REGION VI NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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## NEW COMFORTS FOR RIDERS IN THE SKY

What Borg-Warner Corp. does for the automobile industry, can be found in a parallel of what AiResearch does for the airplane industry. It all adds up to greater riding and flying comfort for us on our business and pleasure trips.

AiResearch Manufacturing Company, a division of The Garrett Corporation, was organized in 1939 for the express purpose of researching and developing high altitude air control problems. Since that time AiResearch has broadened its scope of operations and facilities considerably. Today they employ more than 3,000 scientists, engineers and skilled craftsmen in a modern plant and laboratories located at 9851 Sepulveda Boulevard adjacent to the Los Angeles International Airport. In addition, leased quarters in various sections of the city house several production and service units. Nearing completion is the new plant of the AiResearch Manufacturing Company of Arizona at Phoenix, which will add an additional estimated 3,000 persons when in full operation.

The basic problems at AiResearch have been: (1) How to make possible flight at higher speed and (2) Flight at higher altitudes. As airplanes continue to fly higher and faster, means must be found to counteract the extreme differences encountered in temperature, pressure, density, air flow and related factors which affect the mechanical functions of the airplane, as well as the passengers and crew.

Currently AiResearch is producing more than 750 different products with many variations. These products fall into eight basic categories (as illustrated on page 5): Air cooling turbines (aircraft cabin refrigeration); cabin pressure controls (aircraft cabin pressurization); superchargers (aircraft cabin pressurization); heat transfer equipment (oil temperature regulating systems and air-to-air and oil-to-fuel heat exchangers); electrical power units (actuators); electronic equipment (temperature and pressure sensing controls); and gas turbines and air turbine starters and motors (aircraft auxiliary power). (Continued on page 4)

# INTRODUCING ~ Cmdr. Max I. Black

## A LEADER IN THE CALIFORNIA CIVIL AVIATION SCENE —

September, 1950 - hostilities in Korea had continued for three weary and desperate months. Of course everyone had been aroused and concerned at first, but Korea was a long way away. And after the initial excitement, the general public feverishly tried to relax into its accustomed pattern of life.

But not all of the public. The seriousness of the situation called for thoughtful contingency planning by alert and thoughtful groups. So at that time, three weeks after the CAA Aviation Development Advisory Committee had presented to the Administrator of Civil Aeronautics and made public its report on aviation in civil defense, Commander Max I. Black, (USN Retired), Southern field representative of the California Aeronautics Commission, assembled together such a group in his offices at Burbank.

It wasn't a large group. A friendly, a serious group, yes, befitting an assembly met to discuss and to deal with grim problems created by worsening world tension. Gathered around the conference table were forty representatives of all segments of aviation - Air Transport Association, Sheriffs' Aero Squadrons, Flying Farmers, California Association of Airport Executives, Aviation Trades Associations, aircraft manufacturers. It did not take this vitally concerned body of flying citizens long to unanimously resolve that they could best contribute to the State's defense picture by somehow mobilizing civil aircraft for disaster relief and security control.

To prepare a plan to this end, they designated Commander Black, who requested the assistance and collaboration of Mr. Elwood Cole, Planning and Evaluation Officer of our Region. The latter was assigned to the project full time. Six weeks and much intensive work later, on October 30, after coordination with all segments of the military, the California Civil Defense Plan for Civil Aviation evolved and was adopted by the State Aeronautics Commission. It was immediately forwarded to Governor Warren with the recommendation that it be embodied in the Civil Defense Plan for the State, and also forwarded to our Washington Office. The Emergency Aviation Council, through the Administrator, now has issued a model plan to all Regional Administrators with the request that they initiate action with all affected personnel in order to encourage implementation of a similar plan in other States.

Of the 6,480 civil aircraft registered in California, 5,500 to date are participating in the Plan, with this number increasing daily. For each of these planes, the Commission maintains a comprehensive, up-to-the-minute record covering type, model, passenger capacity, owner and his occupation, use made of the aircraft, location by airport and by master control airport. Thus, in any of the conditions, immediate action can be taken for aircraft utilization as planned. (Continued on page 20)

# Regional Administrator's Column

There was an important Regional Administrators' Conference during the week of June 18. It was important because it was the first such meeting since Mr. Horne became Administrator, and present and future policies of the agency were discussed. Mr. Horne made it very clear that he expects all personnel in the CAA to accept the responsibilities of their positions, and the authority to perform the functions of their assigned duties is delegated to them in accordance with prescribed policies established by the Washington Office and the Regions. It is his desire that the policies and guide lines which need to be established be as simple and clear as possible in order that everyone will have a proper understanding of his authority and responsibility.

Mr. Horne proposes to have the Washington Office Directors make periodic functional surveys within their areas of responsibility, both in the Washington Office and in the Regions. Following receipt of the reports of these functional surveys in the Regions, he himself together with a few members of his management staff will make periodic management surveys of the Regions. He has already set up a schedule of weekly conferences with his Program Directors and administrative groups.

A number of things of immediate importance to the Regions were discussed. One of them was the proposed integration of the Airways Operations Division. The proposed organizational structure was reviewed and after a few minor modifications, was adopted in the belief that it would be a more efficient method of operation than our present system. The modifications involved are not radical and can be effectuated with a minimum of disruption. The changes will require some additional training of supervisory personnel, particularly the District Supervisors, since they will be responsible for all Airways Operations activities in their geographic area. The change will not be made immediately because of the necessity for first reclassifying the key positions, after which a selection process will be established to insure fair and equitable treatment of all concerned.

In the area of Aviation Safety, a proposal had also been made for some modifications in organization, both in the Washington Office and in the field. After carefully considering all the aspects of this proposal, the Administrator decided that no change would be made at the present time.

Preceding and during the week of the Regional Administrators' conference, other meetings of special significance to CAA were being held. The Air Navigation Panel of the Air Coordinating Committee was studying the program for discontinuance of low and medium frequency radio ranges. Definite policies relative to this program were adopted on Thursday, June 21. Full details regarding this program will be distributed in the near future. For your advance information, the study by the Air Navigation Panel disclosed that the users of the air space, and particularly the military, would not be ready to convert to the omnirange system as the primary system for

(Continued on page 13)

New Comforts for Riders in the Sky (Continued from Page One):

Just how successful AiResearch has been in solving the problems of air conditioning, pressurization and automatic controls for high-speed, high flying aircraft to date is a matter of record. Virtually all new commercial and military aircraft, piston engine or turbine powered, now flying or under construction are equipped with individual products or integrated systems designed, engineered and manufactured by AiResearch.

Of special interest in commercial airline circles is the new Convair Turboliner equipped with a low-pressure pneumatic self-starting system, making it the first turbine propelled airliner in the world capable of continuous operation without ground starting power. For the first time in commercial type aircraft, it provides an unlimited number of consecutive starts, dependent only on the fuel supply carried for the main power plants. In addition to being airborne because of its light weight, it insures dependable self-starting and auxiliary power over a complete range of ambient temperatures, being as efficient at minus 65 degrees as otherwise.

Much of the cabin pressurizing and air conditioning development has fallen to AiResearch for military, as well as commercial aircraft. Midget refrigeration turbines, some weighing less than five pounds and operating at speeds in excess of 100,000 rpm can convert air heated to a temperature of 600 degrees to a temperature of minus 30 degrees in the matter of a second.

The concerted efforts of AiResearch are once again being keyed to the military expansion program which includes not only aircraft but guided missiles. In production for some time have been induction alternators which supply electrical energy to the complex and intricate electronic "brains" of these pilotless craft. AiResearch has also pioneered and tested an auxiliary power system to furnish both hydraulic and electrical energy in a small compact package.

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## SKY HARBOR AIRPORT, PHOENIX, ARIZONA, BUSIEST AIRPORT IN REGION 6 AND THIRD IN TRAFFIC IN THE UNITED STATES

A recent four year analysis of traffic movement on airports serving the twenty-five largest cities in the United States, in relation to traffic on Sky Harbor Airport, completed by Walter Fulkerson, Airport Manager, places Sky Harbor in third place in the United States and first place in the Sixth Region.

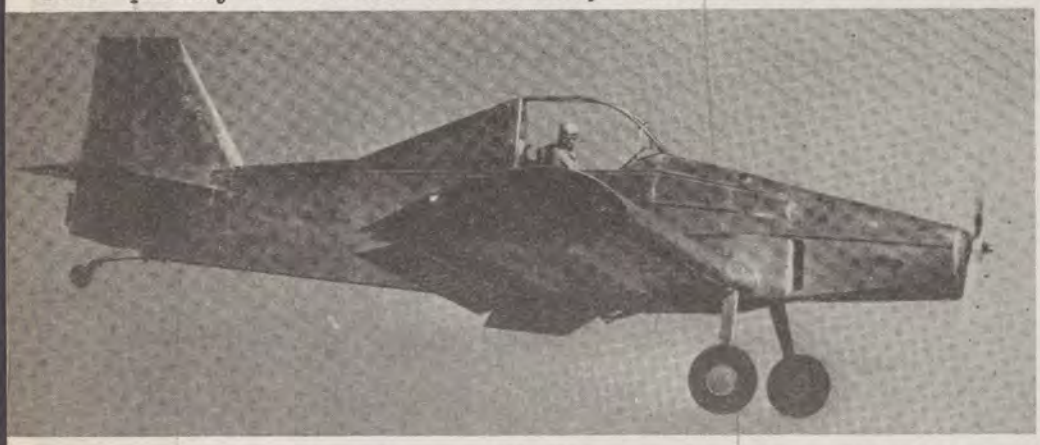
Sky Harbor has 33 air carriers scheduled per day and an average of 30 transient planes each night parked on the line.

Ranking ahead of Phoenix are Cleveland, with an average of 397,770 take-offs and landings a year in the past four years; and Detroit, with an average of 302,201 a year. Phoenix averaged 276,974.

## CAA DEVELOPS AGRICULTURAL PLANE

Early in 1950, the Civil Aeronautics Administration undertook the development of a plane to be used for dusting, spraying, seeding and fertilizing of crops.

Broad performance qualifications were listed originally by the operators, farmers and CAA Safety Agents. The National Flying Farmers Association proposed the development, on the basis of its experience with general spraying and dusting operations, which, up to now, have been carried out in war-surplus planes and small personal planes converted for the purpose. The ideal agricultural plane, they said, should be able to spread its load at a low speed, safely fly at low altitude, be able to zoom quickly at the end of the run, and have excellent maneuverability in turns in order to save time. In addition, the plane should provide good vision for the pilot and be easy to load; it should be rugged and designed to give long life with minimum maintenance of the sort that can be carried out in the field.



The contract was placed with the Texas A & M College Personal Aircraft Research Center at College Station, Texas, where on December 1, 1950, the plane received its first flight test. Assisting the Texas A & M were a number of manufacturers who substantially contributed toward equipping the plane with latest type of equipment. These manufacturers and their contributions are:

| | | |
|---|---|---|
| Beech Aircraft Corporation | - | rudder pedals and brake equipment |
| Continental Motors Corp. | - | engine |
| Cessna Aircraft Corp. | - | landing gear and service |
| Aeronca Aircraft Corp. | - | engineering service |
| U. S. Rubber Co. | - | tank liners |
| Goodyear Tire & Rubber Co. | - | wheels, brakes and tires |
| McCauley Propeller Co. | - | metal propeller |
| Koppers Co. | - | aeromatic propeller |
| Safe Flight Instrument Co. | - | pre-stall indicator |
| Vic Pastushin Ind. Inc. | - | adjustable 40-G seat |
| American Seating Co. | - | inertia reel for shoulder harness |
| Aircraft Conversion Co. | - | instruments. |

In addition, the Cornell University Medical College assisted materially in assuring pilot protection.

The plane has a wing span of 39 feet; length 29 feet 8 inches; height 8 feet 7 inches; empty weight 1,900 pounds; gross weight 3,400 pounds and fuel capacity of 48 gallons. It has a maximum speed of 115 mph; cruising speed of 100 mph; operating speeds of 60 to 90 mph; landing speed of 45 mph; rate of climb 600 fpm; service ceiling of 12,000 feet; cruising range of 400 miles; and a takeoff distance to a height of 50 feet at 1,300 feet. (Continued on page 24)



GPO 86-103539

## AREA FAMILIARIZATION FLIGHTS BOOST COMMUNICATOR EFFICIENCY

As a part of becoming an Aircraft Communicator and maintaining proficiency, personnel working in the Communications Stations are expected to be familiar with terrain features within a circle of 200 mile radius from the station to which assigned. Since the familiarity is to permit communicator personnel to render reliable flight assistance to airmen, gaining terrain knowledge from the air is best.

Here is an "Area Familiarization" flight which communicator personnel stationed at Gila Bend, Arizona, recently made, as described by Chief Aircraft Communicator Ralph J. Vroman.

"What has the Dawn Patrol got that we haven't? Here we are with sleep seeds still in our eyes yawning our way toward Nan 7456 King to pace the skies.

"Aircraft Communicator Eugene C. Floerchinger has an alert look about him, a computer in his hand, and some Sectional Aeronautical Charts under his arm - all set to co-pilot navigate this flight, while Aircraft Communicator Melvin J. Richardson and the Chief Aircraft Communicator ride close herd from the rear seat.

"This has dawned an ideal day with the surface inversion about fifty feet above the ground. It should be smooth sailing. We snap our safety belts, run through the warm-up and cockpit check and skip down the runway to part company with the ground at 5:56 a.m. We have received our pre-flight briefing from Daniel Davis by telephone and have plotted our course according to the information supplied by him. It appears that we will have good weather with light winds up until 10:00 a.m. after which the surface winds should pick up and become slightly gusty.

"At fifty-eight minutes after five we are intersecting the shrouds of smoke laying in thin layers and marking the top of the inversion. The sun is already sending up convection currents to disperse these wisps.

"At six zero one, we call Gila Bend Radio to open our flight plan by giving the time off the ground and furnishing our Blythe estimate.

"At five minutes past the hour we are over the cultivated area of the Dendora Ranch with the Painted Rock Mountains ahead. We have left Woolsey to our right and the Harquahala Mountains to the distant north northwest.

"Six eleven finds us about to intersect the northern branch of the Southern Pacific Railroad angling down toward Yuma from Phoenix with Hyder up to the north. We recall how, when a B-29 exploded at seventeen thousand feet, 20 miles North of there, from information furnished by our station, Buddy Hunt was able to alight at the site, pick up one of the two only survivors of a crew of sixteen, and fly him to the hospital and how our Maintenance Technicians Ken Willits and Carl Porep hastened to the scene in our radio equipped truck and were the only source of communications throughout the day. We are now leveling off at six thousand eight hundred feet and the terrain is becoming rough below and up ahead.

"At six twenty one we are over a wide open expanse of desert and a veil of cirrus clouds is creeping over the northwestern horizon. Off to the west-southwest, Castle Dome is standing like a sentinel on the desert, visible for miles, and not apt to be confused with other peaks. Ahead, just off to our right, we can identify the Kofa Mountains. (Continued on next page)

At six twenty seven, we call Gila Bend Radio and report our position. How wonderful it is to have two-way radio equipment in an airplane! It is now six thirty five and we are skirting the edge of the Kofa Mountains, standing like miniature Tetons, a wealth of palisades and craigs, guarding minerals for the miners and geode deposits for the "rockhounds". We can see two of the three mines we know should be visible on their southerly slopes.

At six forty we are still along the Kofas and note that Castle Dome is almost due south of us now. At six forty four we are over an excellent check point. Here we have a pipeline, paved road, and an old dirt road paralleling each other running north and south to link Quartzite with Yuma and the Colorado River is now visible off to the northwest.

At six forty nine we spot Blythe over our nose and at fifty two we start to descend. We cross the Colorado at fifty five and call Blythe Radio for landing information. This saves circling the field, looking for the wind indicator, and taking note of any ground traffic.

We glide in and settle on the runway at 0702M and razz Gene because he has missed his estimated time of arrival by one minute - really we are well pleased with him. We find Glenn Cooper holding down the watch at Blythe with his fishing pole protruding from the window of his car because he intends to catch a few perch on the way home. That almost causes Gene Floerchinger to negotiate a swap for Blythe.

We would like a cup of coffee before starting our next hop - a long rugged one on a direct course to Prescott, Red Airway 15 to Phoenix, and direct to Gila Bend. This requires a little waiting as we have arrived before cafe opening time, but we do get one while they refuel the Pacer. While waiting, we hangar fly a little with a couple of crop-dusters who have already gotten their day's work in and who refer to our plane as a Piper "Snapper". Something new has been added!

We file our flight plan with Blythe Radio, making a mental note to be sure and call in our departure time, and leave the ground at 0803 MST. At five minutes after the hour, we call in our departure time to Blythe Radio. According to our plotting with the two a.m. winds aloft we should be over Prescott at nine twenty one. We are all very serious about this particular leg of the flight as a direct course carries us over some rough terrain with few good check points.

We cross the Colorado River at eight twelve at five thousand feet climbing to seven thousand. At 8:16 we can recognize the Harquahala Mountains off to the distant east-northeast. At 8:22 we level off at seven thousand feet. In the back seat, Rich and the Chief Aircraft Communicator are very carefully following the course on a World Aeronautical Chart. Eight twenty six finds us over a pipeline and we can distinguish Parker, Arizona off to the northwest along the Colorado and Salome in the distant east.

At 8:45, we spot the little community of, we hope, Signal, off to the northwest about fifteen miles. We have the Bill Williams River, dry now, off to the northwest and Santa Maria River, dry too, angling northeasterly. Here, our front seat navigator, Floerchinger, startles us by claiming we are at a position about twenty miles behind where we have reckoned ourselves to be. This is no place to get lost. After carefully rechecking our calculations and correctly identifying landmarks, we ask Floerchinger if he will accommodate us by opening the plane door and stepping out. We have been doing all right! (Continued on next page)

At 9:05 we alter our course a little more easterly and spot the Santa Fe Railroad winding eastward. At 9:13, we can spot Prescott over the mountains ahead and the majestic Frisco Peaks, the highest point in the state, topping everything at 12,655 feet in the distant northeast. We have passed over Skull Valley with the railroad and cultivation below and are climbing a little higher.

At 9:16 we see Prescott just ahead and the airport off to the north-northeast. At 9:18 we are over the Citv of Prescott, Arizona and at 9:20 Fort Whipple Veterans Hospital glides below. At 9:23, we are altering our course southward and call Prescott Radio. The communicator on duty there seems to be quite well occupied with the furnishing of landing area information and we are requested to "standby" which we do.

At 9:29 we have a railroad beneath us and are flying a magnetic course of 141°. At 9:34 we note Cordes over to the east and are still "standing by" for Prescott Radio. Seems they have forgotten us. At 9:38 we note the little community of Bumblebee, Arizona off to the left and seven minutes later we can see the Salt River and Phoenix in the distance. At 9:46 we spot Lake Pleasant off to the southwest and nine minutes later can distinguish old Woolsey Peak off to the west-northwest.

At 10:00 we spot Thunderbird Field No. 1 below and to the right while Luke Air Force Base looms up in the west. At 10:04, we are over the town of Glendale, Arizona and at 10:05 we contact Phoenix Radio and change our flight plan to continue on to Gila Bend instead of landing at Phoenix Sky Harbor Airport as originally planned.

At 10:10, we pass about four miles east of Litchfield Park and the Naval Auxiliary Field. At 10:21 we are over the pipeline and starting our descent toward Gila Bend. At 10:30, we contact Gila Bend Radio, give our position, obtain landing information, and close our flight plan. Coming in from Phoenix, the little black hills have roughed us up a little again.

After circling the pattern, giving way to Cessna 87N, noting the antics of an Aeronca flying at a low altitude to the north, we touch down at 10:36 to complete our flight."

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## REGION SIX CREDIT UNION NEWS

### And Still It Grows!

Dollar volume growth in deposits during the last six months has been over 45%, and in loans, 24%! And so, it continues to grow. This is what the growth looked like in detail:

| End of Period | No. Of Loans | Dollar Amt. Of Loans | No. of Deposits | Dollar Amt. of Deposits |
|---|---|---|---|---|
| Dec. 31 | 322 | $153,912 | 538 | $127,177 |
| Jan. 31 | 348 | 162,432 | 565 | 131,964 |
| Feb. 28 | 374 | 171,230 | 578 | 143,796 |
| Mar. 31 | 397 | 175,930 | 605 | 157,737 |
| Apr. 30 | 421 | 184,537 | 634 | 162,145 |
| May 31 | 438 | 190,469 | 652 | 172,412 |

(Continued on next page)

The total dollar volume of loans is still greater than total dollar volume of deposits because loan demand continues in excess of deposits. The difference has been made up, as mentioned in previous releases by borrowing from other Credit Unions.

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## CAPITAL GLEANINGS

Pay Drive Stalled: Fast moving development of the past few days has clouded the whole pay increase picture. During the hearings on the Federal Security Agency and Labor Department $2,528,000,000 budget, economy minded Senators, led by Illinois' Paul Douglas and Michigan's Homer Ferguson,- took turns bobbing up to offer money-saving amendments to the bill.

"There are too many Government automobiles," said Democrat Douglas. He asked that the Senate deny Labor and FSA any additional new cars for fiscal year 1952, allow them to replace only half of those that wear out. But the economizers were even more concerned about the swollen Government payrolls. Senator Ferguson offered an amendment cutting the FSA-Labor payrolls a flat 10%, warned that he would try to make the same cut in all Government departments. By a vote of 58 to 24, the Senate approved the 10% cut, then directed its Appropriations Committee to slash similarly at the Independent Offices Bill.

With economy advocates in the saddle, the pay raise is doubtless in for some tough sledding. If it goes through at all it may be at a figure somewhat less than first hoped for. The economy drive also means that the number of jobs in Government agencies will be smaller than planned for 1952.

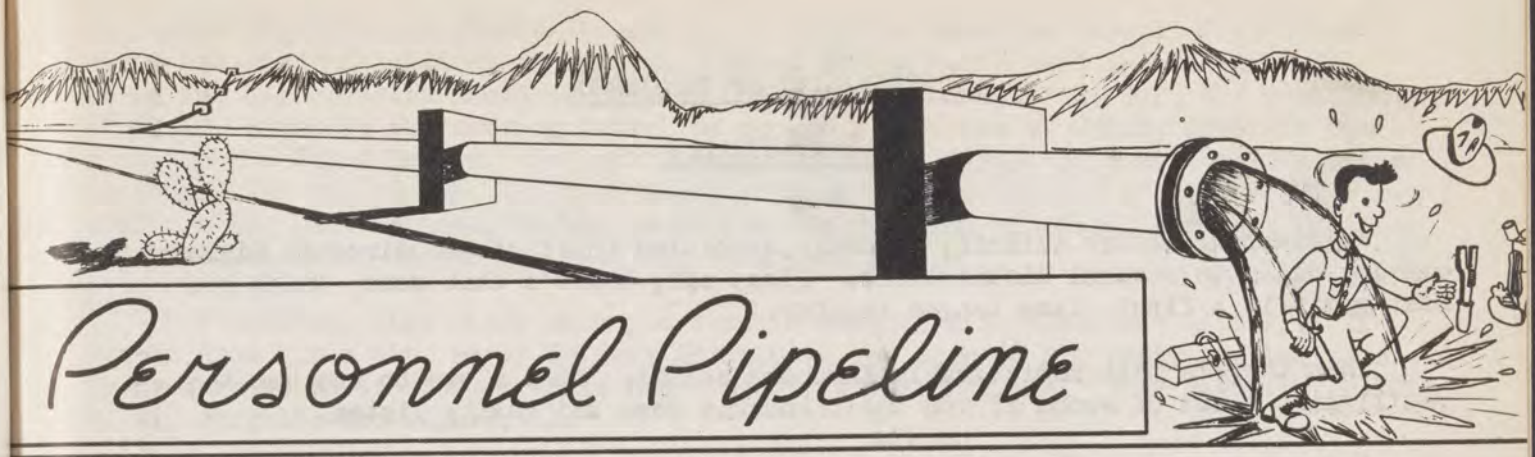
Meanwhile, the Civil Service Sub-committee, headed by Senator Pastore, Democrat of Rhode Island, has endorsed an average pay raise of 8.4%, or $307.53 with an $800 maximum raise. This compares with an administration suggestion for an average boost of about 7%. House hearings on the various pay bills will be carried on for several weeks.

Leave: The economy block is maneuvering for an attac on the present leave system. While some are clamoring for a flat reduction, a graduated system of leave appears most likely in the offing which would be more equitable to career employees and more economical than a flat cut. Some revisions to the leave laws may be made before Congress recesses.

Defense: The Controlled Materials Plan will begin a three month testing period beginning July 1 in an effort to determine what form materials controls should take over the longer term.

Manpower: Failure of the labor supply, which continues to be the most understressed section of the nation's guns and butter program, could mean a spread of civilian goods shortages.

Business Outlook: The present outlook for the remainder of 1951 is for a moderate upward trend in the total business activity including both dollar volume and physical output. Consumer demand is down now, and in view of the condition of inventories production had to flatten off. Such decline from the very peak of activity, is the natural reaction to the two very unnatural scare-created buying booms.



# Personnel Pipeline

As the mobilization program progresses, more and more Sixth Regional personnel will, of necessity, be required to use military aircraft as a means of transportation or familiarization.

In connection with such flights on military aircraft, the question of Employee Compensation Rights appears on the horizon. From what we are able to ascertain, employees using military travel have the same rights under the Compensation Act as they do when using any other mode of travel.

Prior to flying in military aircraft, a person is required by the military to waive all claims to compensation. This waiver only applies to the military and they will in no way assume responsibility for any accident. This waiver, however, does not have the effect of cancelling any rights the individual may have under the Compensation Act.

In order to be assured that you are under official orders, you should receive from your supervisor:

A. Travel Orders which include travel by government transportation; or

B. If Travel Orders are not feasible or necessary, an authorization in writing from your supervisor to the effect that you will be required to perform travel in a military aircraft in connection with your official duties; or

C. In extreme emergency, your supervisor may give verbal orders. Verbal orders should be kept to an absolute minimum and for protection of employees, should be followed in writing.

The Compensation Commission will judge each case on its individual merits. In the event no legal authorization for travel is secured, the Commission would have no alternative but to deny the claim.

## PERSONALITY OF THE MONTH

### W. A. Klikoff

Waldemar Alexander Klikoff, recently appointed Chief of the Aircraft Division, can lay claim to several distinctions. First off, there's that name, which you must admit is a first class tongue twister.

Then there's that unmistakable European accent. It's a two to one bet that you'll miss a lot of words if you don't knuckle down and really listen.

And not least of all, "Klik" can spin yarns that will intrigue your interest about the good ole days when he was a nationally known "Balloon Pilot".

Klikoff has a reputation throughout the entire aviation industry as being one of the top aeronautical engineers today. He didn't come about it by chance -- not by a long ways.

Born in Sebastopol, Russia, right before the turn of the century, the yen for an engineering career became almost second nature to him. His interest in marine engineering prompted him to come over to the United States right during the heat of the Russian Revolution on a sorta' trial training basis. He liked living under the Stars 'n Stripes so well that he made up his mind to apply for citizenship and make America his home. A little later, young Klikoff was an enrollee at MIT, majoring in naval architecture, with special study in aeronautics and aircraft design, then a new course in MIT's curriculum.

After graduation from the celebrated Mass. school, in 1923, "Klik" began employment with an aircraft manufacturer in Detroit. He began as a draftsman gradually working over into full aeronautical engineering of metal-clas airship projects.

During this era, balloon racing was more than just a passing fancy. He participated in the National Balloon Races for three years running from 1927-1930 as both pilot and co-pilot. Although he wouldn't admit it then, he was contributing more to the promotion of the aviation industry through his lectures and on Aerostatics at the U. of Detroit. He gained national recognition on papers which he has delivered before the American Society of Mechanical Engineers and articles developed for technical magazines pertainint to aerodynamics and aircraft structure.

He is now an Associate Fellow of the Institute of Aero. Sciences. In addition to instruction chores at the Michigan, he has instructed at the California Institute of Technology.

In 1933, he migrated to California to join the Douglas Aircraft Company in Santa Monica as an Aeronautical Engineer. With Douglas, he supervised the preparation of structural analyses on various commercial flying boats and the celebrated commercial transports, DC-3 and DE-4E. (Continued on next page)

June 30, 1937, he joined the CAA as an Engineer when the Bureau of Air Commerce had aircraft offices in Burbank. There he had a big hand in the aircraft plans for all airships produced by West Coast manufacturers. He left the position of Chief, Aircraft Engineering Branch to accept a position of Chief, Aircraft Division, in the Third Region. He left Chicago in August, 1949, to take over a similar position with Region 7. With the discontinuance of a great deal of commercial aircraft in the Seattle area, he was named for the position of Chief, Aircraft Division when Colonel Armer Alcorn was recalled to active duty.

For hobbies, Klik finds many pleasurable moments with "leathercrafting". If you'll prod him a bit, he'll delight in showing you some of his fancy leather products. He is married to the former Viola Bauch of Ft. Wayne, Indiana. They have two children, W. A., Jr., 16; and Lionel, 14.

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REGIONAL ADMINISTRATOR'S COLUMN (Continued from Page 3)

air navigation before July 1, 1952, and possibly not until a later date. Therefore, only those ranges which are of no importance to any segment of the aviation industry will be discontinued in the fiscal year 1952. The air navigation panel established the policy that when the conversion to omniranges as the primary aid is finally initiated, it should be carried through to conclusion in as short a period of time as possible, not exceeding two years. It is planned that the initial stage will involve increasing the power of some 78 radio ranges so that during the interim period, there will be low and medium frequency range-coverage for at least a year after a large number of other L/MF ranges are taken out.

In the Airport Program, the emphasis during the coming year will continue to be on the improvement of major terminals and larger airports which have some direct significance in connection with national economy in relation to the national defense.

Among other things which were being discussed in Washington circles affecting all Government agencies, including CAA, were proposed changes in Laws being considered by the Congress relating to Federal employees' leave, a possible pay increase, increased taxes, and possible appropriation cuts. However, these are still matters of conjecture and we therefore need not dwell on them at this time.

In closing I should like to point out that the policies of our Administrator are intended to provide the basis for all our supervisory personnel to assume leadership in their respective areas of responsibility. This what we want to do and I have assured the Administrator of our full support in his constructuve program of leadership.

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"The CAA has ordered 20 Terminal VOR baby omni installations from the Maryland Electronic Corporation, College Park, Md. Plans are to install 75 of these facilities in low density traffic locations to provide airport instrument approach, traffic control and homing radio aid for local service, charter and other operations. Five installations have been made at test points - Augusta, Maine; Traverse City, Mich.; Toledo, Ohio; Oklahoma City; and Washington National Airport. Bids will be requested at an undetermined date for the remainder of the Terminal VOR stations required."

American Aviation Daily

# QUESTION BOX ?

Q. Is there a provision in the current Civil Service Regulations which permits a veteran who has established disability preference to acquire a competitive permanent Civil Service status?

A. No. Under the present regulations, it will be necessary for 10 point preference eligible veterans to participate in a probational Civil Service examination to acquire competitive status. It is not anticipated that this type of examination will be given until after the present emergency.

Q. How is the Retirement Fund financed?

A. Deductions are automatically made from the basic salary of employees subject to the provisions of the Retirement Act each pay period at the following rates for the various periods: 2½% from August 1, 1920 to June 30, 1926; 3½% from July 1, 1926 to June 30, 1942; 5% from July 1, 1942 to June 30, 1948; and 6% since that date.

Q. What standards have been developed for the replacement of motor vehicle equipment?

A. Passenger cars may be replaced without special justification when the mileage is in excess of 65,000 or the vehicle is more than six years old. Generally speaking, these same standards apply to trucks. However, replacement may be justified on the basis of exceptionally hard use or high cost of repair, even though a particular truck does not meet either of the prescribed standards.

Q. In connection with surplus items, when is it unnecessary for the custodian of the property to appoint a Board of Survey and obtain Board recommendation before submitting Form CD-52, Report of Survey of Property, for approval?

A. Board of Survey action should not be initiated by the custodian when submitting Form CD-52 to cover lost, stolen or damaged property. (A.O. 350) Board of Survey recommendations are required on Survey Reports for unserviceable property before forwarding to the Regional Office for approval. (A.O. 363)

Q. How do I accomplish repayment of my travel advance?

A. By (1) deduction from your expense voucher; (2) repayment by check or money order payable to the Treasurer of the United States.

Q. Can the Regional Office apply my travel voucher against my travel advance without my consent?

A. Yes.

## DIVISION HI-LITES

### Legal Division:

Filed seven complaints against airman licenses and issued four civil penalties in the total sum of $150.

Accepted the voluntary surrender of the Non-Scheduled Air Carrier Operating Certificate of Associated Airways, Inc.

Received civil penalty compromises in the total sum of $250 including a $50.00 offer obtained by the United States Attorney in Arizona from a crop duster for operating without lights.

Forwarded file involving alleged alteration of an airman certificate to the F.B.I. for investigation.

Gave legal clearance to fourteen FAAP airport projects.

Submitted to the CAB our final recommendation for the revocation of a certificate held by an airman who has chronically failed to advise us of his many changes of address.

### Aircraft Division:

A revised Production Limitations Certificate dated June 15, 1951 has been issued to the Douglas Aircraft Company. This certificate includes the Models DC-6A and DC-6B.

The first Douglas Model DC-6B airplane to be certificated under ICAO requirements was delivered to Swissair on June 22. The Type Certification Board inspection of the interior arrangement of that airplane was conducted on June 20 with only minor items pertaining to interior placards requiring correction. This aircraft will be eligible for a take-off gross weight of 106,000 lbs. at such time as heavy duty brakes, automatic propeller feathering, and larger outer wing fuel tanks are installed.

McCullough Motors Corp. completed the 100-hour ground test on the Model MC-4 helicopter and tear-down inspection is being conducted to evaluate the effects of the test. The present design incorporates Ford automotive gears; however, the manufacturer has purchased a Gleason gear cutting machine and the Gleason Company has designed a set of gears which they apparently guarantee to have infinite life. McCullough is presently designing a test set-up in order to determine the endurance of the new gears before their incorporation in the type design.

The first production airplane of the Constellation Model 1049 equipped with WAC956C18CA1 engines is expected to be received by Lockheed Engineering Flight Test Division in the near future, and they hope to have all pre-CAA demonstrations completed by the middle of August, at which time they will ask for CAA participation in a series of flight tests for the purpose of obtaining a Type Certificate on this model.

Safety Operations Division:

Flight Operations Agents J. W. Eagleton, A. E. Neumann and J. V. Cardullo, trainees, reported to this Region following completion of a six weeks' induction training program at the Aeronautical Center. Temporary assignments of these Agents have been made to Burbank, Los Angeles and Los Angeles Air Carrier District Offices respectively for the on-the-job phase of the induction training. Flight Operations Agent (C&R) Cardullo will eventually be assigned to another Region. Flight Operations Agent James A. Ragan, at present attending the induction training course at the Aeronautical Center, is also scheduled for assignment to Region Six.

We were advised approximately June 10, 1951 that fifteen hours of helicopter proficiency time at Rotor-Aids would be available to this Region, inasmuch as the Region Eight Agent had been granted extended leave. Ten hours of this time was made available for refresher time of Agent A. E. Neumann and the remainder of the time was allotted to Airplane Pilots of the Aircraft Division. These arrangements were cleared with Washington by telephone, inasmuch as time was extremely limited.

Agent J. P. Brown attended the Convair training class for CAA Agents, which was conducted under contract arrangements by American Airlines. The ground school portion was conducted in New York and flight training at Nashville. A complete report has been submitted to the Washington Office through this office.

Agents T. A. Fydell and J. C. Day attended the Martin 2-0-2 school conducted by Northwest Airlines at Minneapolis, Minnesota, for California Central Airlines personnel in connection with its recent purchase of 2-0-2 equipment.

Pacific Southwest Airlines operations specifications were amended, authorizing a new VFR route from Burbank to Oakland via amber airway No. 8. The company plans to initiate instrument operations over this route upon completion of the installation of the necessary airborne radio equipment. Authorization was also issued for the utilization of San Francisco International as a regular airport. The company plans to initiate service into San Francisco on July 6.

Caribbean American Lines, a large irregular air carrier, has transferred its base of operations from Miami to Burbank. The company is currently engaged in transcontinental operations, utilizing one C-54 and one C-46.

The close of fiscal year 1951 marked the conclusion of this year's Flight Refresher Training Program for Agents of Region Six. A total of forty-one Agents including two Branch Chiefs and one Division Chief, completed six hours each of first pilot time and six hours each of co-pilot and observer time. The course consisted of simulated instrument flight, including a three-hour cross-country flight, during which each Agent took off, reported his position over compulsory fixes, estimated his time over the next fix, let down according to Air Traffic Control procedures and landed via an ILS, ADF or GCA approach. Ground school included review of ATC, Flight Information Manual and observation of Los Angeles Control Tower procedures. During the final class, Mr. Andrew Neff, President of the local National Aeronautical Association, observed the course. Mr. Neff expressed admiration for the manner in which the course was conducted, the responses from the INSACS and the general proficiency of our Agents.

Airports Division:

The Regional Administrator, accompanied by representatives of the Planning and Evaluation Division and the Business Administration Division and a number of representatives of the Airports Division attended the conference of the California Association of Airport Executives at Bakersfield June 7-9. The Regional Administrator addressed the conference on problems of civil defense. Other CAA representatives presented papers and participated in panel discussions on problems of airport development, operation, and management.

The Airports Division prepared and submitted to the Washington Office a report on each airport in the Region where a problem exists or is likely to exist in the foreseeable future as to reactivation or military occupancy of civil airports. This report was well received by the Washington Office, which has requested that the reports be reproduced and forwarded to all Regions.

A meeting was held at Yuma, Arizona, on June 5 between representatives of the Air Force and the Corps of Engineers and Airports Division personnel pertaining to proposed Air Force occupancy of the Yuma Airport. Negotiations for joint use agreement were successful and it appears that arrangements mutually satisfactory to the Air Force and the County will be worked out with the operational control of the airport remaining the responsibility of the County.

The Chief, Airport Operations Branch assisted District Office personnel at a conference with local authorities at Marana, Arizona, and assisted in drafting a proposed lease for the use of the former Marana Air Force Base as a civil contract training school for Air Force cadets.

Mr. John Hunter of the General Counsel's Office in Washington arrived at Regional Headquarters June 14. Mr. Paul Morris, Chief, Airport Operations Division, Washington Office of Airports, arrived June 17. They made a joint study of the proceduresused in this Region as to methods of amending Grant Agreements and construction contracts. These procedures are considered very important by the Washington Office as related to General Accounting Office post-audits. Mr. Morris and Mr. Hunter investigated some of the more complex projects in this Region and gave to Division personnel the benefit of recent experience in GAO audits. Division personnel discussed with Mr. Morris and Mr. Hunter the claim filed by Riverside County under Section 17 pertaining to Hemet Airport. The Washington Office had previously questioned the eligibility of this claim. As a result of this conference it appears that the Washington Office may reverse its decision.

Personnel of the Airports Division met with County officials and representatives of the Corps of Engineers at Ventura, California, concerning the Camarillo-Ventura County Airport and the proposal of the Air Force for exclusive occupancy. CAA personnel assisted in preparing the "permission-to-enter" agreement and the preliminary draft of a ten-year lease.

The new steel control tower being constructed at the Oakland Municipal Airport is nearing completion. Essential construction has proceeded to a point where installation of radio and radar equipment will be unimpeded.

A construction contract in the amount of $6,754,000 for the new terminal building at the San Francisco International Airport has been awarded. The building will have approximately 242,000 square feet of floor space, occupying six floors and a seventh floor control tower. One-half million dollars of this amount is

being made available under FAAP. The balance of the funds is being provided by the City.

The Grant Offer has been prepared for the second stage of construction of the underpass of the Los Angeles International Airport. An allocation of $557,392 of Federal funds is provided in this grant. This second stage of construction consists principally of a ventilating system and appurtenances for the underpass.

Additional projects handled during this period are as follows: Imperial County, California, airport administration building, runway extension, lighting, and entrance road; Fall River Mills, California, land acquisition for eventual runway relocation; Ukiah, California, resurfacing runway; Brigham City, Utah, land acquisition; Ontario, California, acquisition of land for protection of approaches, reconstruction of portion of taxiway, reconstruction of existing building for airport fire station; Napa, California, construction of parking apron; Salt Lake City, Utah, repairs to administration building, drainage, paving automobile parking area, and resealing joints in the N/S runway; Logan, Utah, reconstruction of runway and taxiway, resurfacing, and water supply; Montgomery Field, San Diego, land acquisition; Sacramento, California, land acquisition for approach zone protection.

Construction contracts have been awarded as follows: Monterey, California, Airport, drainage; Los Banos, California, runway surfacing; Oakland, California, high intensity runway lights, drainage, and salt water fire protection system.

Final inspection was made on high intensity lighting at Sacramento, and taxiway lighting at San Jose Municipal Airport.

Airways Operations Division:

As the first step in the integration program, the communication functions were moved to, and consolidated with, the airport traffic control functions in the tower cab at Las Vegas, June 8. The second similar installation is now under way at Reno.

Preparations are under way to begin operation of the new airport traffic control tower at Phoenix. This tower is considered to be one of the most unique tower structures in the world.

Messrs. Art Fielder and Shirley Smith attended a Regional Facility Chiefs' meeting at Seattle, May 28. The principal topic was a panel discussion on the communications/traffic control integration program which was led by representatives of the Washington Office and Chiefs of the facilities affected.

Three Japanese nationals completed on-the-job training in the Salt Lake Tower, May 31. Each successfully passed an examination for Junior Controller rating.

Facilities Division:

VHF omniranges were completed and commissioned at Cochise and Thermal, California and Hassayampa, Arizona. The facility at Santa Barbara is complete and will be commissioned as soon as power and control lines installation by the utilities companies is finished. Construction is under way on facilities at Las Vegas and Morman Mesa, Nevada and Needles, California. Equipment installation is under way at Ontario, California. Modernization of the ranges at Bakersfield and Fresno, California was completed and the facilities recommissioned during the past month.

Plans and specifications have been completed for modernization of the ILS at Oakland, California. Plans provide for siting the localizer transmitter so that relocation of only the antenna shelter and connecting cables will be required to serve the new planned instrument runway. Antenna shelter from Winslow is being set up to serve Runway 25R at Los Angeles during the period Runway 25L is closed for construction of the south half of the underpass. The completion of the ILS at Sacramento, Arcata, Santa Barbara and Ontario are still awaiting equipment.

The project we are doing for the Navy at Inyokern consisting of relocation of the loop range and fan marker is under construction. The site for the Camarillo SRA relocation has been selected and agreement of the Navy, Air Force, Corps of Engineers and CAA obtained. Tentative lease terms have been agreed upon and the lease submitted to the owner's attorney for approval. Plans and specifications are in process of preparation.

Consolidation of the tower and INSAC at Las Vegas is complete and the crew is now working at Reno. Four additional projects have been approved for accomplishment during fiscal year 1952. We have reached an agreement with Operations that Sacramento will be the next location scheduled for consolidation with work to begin about August.

Williams, California Intermediate Field was discontinued on May 1, 1951. The extension of the runway at Bryce Canyon is proceeding on schedule and is 45% complete. Contracts have been awarded for fencing the intermediate fields at Winnemucca and Lovelock, Nevada.

Business Administration Division:

Travel Orders are in the process of being written for the new fiscal year and it is hoped to have them completed and released by July 13. It is probable that the Accounting Branch will not be able to obligate funds by that date since the accounting structure for the fiscal year 1952 has not yet been received.

Invitation to Bid No. 6-51-317 for installation of power and control cable at the L. A. International Airport was mailed to prospective bidders on June 19. Bids are scheduled for opening June 29.

Invitation 6-51-313 for dismantling the existing Reno VOR Radio Range Facility near Sparks, Nevada and reconstructing the facility six miles East of Sparks was mailed to prospective bidders on June 21. Bids will be opened July 17.

The fiscal year 1951 Warehouse Inventory Report was completed and forwarded to Washington on June 22. Our letter of transmittal mentioned the manhours and estimated cost of preparation of this report in the Sixth Region and indicated that we will submit recommendations for simplification of the inventory process.

INTRODUCING (Continued from Page 2):

Now to turn from the Plan to its author - Commander Max I. Black, California's distinguished aviation citizen, who modestly would prefer that his interesting and exciting background be confined to one brief paragraph!

Like many a distinguished naval man, he was born in the midwest, Sioux City, Iowa, his home for thirteen years. First move was to South Dakota; the second would have been into the Army had his attempt to enlist when war was declared not been foiled because he was under age. However, instead of joining the Army, he was appointed to the Naval Academy, the first appointee from South Dakota in seven years, graduating in June, 1920.

The first electrically-driven battleship built by the Navy - the Tennessee - was his first post, and his service here as Assistant Electrical Officer, he followed by three years on destroyers as Chief Engineer.

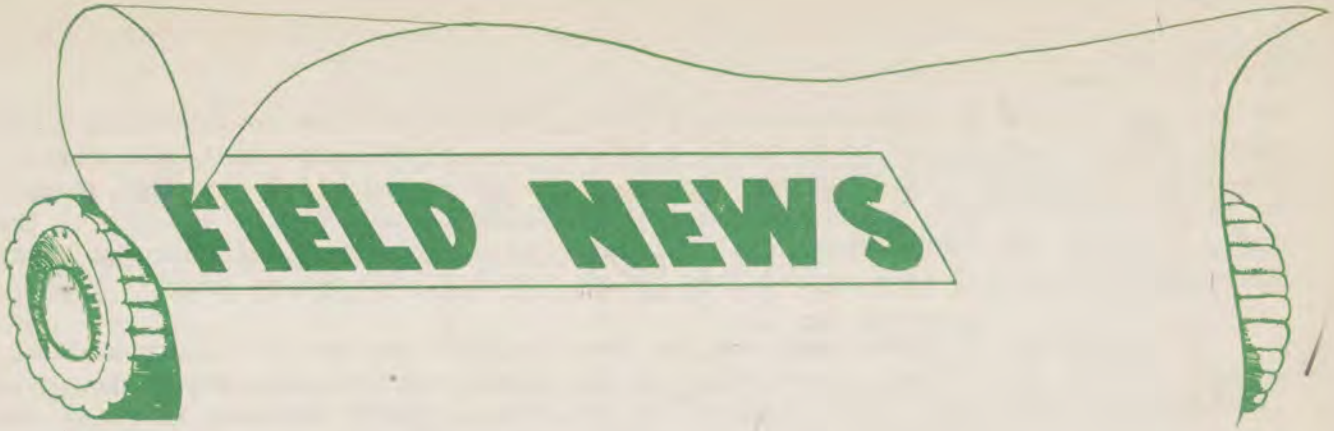
His assignment to Pensacola, Florida in 1925, where he trained for a year in an old JN-4 introduced him to the field which immediately and from that time claimed his enthusiasm. Duty on the old and only aircraft carrier Langley was succeeded by assignment to the newly-completed and first big air carrier, the Saratoga, in 1928.

Spring of 1929 found him in Honolulu commanding the VT-7 Squadron. Here, while on a flight, his pilot overshot the landing field, and in attempt to go around again, went into a chandelle from about 500 feet, and crashed. Commander Black's retirement ten years later resulted.

In the interim, five months hospitalization was followed by tours of duty as Senior Aviator on the Oklahoma, Seaplane Observation Squadron Catapult Operation (three years); as Chief Flight Instructor, Executive Officer, Squadron One at Pensacola (two years), with his most distinguished pupil, Admiral Halsey, as Station Commander at Melville, Newport, Rhode Island; and finally, before his retirement, as Assistant Air Officer on our side of the United States, with the U.S.S. Wright, this time serving under another distinguished Admiral, Marc Mitscher, Commander of the famous Task Group 38 during World War II.

His retirement was short lived. Three months later he was recalled to active duty with the 11th Naval District to serve as Assistant Civilian Personnel Officer. From this position he was appointed Chairman of the Defense Housing Commission of San Diego, where his outstanding work in coordinating efforts to relieve the serious housing shortage led to his appointment by San Diego's Mayor to the key post of Executive Director of the San Diego Defense Council. Here he served six months before Pearl Harbor and six months after, July 1941 to July 1942, in a manner which again earned for him high praise.

From this post, he resigned to become Officer in Charge of the Naval Air Control Center -- flight control center for the 11th Naval District, most of this time serving as Navy member of the Inter-Departmental Air Traffic Control Board (forerunner of the Air Space Sub-Committee of the Air Coordinating Committee) of which Mr. Marriott was the War Department member in Washington. During this assignment, Commander Black was awarded the Legion of Merit, for, in addition to other noteworthy service, conceiving an Air-sea rescue system whereby over 300 lives were saved, and which served as a model throughout the world. (Continued on page 25)




Wendover, Utah:

MTIC: The temperature here has just shot up into the 90's and swimming at the Blue Lakes has been the most popular recreation. What with the big seasonal rush of inspectors, two VOR's to take care of, and equipment scattered over about a 400 mile radius, it is becoming increasingly difficult to get in a decent weekend's fishing. Rumor hath it that this sector will lose one VOR soon to Lucin. The VOR at Wells is in normal operation in care of Wendover Sector. Mountain States T & T are busy along this airways installing micro-wave relay stations to be used for telephone expansion and for television. The strange looking stations appear at about twenty mile intervals across the desert and continue towards Elko and the Coast.

The Major at Wendover Air Base has informed us that any plane can now land at Wendover Field, by asking routine permission from the Communicator on watch and by payment of the standard AAF landing fee of $2.50.

Stockton, Calif:

INSAC: In reply to your request for news from us out here, can probably sum the whole thing up by saying that your request is the most startling thing that's happened here since the new trainee found out "high thin scattered" was referring to a weather report and not the top of his head.

During the years prior to January '51, we'd all been working like mad, taking care of our regular business and trying to encourage new public relating all over the place, giving a few speeches at Service Clubs, visiting outlying airfields, etc., just as though we were getting the good ole ten per cent for each flight plan filed and in general giving everyone the old "business", ourselves too it seems. Well anyway, things reached a point where we were consistently among the top ten stations in station activity. Then the darndest thing happened. We got word from the RO that due to our high activity we rated three GS-5's. We were all pretty tickled. Had visions of GS-5's running up and down those 15 or 20 steps twice an hour taking weather observations, answering the telephone, and giving those pilots behind the briefing counter the pre-flight service we'd promised and talked about in our public relations activities. We understand the CACOM even had thoughts of getting a few reports into the RO before the deadline date for a change. Well, to make a long story short, the three GS-5's arrived, all nice boys too, selected right off the good old register, Civil Service, that is. They turned out to be just what we needed. For example: Trainee to watch supervisor, "Say some guy on the phone wanted to "file" some sort of a flight plan. I told him the CACOM has strict station orders

we are not to loan out government tools", or, "What's the dope on this quiz question? What action should be taken if a pilot is heard calling 'Pan' on a radiotelephone frequency. I've already checked the station and all I can find around is an old coffee can." And so it goes -- the CACOM looks a little thoughtful these days, a little more gray around the temples perhaps and can occasionally be heard muttering, "Ha, it'll take more'n this before the R.O. can run me away!"

It might look as though some of the gang couldn't weather the storm as well though. ACCOM Jack Rylee, practically an old timer, went on military furlough and is currently "riding the local ranges" on the cross-country training flights; Joe Nambo another oldie, decided airport traffic work at Wichita, Kansas looked more interesting; and Al Dunn on the station six weeks or so requested and was selected for duty at the Sacramento tower.

And then we experienced what we think is a new wrinkle in aircraft orientation recently. A pilot, unfamiliar with the Stockton Area, located the City without trouble but couldn't find Stockton Field. After a fruitless search and with twilight fast approaching, he decided to do as a motorist might - stop and ask the way. He picked out a smooth pasture north of Stockton and landed without trouble. After finding a phone he called Stockton INSAC, reported his whereabouts and asked directions to the field. ACCOM William Langer, always equal to the occasion, carefully directed him to the airport. The subsequent flight was easily made and the "lost airport" was found. We suspect that pilot of having used a road map!

Ogden, Utah:

TOWER: The first week of April was a very active one for the Ogden Municipal Airport. A Cessna 140 based at Ogden departed for Denver with two brothers aboard, and due to bad weather or other factors unknown did not arrive and to date is still missing. Because the two brothers were the sole support of an invalid mother and father, the search could well be described as an all out effort on the part of everyone. Every lead, whether good or bad, was fully investigated. All tower personnel assisted as much as possible on all of their off duty time.

Along about the 15th of May, just after sundown, the tower received a call from a civilian T-6 that was flying in threatening weather. The weather was rapidly getting worse and the pilot was not at all sure of his exact whereabouts other than he had arrived into the Ogden area. The usual old reliable routine was used of having the pilot describe the things on the ground that he could see and consequently he was guided to the field where he made an uneventful landing.

Tucson, Arizona:

Construction projects at Tucson Municipal Airport are of such magnitude as to practically engulf the INSAC almost necessitating guide services to locate the facility upon completion. Since Grand Central Aircraft Company is utilizing all former hangar space, additional hangars are being erected on two sides of our station while airport maintenance and fire headquarters plus expansive car storage facilities border us on a third side.

The Hughes Aircraft Company is erecting a huge electronics plant on the southerly border of the airport for use in conjunction with a guided missile program. It is anticipated that several thousand workers will be employed.

The forthcoming INSAC/TOWER consolidation has resulted in a new era of concentrated study by all personnel, in preparation for air traffic control tower certification examinations. Communicators are spending much spare time in the Tower for obversational purposes and tower controllers are visiting with us for the same purpose. All personnel should be well qualified by the time that actual integration becomes a reality.

Opportunities in the form of numerous vacancies have many of our crew alerted. New assignees are reluctant to unpack their duffle bags upon reporting at Tucson inasmuch as they submit new bids for positions which have become available while they were enroute.

Genial Will R. Rogers, after many, many years an honorary member of the Blythe Chamber of Commerce and communicator at the Blythe INSAC for just as long, finally bade farewell to the Valley ranchers and reported at Tucson, relieving Ed Hutchinson who stopped here long enough to cash a few checks he had saved at Needles, refuel and depart for Phoenix. Must be the influence of the jet age. Quite a contrast to an assignment that the writer had back in Region One when detailed to a mountain station, apologetically "until spring". Which "spring" was not stipulated and it was five springs later when a relief arrived, but things were different in the starving thirties.

San Francisco, Calif.:

NOCAL:

Oakland Control Tower: A new temporary steel control tower is being constructed at the Oakland Municipal Airport under the Federal Aid Airport Program, at a location directly in front of the existing tower. The cab floor will be 100 feet above the ground, providing an unobstructed line of sight to the ends of all runways.

Construction has proceeded to the point where the installation of the radio and radar equipment plus the last minute switch-over from the old tower is all that remains to be done. It is estimated that this work will take until the middle or latter part of July for completion.

We have observed that the controllers are taking daily walks up the eight flights of stairs to the tower cab as a conditioning program in preparation for the day when the new tower will be in operation.

A safety reinforced concrete bumper is being installed in front of the tower legs to guard against runaway planes, a feature which enables the controllers to breathe a little easier.

San Francisco Building: Bids for the new Terminal Building at the San Francisco Airport were opened on May 29, 1951. This phase of the building project represents the culmination of several years of planning by the Public Utilities Commission of the City of San Francisco; Airport Management under the direction of B. M. Doolin and the present manager, Geo. M. Dixon; all of the airlines based at San Francisco;

CAA and many others. Detailed plans and specifications for the building were prepared by the architectural firm of W. P. Day of San Francisco. The building will be constructed under the Federal Aid Program with the majority of funds (over 90%) being supplied by the City and County of San Francisco.

Some of the notable features of the building are as follows:

1. The building will have approximately 242,000 square feet of floor space, occupying six floors and a seventh floor control tower.

2. The building will be capable of expansion from the designed capacity of 3,000,000 passengers per year (1,500,000 now use the airport annually) to 10,000,000 passengers. The 3,000,000 passenger volume figure is anticipated sometime during the interval between 1935 and 1960.

3. The CAA and Weather Bureau will occupy over 13,000 square feet of the building.

4. There will be vertical separation of passenger traffic so that disembarking passengers will be handled on the ground floor and embarking passengers on the first floor. Unless desired by the individual, there need be no mixing of inbound and outbound traffic.

5. The building is estimated to cost approximately $7,000,000. Construction time is 700 calendar days and it is anticipated that, barring unforeseen work stoppages, the building will be ready for occupancy on or about September, 1953. This date is subject, of course, to considerable revision dependent upon world conditions and their influence on the local building construction.

CAA DEVELOPS AGRICULTURAL PLANE (Continued from Page 6)

Commencing in June, the plane will be taken on an extensive demonstration tour, with the Sixth Region area scheduled for the month of July. The aim of the demonstration is two fold:

1. to complete accelerated service test so that only minor certification details will remain when the plane returns to Texas A & M in the Autumn, and

2. to demonstrate the plane to aerial applicators and manufacturers.

Conditions vary so much from state to state that this demonstration will allow operators in various parts of the country to contribute materially to the success of the "Farmer's Plane".

INTRODUCING (Continued from Page 20)

To quote from the Award: "* * *he ably put his patrol and rescue plans into effective service which in a year's time, not only save 148 Navy and Army airmen for further duty, but also contributed materially to the high morale of pilots training under varying and difficult weather conditions. Gaining far-reaching recognition by his thorough program for improved flying safety, he readily set up an intensive program for training airmen to establish similar services at overseas commands. By his ingenuity, keen foresight, ready counsel and professional skill, Commander Black contributed materially to the splendid prosecution of the war."

After the cessation of hostilities, Commander Black again retired, July 1, 1946, and three hours later became Director of Aviation for San Diego County. Here again he ably served until his present assignment as Southern field representative for the California Aeronautics Commission.

The space of almost an entire issue of the Region Six News would be required to quote documents of commendation literally heaped upon this favorite aviation citizen, lauding his competence, cooperation, conscientiousness, friendliness, skill, sincerity, efficiency, enthusiasm, his achievements. We can only and are happy to add our congratulations to Commander Black for his latest contributions in behalf of the country which he has served so meritoriously for most of his 52 years, at a time when we are once again privileged to celebrate the birth of its independence.