

INTRODUCING ~ E. G. "SLIM" KIDWELL

OWNER & MANAGER
CENTRAL AIRPORT
LOS ANGELES, CALIF.

Biographical Sketch

Indiana born E. G. "Slim" Kidwell learned to fly in a JN4D in 1922 at an old field at Western and Manchester Avenues in Los Angeles. Sold on the aircraft as a fast transportation medium and foreseeing its brilliant future, he bought a Standard and some Jennies and went into the charter and airport business. He has been an aviation business man ever since, except for three years when he became a factory Sales Representative for Bird Aircraft, Brooklyn, New York. Slim has owned and operated Central Airport in Los Angeles for eleven years.

Slim is active in CATA, Los Angeles County Association of Airport Executives, California Association of Airport Executives, and is Key Man in the Quiet Birdmen, Long Beach Hangar. He has appeared on the program at the last three Annual National Airport Operators and Managers Conferences.

Slim is the inventor and distributor of the Roto-Hangar, a unique 6-sided steel-framed hangar featuring a rotating floor on which aircraft stalls are marked off. The aircraft can be placed in or taken out of the hangar stall merely by pressing a control button which moves the turntable floor to the doorway. The only plane to be moved is the one desired. Pre-selection of the plane desired can be made before the doors are opened. Room for servicing is provided for in each stall.

As many as five times a day, persons who have become interested in flying since the end of World War II ask me, and I quote - "What is wrong with private flying"? My statement to them is always the same. "There is nothing wrong with private flying. It was never healthier." I qualify that statement by citing the fact that since World War II, private and corporation-owned aircraft have increased by leaps and bounds and they are still buying good four place executive type airplanes and using them. Probably not as much at the time this is written as they were a few months ago, as they are now busy getting their business in shape for the present emergency. (Continued on Page 4.)

REGION SIX NEWS

NOV 14 1951



REGIONAL ADMINISTRATOR'S COLUMN

We are about to enter a new calendar year. As the year 1950 closes, I wish to express my personal appreciation for the loyal support which the people of the Sixth Region have given to the CAA program during the past year. I also wish to take this opportunity to thank all of you on behalf of both Mrs. Marriott and myself for your generous good wishes during the Christmas Season. We received and enjoyed your many beautiful and original Christmas cards -- some 227 at the last count. These were doubly appreciated because if you felt as I did, under the depressing influence of the present world situation, it was difficult to think in terms of a "Merry" Christmas. It seemed more natural to turn to the serious aspects of Christmas and to express the hope that by continuous striving we can accomplish the objectives of Him whose birth we commemorated. Certainly if this striving will bring a larger degree of success, we can hope to look forward to a Happy New Year, and I do wish for all of you and yours a most happy year for 1951.

I wonder if we all realize how much peace on earth and our way of life are worth striving for. Take the case of Lucia. She is now a United States citizen, but only a little while ago she was in the Russian occupied zone of Austria. She met a pilot who flew for Pan American. He was later Station Manager at Vienna. They became acquainted, fell in love and were married. She was able to obtain, but not without some difficulty, clearance to come to the United States with him. I learned that before the War her family was reasonably well to do, but their property and land were confiscated and now they are in greatly reduced circumstances. It is hard to ascertain the true facts because their letters are all censored. Appropriate reference to "our friends" must be made in all correspondence. Lucia's husband is now a CAA Communicator on an island in the Pacific. Lucia is willing to spare him for this six months assignment because she realizes the value of the service he is performing, and she values her United States citizenship perhaps more than most of us who have not seen the other side of the picture. She would surely tell you that the American way of life is worth striving for and worth protecting.

Now the question arises, what should we be doing to actively support those principles of living and the freedoms that we all recognize as being essential to a program of world peace. One of these elements is recognition of the rights of the individual. We then, as individuals, should accept our responsibilities for supporting vocally and ardently, all of the programs which we know to be in the national interest and in world interest. Accepting our responsibilities as citizens, advancing the cause of education, religion, better understanding, and good Government.

Then, as an Agency, we have responsibility in this scheme of things. Our Act specifies that we do certain things in the interests of national defense.
(Continued on Page 11)

INTRODUCING - E. G. "Slim" Kidwell (Continued from Page 2)

It does appear on the surface, and, to some people, that private and personal business flying is sick. What makes it seem so is that those who got their indoctrination into the so-called private and business flying immediately following World War II, felt that they could afford flying as an adjunct to their small business and pleasure and jumped into it and used up their war-time savings. When this source of capital became exhausted, these fly-by-nights were forced to sell their aircraft and quit. This, coupled with the rapid decrease in GI training, made the industry present a bad picture.

These people who continue to ask these questions and worry about it are the same ones who continue, because of their love of flying, etc., to come around the airport and worry about the inactivity. They are not aware that there is much more activity now than in the days preceding World War II. We must realize that the post war entry into the flying business and all its various phases caused a rapid expansion of the airports, hangar facilities, and all the other things which go with a new boom. These people, being unacquainted with aviation prior to World War II, naturally have a mistaken idea that the same kind of lush situation existed before the War. It is therefore hard to convince most of the newer flying public that there is positively nothing wrong with the personal and business flying side of the aviation picture and that it is many times greater than ever before and is still growing, what I would call normally.

Every one of these people think that they have the panacea for the cure of the so-called sick aviation business. When a business is as healthy as it is, there can be no cure because it needs none. However, at this time, the solid phase of aviation growth is still in need of many helping hands. I would like to enumerate three of the things that I think would be of the greatest benefit to this new and rapidly expanding business.

No. 1 - Excellent ground transportation from the airport after the customer arrives there. This must be at not only a few airports but at all the major cities throughout the United States before the present utility of the airplane can be what it should be for the amount that it costs to fly.

No. 2 - A nation-wide credit card system and the standardization of the purchase of fuel and services for the airplane. We have increased the range and the utility of the airplane to the point that it is now necessary to begin to think of this kind of an arrangement because these private and personal type airplanes are now used on a nation-wide scale and no owner wants to carry enough money or travelers checks to support the airplane as well as the personal expenses of the passengers clear across the nation and back. This credit card system should be such that he need only carry enough money for passengers and crew's personal expenses.

No. 3 - A uniform system of airports offering these services at strategic gas stop points commensurate with the range of the aircraft throughout the United States.

If the general flying public will quit crying the blues and worrying about something that needs no worrying about, and do a good job to bring about the things mentioned herein, I, personally, think that our tremendous boom following World War II will have left us with many, many sound customers who, if treated right,

will bring us enough more to eventually put aviation into almost as great a transportation category as the automobile now enjoys. Many of my customers at Central Airport, upon their return from a cross-country trip in difficult weather, invariably say, "The most hazardous part of our trip is about to begin - that of getting home from the airport in our automobile." This being true and being preached by our present day airplane customers, I cannot see how we can keep from garnering many more good sound customers to aviation from people and firms who are now in great numbers using their airplanes to good advantage.

WHAT DO YOU THINK?

"The News is much too long . . ."

"I don't like the 'Introducing' article . . ."

"The Division Hi-Lites? Too stilted . . ."

"Would like more 'Capitol Gleanings' . . ."

"Too many long articles . . ."

"How about additional 'Field News'?' . . ."

These comments on our Region Six News by a few readers intrigued us, so we determined to explore the matter further to learn how the rest of you readers feel, and then to do something about it.

Please consider first of all the purpose of the News: to provide throughout our Region in palatable form, items and stories which will help us to become a little better informed about and to appreciate not only our own job, but that of others--in CAA and in the aviation industry--and the inter-relationship of all of this endeavor in the interest and service of aviation.

Next, bearing the purpose in mind, please take out a bit of time and let us have your comments, constructive criticism and suggestions: how you feel we could improve the blasted thing; what you would like to see added, or removed, or changed, or modified -- directing these comments, oral or written, signed or not, to 6-585.

The News does not please everyone now, we readily grant; that it never will be 100% pleasing, we also concede. But we feel that with your helpful thoughts, it will come one step closer to fulfilling the purpose for its existence.

SECURITY CONTROL OF AIR TRAFFIC

The long discussed establishment of Air Defense Identification Zones is now a reality, and ADIZ has now become a new word in the CAA vocabulary. The President issued an Executive Order on December 20, 1950, directing the Administrator of Civil Aeronautics, through the Secretary of Commerce, to issue regulations, establish ADIZ boundaries, and to order immediate security control of air traffic in the interest of national security. CAA military and airline officials gave immediate attention to the problem and the regulations resulting from their efforts have been issued. These provisions for the security control of air traffic will go into effect immediately, but penalties for non-compliance will not be imposed prior to January 15, 1951.

Basically, the purpose of the order is to identify, locate and control U. S. and foreign aircraft operated within ADIZ's designated by the Administrator of Civil Aeronautics. ADIZ's will be in three categories, as follows:

- (1) Domestic Air Defense Identification Zone - ADIZ within the United States.
- (2) Coastal Air Defense Identification Zone - ADIZ over the coastal waters of the United States.
- (3) International Boundary Air Defense Identification Zone - ADIZ adjacent to an international boundary line of the United States.

ADIZ's established in or contiguous to Region Six are the Pacific ADIZ, Northwest ADIZ, San Francisco ADIZ, Los Angeles ADIZ, and the Albuquerque (Los Alamos) ADIZ, as shown on the map attached to this issue. The prohibited areas immediately surrounding the Los Alamos, New Mexico, and Hanford, Washington (in the Northwest ADIZ), atomic energy installations, previously established and announced, are not affected by this latest order.

The regulations require flights within or penetrating a Domestic ADIZ or entering the United States across an International Boundary ADIZ, to make the regularly required position reports if on IFR. The pilot in command of an aircraft flying DVFR (Defense Visual Flight Rules) shall not enter an ADIZ until he has reported to a Communications Station either (a) the estimated time, position and altitude at which he will penetrate the ADIZ, or (b) the time, position and altitude at which the aircraft passed the last reporting point along the flight path of the aircraft prior to penetration of an ADIZ and his estimated time over the next reporting point along the intended flight path of the aircraft.

United States aircraft entering the country through a Coastal ADIZ will report in the same manner as described above. Prior to entering the United States through a Coastal ADIZ, however, foreign aircraft shall make the same reports as United States aircraft or, in lieu thereof, the pilot in command of a foreign aircraft operating under either IFR or VFR shall report to an appropriate Communications Station when the aircraft is not less than one hour and not more than two hours average cruising distance along the most direct route from the United States.

Any person who knowingly or willfully violates any security control provision is considered guilty of a misdemeanor and, if convicted, is subject to a fine not to exceed \$10,000 or imprisonment not to exceed one year, or both. While the order goes into effect immediately, the Administrator of Civil Aeronautics has deferred the imposition of the penalty until January 15, 1951, giving the Regional Administrators a chance to conduct a pilot education program.

CIVIL SERVICE EXAMINING PROGRAM

Regional employees may find the following statistical information on the Examining Program conducted by the CAA Board of Examiners of some interest.

The big hurdle is now past history. With the exception of recent recruits, all of the Airport and Air Route Traffic Controllers, Aircraft Communicators, Radio Maintenance Technicians and Aviation Safety Agents now have permanent Civil Service status. A glance at the statistics will give some indication of how much ground has been covered in this area.

Two years ago we had 81 Radio Maintenance Technicians, 183 Traffic Controllers, and 169 Aircraft Communicators who did not have competitive Civil Service status.

For the Radio Maintenance Technician Examination, a total of 480 applications were received for review, which eventually resulted in the displacement of an estimated 20 Technicians.

In the Aircraft Communicator Examination, 432 applications were rated, with 154 being converted to competitive status and an estimated 15 displaced.

In the Airport and Air Route Traffic Controller test, 921 candidates applied for consideration. As a result of this examination, a total of 9 employees were displaced.

Despite the large number of candidates, the Korean conflict has taken its toll as far as the usefulness of the Aircraft Communicator and Radio Maintenance Technician Registers are concerned. Many people hesitate to accept a position assignment on an indefinite basis, and for that reason do not desire Federal positions. The Radio Maintenance Technician and Aircraft Communicator Lists are virtually depleted for the type of appointments which we are able to give. As a consequence, the reopening of these two examinations is imminent.

The Air Traffic Controller Register is quite adequate to satisfy our recruitment needs for a long period of time. This is partially due to the transfer of several Aircraft Communicators into Air Traffic Controller positions, which leaves outside recruitment from the Aircraft Communicator Register. Therefore, little use has been made of the Air Traffic Controller Register since the Displacement Program is out of the way.

Pending the establishment of the new Radio Maintenance Technician and Aircraft Communicator Register, we will be authorized to recruit qualified candidates from any available source.

CASH AWARDS

Two Regional employees, Carl E. Townsend, Maintenance Technician at Douglas, and Dorman E. Johnson, Aircraft Communicator at Arcata, received surprise Christmas presents. These presents took the form of \$10.00 cash awards resulting from practical ideas submitted for consideration through the Employee Suggestion Program.

Cash awards under the Employee Incentive Program are not restricted to the Christmas Season, however. It is merely a coincidence that the Townsend and Johnson awards came during the Yuletide Season. There are sixteen other suggestions floating in the winds right now, any of which might be worthy of cash award recognition. Practical, new, constructive ideas are encouraged. This is your opportunity to take a more active part in the progress of the CAA.

The Employee Incentive Board of the Region was formally organized recently. Al Horning of the Facilities Division was elected as Chairman and Bryan Jacobs of Safety Operations Division was elected as Alternate Chairman. Other members of the Board include Gordon M. Bain, Executive Assistant; E. B. Cole, Planning and Evaluation Officer; and Stan Boggs, Deputy Chief, Airports Division.

As Executive Secretary, Glyndon M. Riley of the Personnel Branch will be available to assist employees in developing their ideas for presentation to the Committee.

When you have a suggestion, don't fail to write it down. Every procedure and every piece of equipment we use is a result of someone's thinking. Unless you do something about an idea, it benefits no one. Here is your opportunity to benefit the organization and yourself.

With the delegation of authority to the Regions to make cash awards up to \$50.00, you should get much more expeditious treatment of your ideas.

SUGGESTION CHART

A chart has been prepared to reflect the percentage of suggestions submitted by employees of each Division to the Regional Reviewing Board. This chart will be reproduced in each issue of the Sixth Region News to show you the relative ranking of your Division in the Suggestion Program.

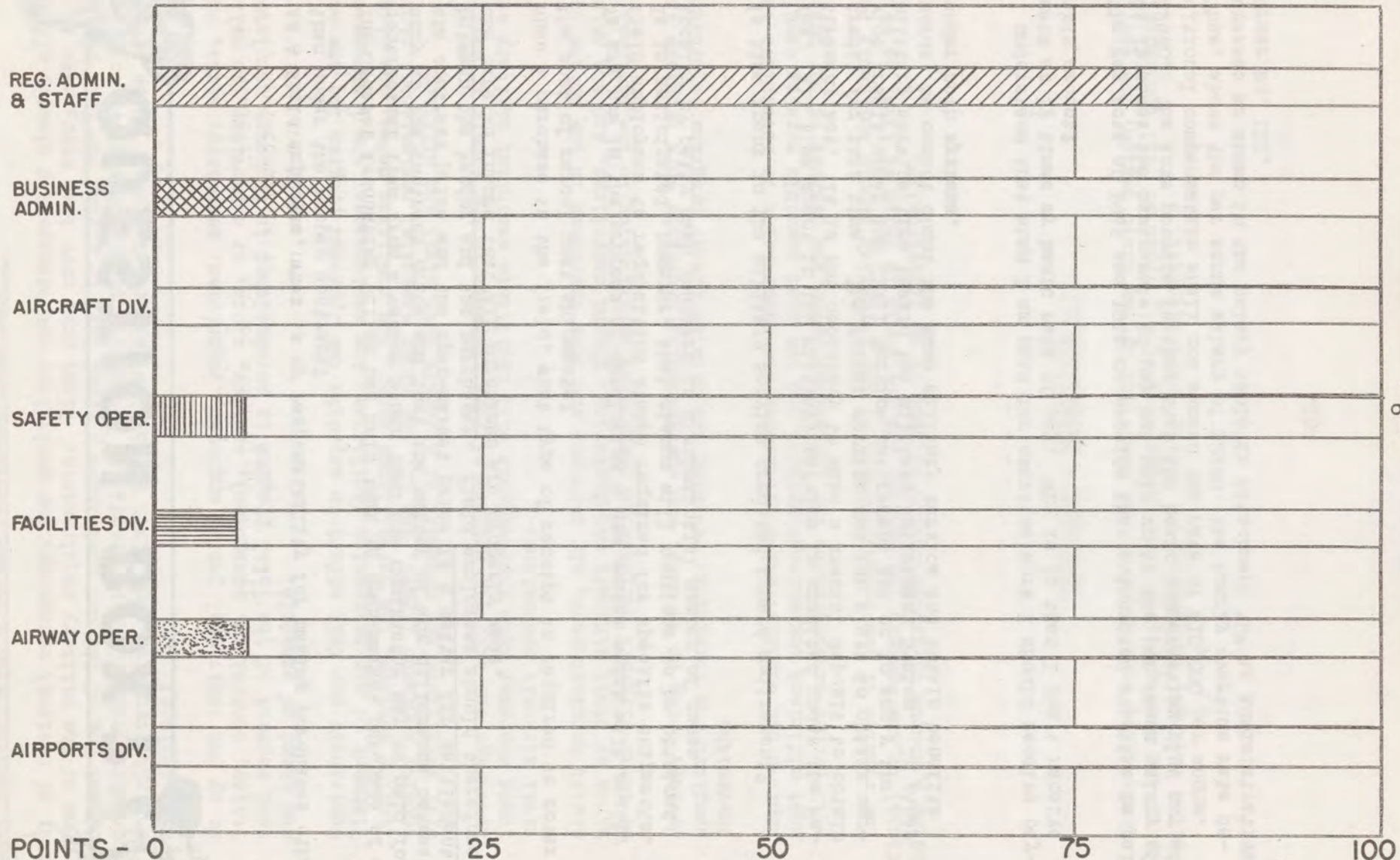
To balance each Division properly, a sliding scale of points per suggestion has been adopted. The chart opposite reflects the comparative standings as of January 1, 1951.

Any suggestion which you believe will improve the efficiency of the CAA, regardless of its type, should be submitted for consideration. It will not be necessary to obtain a cash award to have your suggestion count.

Get that idea factory working!

* employee suggestions

* REGIONAL SUGGESTION PROGRAM



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|---------------------|----------------------|---------------------------|-----------------|----------------------|--------------------------|---------------|---------------------|---------------------------|
| REG. ADMIN. & STAFF | POSITIONS FILLED 18 | CREDIT PER SUGGEST. 40.22 | SAFETY OPER. | POSITIONS FILLED 111 | CREDIT PER SUGGEST. 6.52 | AIRPORTS DIV. | POSITIONS FILLED 52 | CREDIT PER SUGGEST. 13.92 |
| BUSINESS ADMIN. | POSITIONS FILLED 105 | CREDIT PER SUGGEST. 6.89 | FACILITIES DIV. | POSITIONS FILLED 344 | CREDIT PER SUGGEST. 2.10 | | | |
| AIRCRAFT DIV. | POSITIONS FILLED 60 | CREDIT PER SUGGEST. 12.07 | AIRWAYS OPER. | POSITIONS FILLED 344 | CREDIT PER SUGGEST. 1.00 | | | |



QUESTION BOX?



- Q. As a field employee, what is my responsibility for making purchases other than under the proper contract?
- A. The General Accounting Office has held that an open-market purchase of a contractual item from a vendor other than the contractor may be paid for only at the contract price and that the matter of any difference between the contract price and the open-market price is a matter for settlement between the vendor and the purchaser. Field employees should therefore use care to insure that all purchases are properly made.
- Q. When I purchase in the field, what type of receipt is required to cover the cost of parcel post shipments?
- A. We are now in the process of developing a new system which will enable field employees to requisition stamps required for specific shipments. It is anticipated, however, that stamps will continue to be obtained locally by petty cash vouchers in a substantial number of cases.
- Q. Is time spent in the military service credited toward retirement?
- A. Yes. All time spent in the military service is credited under the Retirement Act. It is not necessary to make a special deposit to obtain credit for this time. The former service man can elect to obtain service credit under the Civil Service Retirement Act or to apply the military service time toward the Military Retirement System. In other words, he cannot count the same military service and obtain benefits under both systems.
- Q. I understand that when I am paid for overtime work I should receive payment at $1\frac{1}{2}$ times my basic rate of pay. Why is it that I don't receive this amount?
- A. The Pay Acts of 1945 and 1946 do provide that authorized overtime be paid at $1\frac{1}{2}$ times the basic rate of pay but only up to the per annum salary of \$2980. The Acts provide further that the basic compensation plus any additional compensation shall not exceed the rate of \$10,000 per annum. Thus, above the per annum salary of \$2980. the hourly overtime rate decreases as shown in the salary table in Attachment "D" to Administrative Order No. 122.

REGIONAL ADMINISTRATOR 'S COLUMN (Continued from Page 3)

In times of national emergency, our activities are necessarily closely affiliated with some of the military requirements. Right now, more than ever, each of us as an important cog of CAA can contribute a great deal by giving our full support to the accomplishment of the programs, and attainment of the objectives outlined for us. We might even list some Sixth Region New Year resolutions. These resolutions might well include:

Do my own individual job as engineer, technician, secretary, agent, communicator, controller, accountant, auditor, clerk, or supervisor, so well that each segment of the total program is accomplished in thorough completeness and ahead of schedule.

Contribute our full effort to expedite the approved program for the establishment of air navigation facilities, the omni-ranges, the instrument landing systems, the surveillance radar, the precision radar, the high intensity approach lights, and all the other essential navigational aids that will facilitate the movement of aircraft both civil and military

Encourage and actively process airport projects to the extent of available funds wherever such improvements will facilitate essential military and civil aircraft operations.

Assist manufacturers, air carriers and base operators in the active continuance of civil aircraft manufacturing, flight operations, and the maintenance of civil aircraft utilized in operations contributing to the national economy.

Revise, bring up to date, and energetically prosecute work programs to accomplish the foregoing, revising the related fiscal programs to conform therewith.

Improve our administrative procedures and supervision to accomplish the most efficient operational methods and the best possible working conditions with proper consideration for individual needs and desires of our people.

The results of the accomplishment of the foregoing should obviously be beneficial to the Agency, the nation, and the world in which we live, as well as providing a source of gratification to each of us individually.

WELL DONE - HANKSVILLE !!!

Hanksville, once known as the other end of the Sixth Region, now emerges as one of the most energetic and progressive of all INSAC's. All communicators have pilot ratings, in addition to owning their aircraft.

PERSONALITY OF THE MONTH

Dr. E. S. Adams

As Regional Medical Officer, Dr. Eldridge S. Adams probably knows more Regional Office employees by their symptoms than their names. He is the unofficial sounding board for all aches and pains.

In spite of his affiliation with the medical profession, the Doctor has devoted considerable time to learning the "ins and outs" of aviation and radio. As a holder of a multi-engine commercial pilot's certificate, his low certificate number (364) reveals that he is a veteran of the airways.

In addition, the "Flying Doctor" has followed "ham radio" for a good number of years and answers to the call W6CPH. His radio practice is rather unique in that he makes use of the old-fashioned CW system to the near exclusion of radio telephone. He is also an active participant in the Military Amateur Radio System at the Fourth Air Force, Hamilton Field.

Dr. Adams is not the only radio bug in the family; Eldridge Jr. is a top Radio Engineer with the Radio Corporation of America.

In his specialty, Dr. Adams is recognized as one of the foremost authorities on aviation medicine. While in military service as a full Colonel in World War II, he conducted considerable research in night vision and developed a test for retinal sensitivity and night visual acuity. He is justly proud of a life membership in the American Academy of Ophthalmology and Otolaryngology, and is a member of the Aero-Medical Association.

In his younger days, he was Mine Physician for the Copper Range Mining Company, Trimountain, Michigan; resident physician at the Illinois Charitable Eye and Ear Infirmary, Chicago; and Ophthalmologist at the Colorado Fuel and Iron Company in Pueblo, Colorado.

One of his most fascinating assignments was that of Aviation Medical Advisor to the Chinese National Government, Hangchow, China. While on this assignment, he made good use of his ham amateur radio station.

He was for a time, Chief of the Medical Section in the Washington Office of the CAA and migrated to sunny California in January 1946.



SALT LAKE CITY

Airport District Office: During the Fiscal Year 1947, a Class 2 Airport was developed at Moab, Grand County, Utah, under Federal Aid. During the preliminary planning of the project, CAA personnel questioned the advisability of developing an airport larger than Class 1; however, the County officials pointed out that they were some sixty miles from the closest railroad, that oil exploration was being undertaken, and that the movie industry was looking with favor upon producing motion pictures in the area due to local scenic wonders. It was the consensus of the County Commission that, if an adequate airport was developed even though private aircraft ownership was negligible, private ownership as well as commercial enterprises would make such a development economically sound as far as the community was concerned. The population of Moab itself is 1,084.

After due consideration, a Project Application for the development of a Class 2 airport with unpaved runway was submitted to and approved by CAA. The first year after completion of the project, two motion pictures were made in the vicinity due to the fact that the producers could transport stars, key personnel, and some equipment into the community by air. The County Commissioners' analysis of the production of these two pictures indicated that more money had been brought into the community than the community had put into the airport.

As a result, the Commission submitted a Project Application for paving the runway, which was 4700 feet in length and 80 feet wide, so that commercial flight operations might be conducted under all weather conditions.

Shortly after this second stage of development, Republic Pictures started making arrangements for the use of the airport so that the filming of the picture "Rio Bravo" might be undertaken at Moab. The studio had made a survey of other Utah locations offering the type of required scenery for the picture. These included St. George, but due to the fact that the CAA Intermediate Field was considered rather inaccessible from St. George and due to production limitations that developed at Kanab, Moab was finally decided upon for the location work. It is of interest to note that the final decision was based on the fact that an adequate airport was available.

Strange as it may seem, considering that the Moab Airport is Class 2, in transporting stars, key personnel, and some equipment in and out of Moab by air, in addition to smaller aircraft utilized, four DC-6's were landed on the airport during the filming of the picture.

This airport has additionally been used by aircraft in connection with oil and uranium exploration.

While this is only one example of what has been accomplished through airport developments in rather isolated areas, it does indicate what such developments can and do mean to the commercial and industrial development of some of the smaller communities.

Several years ago the University of Utah recognized a demand for the inclusion of airport engineering subjects in their curriculum. Professor A. Diefendorf, Dean of the Engineering School, established a short course which is now under the direction of Professor Harold Carter. The District Office of Airports has been called upon on many occasions to render various kinds of assistance in carrying out the teaching of this course. Information and source materials have been furnished concerning economic aspects, site selection, master planning, and other related subjects.

In our endeavor to render assistance, a class tour of all CAA activities and airport operations has been arranged for each class during the past several years. Arrangements are now being made for such a tour of CAA and airport activities on January 8, 1951.

We have noted with much satisfaction the interest of both faculty and students, not only from the standpoint of airport engineering, but in the many other phases of aviation, which has developed as a result of these conducted tours. It is the consensus of those of us in the District Office that results of our assistance have been most worthwhile in fostering aviation and have more than repaid any of us who of necessity have put in considerable overtime in order to provide the requested assistance.

Over a period of many years, airport control tower activities at the Salt Lake City Municipal Airport No. 1 have materially increased year by year. This, together with the development of new procedures and equipment to carry out such procedures, as well as other factors, resulted in the tower space becoming entirely inadequate for the purpose intended. Efficiency of tower operations was adversely affected, and it was common knowledge of all agencies concerned that some remedial action would have to be taken without delay.

The City of Salt Lake, recognizing the problem, submitted a request for Federal aid to augment its funds in providing a new tower. Simultaneously, the Neff Engineering & Construction Company of Salt Lake City was retained to plan and develop the necessary plans and specifications for the construction of the new tower. Also, at this time, the Facilities Division provided a temporary tower which was located on the northwest corner of the Administration Building.

A Grant Agreement covering the Federal aid was signed by the City on January 17, 1950, and construction was commenced on May 8, 1950. Many unforeseen circumstances of a technical nature arose, as well as non-delivery of certain materials which were in short supply. These factors have materially delayed the completion and commissioning of the structure.

Although equipment installation was not completed in final form, the new tower was commissioned on November 14, 1950. City officials are very proud of the new control tower, and CAA tower personnel now find themselves in the position to render more efficient service to the flying public than was possible in the previous cramped quarters.

HANKSVILLE

INSAC: The INSAC extension, seven-unit garage and the console installation have been completed. Ben Lobnow and his crew did a fine job on the console and associated equipment installation.

In recent months, the increase in aviation traffic, plus numerous inquiries by cross-country and local pilots, has warranted the possible installation of an aviation gasoline supply at our field within the very near future.

Hanksville communicators and pilots assisted in the search for an Air Force C-45 aircraft, missing since November 30th on a flight from Kirtland Field to Hill Field. The INSAC, together with Bryce Canyon, handled all relay instructions and information for the numerous military and private search aircraft.

The crashed C-45 was located, December 10th, by three shepherders, who reported its location to the Hanksville INSAC. After the usual alerting and coordination, Hanksville personnel assisted in the organization of the search party, collecting trucks and horses and furnishing a guide to the search scene.

Due to weather conditions at Hill Field, it was necessary for part of the Air Force rescue team to remain overnight here. The CAA families cheerfully accommodated them with meals and lodging. Hanksville INSAC received creditable mention from all Air Force personnel for its prompt, efficient and expeditious methods of handling all communications for ARTC and the military.

We are taking this opportunity to thank the communicators at Bryce Canyon for their complete and harmonious cooperation during this emergency as well as during other operations.

The first special buffalo hunt authorized by the State of Utah, centered around Hanksville, is now over. The net result: 10 buffalo killed - all between 1400 and 1600 pounds each. Station personnel were invited to a community buffalo barbeque after the hunt.

Two Bailey-type bridges are being erected by State engineers. One will span the Muddy River; the other, the Fremont River. This will decrease the distance from the field to Hanksville by three miles.

THERMAL

MTIC: Doubtless, the big news in local maintenance was MTIC Ledington being smitten by some vicious unidentified virus on December 9th. The Doc put him in the hospital for several days and shot him full of penicillin. He now prefers standing to sitting. He made it over the hump and is home again but the Doc says no work for about thirty days.

Tom Wilcox is down from DAG keeping up the voltage for the present. Tom, recently from Alaska, thinks it rather warm here; can't even drink coffee during this hot weather!'

INSAC: Had a most interesting few hours November 5th. On November 4th a troupe of local Boy Scouts were camping in the Santa Rosa mountains to the West of Thermal. During the course of a hike, three of the boys became separated from the group and spent the night and most of the next day wandering around the mountainside. Early on the morning of the 5th, an aerial search was organized and scoured the area without success. TRM acted as liaison between the aerial search, the local sheriff's office, local papers, photographers and a good portion of the residents of the valley. The Communicator on watch had a most enjoyable time. The boys were finally located by a ground party in the foothills near Palm Desert. They returned three much wiser boys. . . .

The Army Engineers are in the process of moving in with 50 to 75 men and a few helicopters. Understand it is a Charting mission, so the Thermal Airport may come to life.

Flight plan activity continues to center on the fabulous resort town of Palm Springs. The Salton Sea boat races caused a few extra folks to fly to our fair valley. The other day we saw something come to earth 'way over on the far end of the Field; we were sure it was "The Thing", but when it taxied in it was a Sea Bee!

DOUGLAS

INSAC: Monday, December 11, at 1635M, "Pop" Hall intercepted a message from Stinson 838C to Rodeo Radio; his message indicated that he was having motor trouble. Rodeo Radio advised that he could not read him enough to make an intelligent contact. Mr. Hall had Rodeo Radio to advise the Pilot that he was coming in here loud and clear and for him to change over to the Douglas Range frequency 379KC.

At 1640M, the Pilot contacted Douglas Radio stating that he was over Apache and that his motor was cutting in and out, expressing some doubt as to whether or not he could make Douglas. Hall advised a true heading of 240 degrees and that the aircraft was approximately 35 miles from the Bisbee-Douglas International Airport. The Pilot advised further that his altitude was 8000' and that he now thought he could make it into Douglas. The Bisbee-Douglas Operations Office was alerted for a possible crash landing and a broadcast was made advising all aircraft within a radius of 30 miles of Douglas to remain clear of the airport area as there was an aircraft in difficulty and endeavoring to make the airport.

At 1650M, the Pilot advised that he was losing altitude fast but that he had the airport in sight. He was advised to use any runway that he was lined up with and that an emergency crew was standing-by. At 1655M, the Pilot advised he had landed OK. He visited the CAA Communications Station and expressed his deep appreciation for the service rendered him, further stating it was a comfortable feeling knowing that CAA was standing by when a fellow found himself in difficulty.

Runways and other facilities at the Bisbee-Douglas International Airport and the Agua Prieta Airport were inspected in a two-day stay here by Allan F. Bonnalie, President and General Manager of Lamsa Airlines of Mexico (Lineas Aereas Mexicanas, S. A.). Mr. Bonnalie's Headquarters are in Mexico City.

Mr. Bonnalie was flying his own plane, a North American AT6. He is a Captain in the U. S. Naval Reserve and was a combat pilot during World War I, a total of 5 German planes to his credit.

Mr. Bonnalie commented on the completeness of the facilities at the Bisbee-Douglas Airport and by coincidence, a demonstration of the facilities was given during his inspection. A Frontier Airlines Charter DC-3 landed on its return trip from La Paz, Lower California, going through customs, immigration and agriculture inspection. Among the party aboard the Charter were Governor-elect of Arizona, Howard Pyle of Phoenix, and former Mayor of Douglas Ben F. Williams, and W. W. Patrick of Douglas. Mr. Bonnalie was guest for breakfast Thursday morning at the Gadsden Hotel when he explained to a group of business men of Douglas and Bisbee the international conditions affecting operations of airlines. Mr. Bonnalie was escorted through the CAA facilities here at the airport and expressed great enthusiasm over our ability to render excellent service to the flying public.

DAGGETT

INSAC: The following is a sequel to the Article entitled "The Day the Wind Blew (At Daggett)" which was published in the April Issue of the Region VI News.

Wednesday, December 13, began as any other normal day: at 0800P, the watches were changing; mail was being read; etc. Normal progress was the order of the day and continued until about 1000P, when it was reported that a fuse had apparently blown out in the wash-house (a strictly routine matter, since this is a resident station). The fuse was replaced, the circuit checked and the washing resumed.

During the return trip to the watchroom, a glance cast to the west brought a gasp of astonishment — Lo! and Behold, it appeared as though Los Angeles was moving into the desert, or had at least found some means of diverting the smog into the desert areas. Visibility westward was about two miles and at the end of the two miles, a virtual wall of fog and smoke. With a sagacious sniff of the air, though, it was noted that the odor was not that of smog, but one of gas. The alarm was given immediately, but, before five minutes had elapsed, it became necessary for Daggett to issue a Special Weather Report — "Ceiling Zero; Visibility Zero; Smoke." Naturally, speculations as to the cause of this rare phenomena were many and varied, ranging from Warehouse Number "13" at the Marine Storage Depot at Barstow having blown up, to an Atom Bomb attack.

At 1020P, the order to evacuate the area was given by the Marine Corps, and by that time, the majority of civilian residents from the Marine housing area had departed in search of a breath of pure, unadulterated, fresh air. The Marines were bringing in buses and trucks to complete the evacuation when, at about 1035P, an "As you were" was announced; the wind having shifted slightly in the meantime

to relieve the area. As a precautionary measure, however, vehicles continued to come in to the Station for immediate use if they should be required. Repeated attempts were being made to determine the cause of the apparent conflagration, and finally yielded the information that there was a disturbance of some sort at the U. S. Marine Corps Depot of Supplies, Barstow.

At 1050P, another wind shift brought the order to EVACUATE! By this time, almost everyone had left; considerable personal discomfort = such as eyes smarting, a burning sensation in the throat, and to some, an upset stomach = was more than the majority of people cared to endure just to "wait and see" how long the condition would last. Captain Russell, Daggett Area Commanding Officer, advised that the gas was of a chloral nature and was non-toxic at this distance; however, he advised evacuation in the interest of personal comfort. He further explained that this gas was lethal to man or mouse within a three-mile radius from the source. A gas mask was furnished for anyone remaining to man the Station; one man was left on duty, and the rest of the personnel were free to leave the area.

There is a Public School located on this Base, immediately adjacent to the housing area; school was dismissed at once, and all school children living on the Base were evacuated with their parents. However, there are about six children attending this school who live on surrounding ranches; these children were not evacuated, since it was believed that their parents would call for them. They, together with one of the teachers, were left in the schoolhouse. Noting the plight of the boys and girls, MTIC Fogg, with his radio-equipped truck, offered to provide the transportation necessary to take these children to their homes. The offer was accepted, and MTIC Fogg advised the INSAC of his mission in the event some of the parents should call for their children; he further advised he would maintain radio contact with the Communicator remaining on duty in case any assistance would be required (even though the Marines advised the gas was non-toxic, it was still GAS, and it affords a very odd sensation, to say the least).

During, or very shortly after, the mission of transporting the school children to their homes, a message was received to transfer Radio Technician Wilcox as soon as possible for emergency duty at Thermal, to report the 14th. The message was given to MTIC Fogg via radio, and a trip to the evacuation area, 8 miles west of the Daggett INSAC and near the place where the gas was originating, became necessary.

It appears strange to evacuate toward the source of the hazard, but in this particular case, the gas was rising and not coming back to the surface until it was about four miles east of the blaze. The Marine Corps knew that the people could escape contamination from the fumes at that point (near Barstow), but it was not known how far east it might be necessary to go.

As previously stated, Fogg departed for Barstow to look for Wilcox. With approximately 300 families evacuated from the Daggett Base, another 300 families from the Barstow Marine Base housing area, and approximately 500 residents of the town of Daggett evacuated to this area, to find Wilcox in this mob might be compared to looking for a haystack in a pile of needles! (As the Mounty terms it - "He got his man" !)

While passing through the town of Daggett, MTIC Fogg advised that a very grotesque and thoroughly unfamiliar scene greeted him; through the gas "clouds" he could see Marines, completely equipped with rifles and wearing gas masks, stationed at strategic spots at both private and public buildings. It looked as though the Marines had arrived; the town had been cleared of civilians. Later reports have it that approximately three people remained in the town, but were quite uncomfortable and spent the time indoors behind closed doors and windows. When approximately one mile west of the town of Daggett, THE MTIC advised that the area there was in the clear and that he could see the blaze which appeared to be in the river bed behind the Marine Base.

About 1300P, the wind shifted again and a short time later the area was clear of gas. At 1330P, the "All clear" was given, with the warning to remain on the alert for possible re-evacuation. The situation, however, was well in hand, and no further evacuation was necessary.

The origin of a "Cassy Day" at Daggett, it was learned, happened during the disposal of drums containing chlorate. Apparently a bulldozer blade - the "dozer" being used to bury such materials in the Chemical dump - punctured one of the drums, water contacted the substance, and --- then the EXCITEMENT. (The fire was completely extinguished the following day.)

Field news from a maintenance standpoint at Daggett just doesn't exist. Nothing ever happens; Routine this, and Routine that. I suppose we could get some alarms now and then - if we unscrewed the alarm levels.

Not too far associated from maintenance is the existing relationship between the U. S. Marine Corps Storage Base and the CAA, as a whole. This comes in handy at times, considering that the U. S. Marine Corps Area, Daggett Annex, completely surrounds the CAA holdings at the Daggett Airport. However, where we were on good terms before, we are now in "solid" if you know what we mean.

It all goes back to the first week in August. MTIC Fogg was making last minute scroungings for a ten day camping trip; two cots were badly needed. Captain Russell, OIC, U. S. Marine Corps, Daggett Annex, and Colonel Allen, Commanding Officer of the Area, were at the CAA Station, awaiting the arrival of a plane. Colonel Allen overheard a request by Fogg, made to Captain Russell, for the loan of two cots; whereby Colonel Allen remarked, "Fogg, if you could scare up some electronics personnel, I'll deliver to you a truck load of cots." Further questioning brought out the facts that the Electronic Repair Shop, Barstow Base, was in desperate circumstances to meet a deadline on shipments of some 180 units of armoured equipment. (By the way, this equipment went in at Inchon, Korea.) Each piece of equipment had to have installed and tested: transmitters, receivers, intercoms, etc., prior to shipment.

Hurried calls were placed to the Branch Chiefs of Communications and Maintenance and the "go ahead" signal was given. The following morning, the CAA personnel arrived to perform any duty to assist.

The U. S. Marine Corps Electronic Repair Shop was caught with its parts down. Four CAA personnel with tools and soldering irons hit the ball 7:00 am, August 3rd, and 16 hours later, out first day's work was done. A mid-night dinner was served to over forty electronics personnel assembled from all over the West Coast and brought to Barstow to meet the deadline. August 4th was a repetition of the first day, only this time we had fried chicken for the mid-night dinner.

August 5th the results began to show; tanks and amphibious vehicles were moving in and out of the Electronics Shop with precision; order appeared out of chaos; the deadline would be met. This was to be our last day - two persons, Townsend and Bill Atkins, worked around the clock on the last day, arriving home at dawn.

The following CAA personnel took part in this emergency detail:

| | | | |
|-------------|------|----------------|------------------|
| S. F. Fogg | MTIC | C. T. Townsend | Radio Technician |
| D. R. Scott | RMT | Wm. Atkins | CACOM |

In the meantime, letters of "Well done" addressed individually to each person, have been received from J. S. Marriott, Regional Administrator, CAA; Brigadier General F. S. Robillard, Commanding Officer, U. S. Marine Corps Depot of Supplies, San Francisco; and General C. B. Cates, Commandant of the U. S. Marine Corps, Washington, D. C.

DIVISION HI-LITES

LEGAL DIVISION

Two aircraft in California were seized to secure payment of civil penalties. One seizure involved an airplane operated by Atwood Aviation, Inc., crop dusters of Salinas. The proposed offer in compromise for the violations involved in this case was \$100. We understand that this sum has been tendered since the plane was attached.

The other aircraft seized was a C-46 used in trans-continental non-scheduled operations by Arrow Airways of Burbank, California. This aircraft was involved in forty-seven violations of the flight time limitation rules and the enroute weight limitation rules. Our suggested offer in compromise for these violations was \$11,500.

Attended the Regional Attorneys' Conference held in Washington, D. C. the week of December 11.

SAFETY OPERATIONS DIVISION

The Director, Aeronautical Center, has requested that several of their Instructors be assigned to this Region for a two weeks' tour of duty. Accordingly, the following details have been made: On December 18, 1950, Agent Instructor

V. W. Holden reported to the Ontario Aviation Safety District Office for in-service training pertaining to airman activities; Instructor John N. Temte will be detailed to the Los Angeles Aviation Safety District Office (Air Carrier) on January 2, 1951 for in-service training in air carrier maintenance functions; and Agent Instructor H. C. Wescott is scheduled to arrive here January 15, 1951, for a period of in-service training in flight operations activities at the San Francisco District Office.

Agent Hudson participated in tests December 13, 1950, with Mr. C. W. Butler of Airport Lighting Section, of battery-operated emergency runway lights at Rosamond Dry Lake. The results of the test indicate that these lights are exceptionally well suited for use in emergencies at any airport or for feeder or private airports where other lights are not economically justified. The Military is also investigating the lights for its use, as is the Civilian Defense Agency.

Flight check of the proposed ILS installation at Burbank was made in UAL aircraft at the request of Air Transport Association December 15, 1950. CAA Flight Operations, Facilities and ATC personnel participated. As a result of discussion and the flight check, agreement was reached.

Flight Operations personnel made a flight check of proposed instrument procedure at Flagstaff, Arizona, utilizing Frontier Airlines "H" facility. This check was made at the request of the Fifth Region, and the procedure was found satisfactory.

Final flight checking of enroute and altitude change radials is now in progress on the proposed VOR airway, San Diego - Douglas. Meetings will be held with Air Force representatives at Tucson to resolve problems relative to Sahuarita danger area lying within the proposed airway in the vicinity of Tucson.

There has been an almost unanimous opposition to the rescission of CAR Part 51, Ground Instructor Rating. The majority of the District Offices are opposed to the elimination of this rating. The trend seems to be to raise the standards of the ground instructor rather than to abolish the rating. If the ground instructor rating is eliminated, it may mean that many schools, having V.A. contracts or State training, will have to employ instructors who hold State teaching credentials. The effect of applying existing State teacher credential requirements upon Aviation Ground Schools is being investigated further.

Over 1,500 questions and comments in connection with the proposed new private pilot written examination were submitted to Washington. There was considerable unanimity of opinion among both Agents and other interested parties favoring: (1) a written examination, (2) revision upward of the private pilot requirements, and (3) alteration of the flight test with emphasis on cross-country and practical maneuvers. It was our recommendation that a written examination be prepared, with multiple choice questions covering simple weather problems of a practical nature; review of CAR; practical cross-country problems; use of aids to flight; practical engine problems; use of radio and safety factors. It was also recommended that the flight requirements be revised and the flight test include additional cross-country experience, additional flight time and modification of present maneuvers.

Regarding the Loran Course offered by the Maritime Administration, Agent Leckie has taken the training. He advised the course emphasizes theory rather than practice. It is not planned to assign any more Agents to this training.

Western Air Lines suffered a propeller failure on one of their CV-240 aircraft. This is the first failure of this nature that is known and, until the results of the Bureau of Standards investigation are made known, no corrective action is being taken.

Considerable effort has been extended in the establishment of a program for determining that certain engines used in air carrier service deliver rated power. We have found that some of the scheduled air lines have conducted an extensive testing program in this regard.

AIRCRAFT DIVISION

The Northrop Company is in the process of completing certain engineering re-works on all of the Model YC-125 aircraft preparatory to delivery to the USAF without CAA certification. At the request of the USAF, this office is acting in an advisory capacity in regard to certain of the changes being made as a result of CAA flight tests. Primarily, these changes have to do with unsatisfactory fuel drains and carbon monoxide.

The Convair Turboliner has been completely assembled and now is being prepared for the first flight which will be made as soon as the aircraft is considered ready.

A qualified Type Inspection Authorization has been issued on the Douglas Model DC-6A. A large amount of performance testing already has been conducted on this aircraft and the flight characteristics investigations now are under way. An Air Force Evaluation Board conducted a study of this aircraft to determine its applicability to military transport problems. At the request of the USAF, CAA engineers acted as consultants during this study.

A demonstration was made on the Douglas YC-129 (Air Force version of the Super DC-3) before a Military Evaluation Board to demonstrate the ability of this aircraft to operate from a restricted area. A take-off was made with the aid of fifteen JATO bottles and the landing was made with the assistance of a large diameter deceleration parachute. The test results were quite spectacular.

Technical data submittals pertaining to the R4D-8 (Navy Super DC-3), R6D-1 (Navy DC-6A), and DC-6B were limited during this period because of the fact that Douglas concentrated almost all of their engineering efforts on the completion of the substantiating data for the DC-6A. Now that the TIA has been issued on the DC-6A, it is understood that emphasis will be returned to these other projects.

The contract for the revised version of the Hiller Model UH-12 helicopter being procured by the Navy on the basis of CAA inspection and flight tests has been increased to 50 helicopters. It is understood that future delivery of civilian helicopters may be severely curtailed due to the priority of the military demands.

Design work on the Lockheed Model 1049 Series is continuing. During the month, a Military Evaluation Board from the USAF conducted a study of the applicability of this aircraft to the military transport problem. CAA consultation was requested during this survey. Lockheed now has orders for 50 aircraft of the 1049 Series, in addition to 21 aircraft of the 649 and 749 Series.

Intercontinental Airways have completed the modification of their first C-69 airplane into a Lockheed Model 049 airplane, and this aircraft has been exported. Work on the other three aircraft is continuing.

AIRPORTS DIVISION

Task Group D of the National Security Resources Board, held meetings in San Francisco - Oakland on December 5 and 6; Los Angeles, December 7; and Long Beach, December 8, 1950, for the purpose of making an on-the-scene survey of the San Francisco, Oakland Municipal, Los Angeles International, and Long Beach Municipal Airports. This Division assisted in the preparation of the National Security Resources Board, Air Transportation Mobilization Survey Airports Facilities Summary. This was a Confidential report, the Long Beach report being submitted to Washington on December 20; Los Angeles report, December 21, and the San Francisco-Oakland report to be submitted on December 22.

Defense manufacturers have expressed interest in leasing certain facilities located at Falcon Field, Mesa, Arizona.

The Military has started preliminary negotiations for their use of Shafter-Kern County (Minter Field) Airport, Shafter, California, on an exclusive use basis. We were advised by the Army Engineers that the Military wishes to use the Camarillo Flight Strip, Oxnard, California, on a joint civil-military use basis.

Mr. Charles Winger, Assistant to the Administrator, and Mr. Merle Hemphill, Deputy Director, Office of Airports, visited this Region and conferred with Messrs. Hook, Barr, and St. Clair concerning the Corning land acquisition project, future programming and other matters pertaining to the Airports Division.

Airport Operations Officer Barton attended the semi-annual meeting of the California Association of Airport Executives held in Chico, California, December 7 and 8.

The Chief of the Airport Planning Branch attended the Fourth Region District Airport Engineer's meeting held in Fort Worth, Texas, December 5-8.

Airport Management Consultant Hicks met with officials of Riverside County and the U. S. Corps of Engineers regarding the leasing of a portion of the former Thermal AAF Base to the Air Forces on a non-exclusive use basis.

The Airport Engineering Branch devoted some time experimenting with a portable battery-operated aviation light manufactured by Light Products, Inc. The purpose of the light is to provide an economical marking of temporary landing strips or an emergency rehabilitation of existing lighting systems in the event of war or sabotage damage.

The 1951 National Airport Plan has been completed by the District Airport Offices, and it is anticipated that the Plan will be reviewed by the Regional Administrator's Staff during the week January 25, 1951. The tentative 1952 Program is now being prepared in the District Offices and must be submitted to Washington no later than January 15. A review of this tentative Program by the Regional Administrator's Staff should be accomplished during the week January 8 - 12, 1951.

AIRWAYS OPERATIONS DIVISION

Captain G. C. Miller, Navy representative of the Air Navigation Development Board, visited the Regional Office December 7th and 8th. He was interested primarily in discussing operational features of the electronic aids which are being developed. During his stay he visited several electronic equipment factories and also observed operation of the radar equipment in the Los Angeles Airport Control Tower.

Actual construction of the new airport traffic control tower structure at the Oakland Municipal Airport began December 19.

The Los Angeles Center air-ground radio installation has been completed and is in the final stages of testing prior to commissioning. This communications facility operates on 120.3 mc.

On November 30, the mechanical interlock installation between the Salt Lake ARTC Center and Airport Traffic Control Tower was completed. The Air Traffic Control Branch has issued instructions covering the operation and use of these interlocks.

Mr. Glenn Simonson, Chief of the Oakland ARTC Center, has been detailed to act as CAA Liaison Representative with the Western Air Defense Force.

FACILITIES DIVISION

Flight checks of three VOR sites in the Point Reyes area all produced marginal results. We discontinued further testing pending assurance that Navy danger areas will be withdrawn so that the VOR could be utilized if built. Tests set up at Camarillo were next flight checked and, although good signals were received 20 miles west of Los Angeles at 3,000 feet, the course north toward Lebec and Coalinga was badly broken up. Apparently, we will have to make ground surveys for possible mountain-top sites in the area. A satisfactory recheck was made of the proposed Ontario VOR site and we will now proceed with the construction of this facility. Plans and proposals are complete for the permanent ILS on Runway 25L at Los Angeles and plans have been completed for the Burbank ILS installation.

We have received bids for the construction of the Arcata high intensity approach light system, but the county has not yet completed necessary land acquisition. We plan to award the contract so that construction can proceed with associated ILS cable installation on the airport while awaiting completion of the county's negotiations.

We are readvertising the Winslow INSAC building improvements and may do some of the required electrical conduit installations and rough repairs by force account to permit our console installation crew to get into Winslow on schedule. All work has been stopped on the Ontario ILS following the commissioning of the outer localizer and both markers. Preliminary tune-up of the localizer disclosed the fact that Gilfillan was operating their automatic GCA control circuit on 108.3 mcs, causing severe interference to our localizer on 108.7 mcs. We had no prior knowledge of Gilfillan's use of this frequency which was apparently authorized by the Air Force representative and since it interferes with the effectiveness of the localizer on temporary frequency 108.7 mcs, or the alternate permanent frequency of 108.1 mcs, we are referring the entire matter to Washington.

The improvement of the Oakland and Ukiah VOR's and the construction of the Coalinga facility are progressing on schedule.

The relocated Salt Lake City VOR flight checked satisfactory; commissioning is being delayed pending power line extension to the facility. Relocation of the Cedar City INSAC to the new administration building was begun on schedule December 11.

Washington has just provided three additional GS-9, Relief Maintenance Technicians, to augment the Oklahoma City Training Program. Since we are up to quota on our ILS-VOR participation, these positions will be utilized to increase our participation in the DME course.

Washington approval of our reprogramming of surplus personal services funds and the deficient "other objects" account has permitted us to resume normal maintenance activities which had been curtailed due to lack of force account and supplies and materials funds.

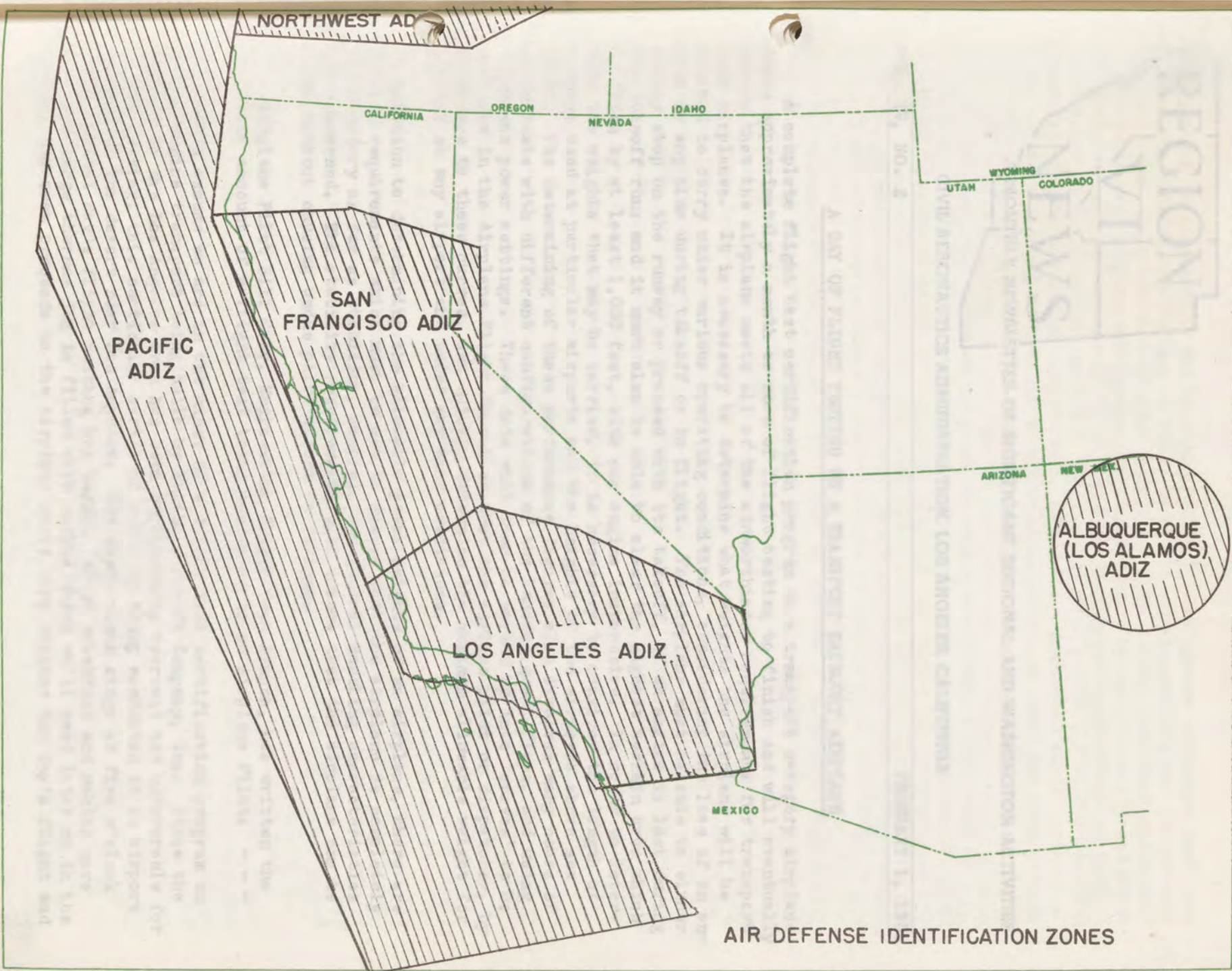
BUSINESS ADMINISTRATION DIVISION

It is becoming increasingly difficult to purchase certain electronic parts through wholesalers without a DO rating (hardware items have not been affected quite so much as yet). This is reflected in the large quantity of "no bids" being received and bids qualified to the extent that delivery is predicated upon our furnishing a DO priority. This, in turn, accounts for the increased amount of time we are required to spend securing prices and delivery for commodities, which is, in turn, resulting in an increased backlog.

Invitation 6-51-186 for construction of a VOR Radio Range Facility at Ontario, California was mailed to prospective bidders on December 22, 1950. Bids will be opened January 16, 1951.

Renovation of the Control Tower Building at the Winslow, Arizona, Airport is being readvertised under Proposal 6-51-188, deleting many of the items previously included. The proposal was mailed to prospective bidders on December 22, 1950 and bids will be received until January 4, 1951.

Two films, Basic Electricity and Basic Electronics, were shown to Hangar personnel to acquaint them with the new Bendix electronic auto pilot.



AIR DEFENSE IDENTIFICATION ZONES