded to Washington. The Secretary of the Board prepared some statistical information which it was felt would be helpful to the Divisions in future execution of the program. It will be a year in October before we will go through this appraisal process again. Some cases were found in which individuals were on the strict side, and in contrast, some were on the lenient side. The statistical data, showing percentages, was distributed to each Division. The Regional Administrator requested that each Division Chief study the data and discuss it with his raters in an endeavor to obtain the highest possible degree

of objectivity in future ratings. The Rating Board reported that on the whole the majority of the raters showed a good understanding of the appraisal rating program and the results were considered very satisfactory particularly when you consider this is the first time we have gone through this process.

5. Request for Comments on Outline Plans for Periodic Appraisals of CAA Activities:

The proposed outline plans provide for the integrated appraisal of the Washington Program Offices by teams composed of Regional Office personnel, as well as functional and management appraisals of Regional operations by national survey teams. The written comments of each Division regarding the proposed plans were read and discussed. Mr. Plotkin, from the Washington Organization and Methods Office, gave some additional background information regarding the President's policy directive which requires that continuing management appraisals be made, and our own Administrator's expressed desires in this respect on which action had been initiated prior to the President's statement of policy. Following discussion, it was agreed to submit the following recommendations:

- a. That the Washington portion of the survey be conducted first in order to provide a more effective basis for appraisal of the implementation in the Regions of those programs and policies found to be sound.
- b. That the Washington Office appraisal include a functional survey as well as top management appraisal.
- c. That the Washington Office survey be conducted by one team rather than four teams as proposed.
- d. That each Region conduct extensive surveys of all Divisions within its regional structure prior to the visits of the national survey team.
- e. That the survey teams be given indoctrination in the most effective survey techniques.
- f. That the final results of the survey be disseminated to all Regions in order that the most effective methods and procedures outlined in any given Region be available to other Regions for adoption.

CAPITAL GLEANINGS

The Senate disapproved the rider to wipe out both annual and sick leave for all Federal employees who had less than a calendar year of continuous service and to give all other employees twenty days annual leave and twelve days sick leave annually.

The Senate approved a rider to require employees to take annual leave earned this year by next June 30 or else lose it, but agencies may pay employees who enter the military forces in cash for their accumulated leave.

The House added a rider to the supplemental appropriation bill when it approved it to the effect that all reinstatements, promotions, and transfers after September 1 to classified jobs are to be made on a temporary basis, and any classified employee laid off cannot be appointed, promoted or transferred to a job of a grade higher than the one he held on September 1. The Senate is against the rider.