Mr. William C. Tanner
Oxnard-Ventura County Airport
Oxnard, California

Dear Mr. Tanner:

A California Association of Airport Executives was formed at Stockton Field May the 5th, 1947.

The charter members are as follows:

1. Woodruff De Silva, Los Angeles Municipal
2. Donald E. Smith, Sacramento Municipal
3. Edward Moore, Tulare Municipal
4. Joe A. Morris, Ventura County Airport, Oxnard
5. James L. Riney, Chico Field, Marysville
6. J. E. Doulass, Modesto Municipal
7. E. Nichols, Merced Municipal
8. Raymond Ruidisill, Hayward Municipal
9. William C. Tanner, Oxnard-Ventura County Airport. (Asst. Manager)
10. Fred J. Kane, Monterey Peninsula Airport Dist.
11. Cecil C. Meadows, Kern County Airports, Bakersfield, California
13. Richard A. Harding, Santa Barbara Municipal
14. Glen L. Arborast, Long Beach Municipal
15. W. H. Nichols, Orange County Airport
17. C. M. Shy, Stockton Field, Asst. Manager
19. Mary E. Nelson, Palm Springs Airport, Palm Springs

Don Smith, Sacramento Municipal Airport Manager was elected temporary chairman and L. B. Apperson as temporary Secretary. Cecil Meadows, Don Smith and Lee Apperson were appointed to
draw up a charter for presentation at the next meeting.

The next meeting will be held at Kern County Airport,
Bakersfield, California, June 27th, Friday, at 10 o'clock.

The agenda will consist of discussions on the following:

Rates & Charges
Field Regulations
Maintenance
Wage Structure

Insurance
Revenue Sources
Standardization of Traffic Patterns and Altitudes

Tell everyone about the new association and let's make it a 100% membership. Remember the next meeting June 27th, 10 o'clock at Bakersfield.

Very truly yours,

L. B. APPERSON, JR.
Temp. Secretary
GREETINGS FELLOW C.A. of A.E.:

President Don Smith announces the next statewide meeting of the C.A. of A.E., to be held at the Wilton Hotel, Long Beach 2, California, on Friday and Saturday, November 14, and 15, 1947. Vice-President Glenn Arbogast, representing the host city of Long Beach, extends an invitation to C.A. of A.E., to join in the "Wings over the Nation" program, which begins Thursday, November 13th, at noon at Long Beach Municipal Airport and includes cocktail party and dinner, Thursday evening. Vaqueros Roundup Breakfast and Lions Club luncheon, Friday. Sailing and Fishing Saturday, with dinner dance in the evening. Breakfast, Long Beach Municipal Airport Sunday.

But here gentlemen is the meat for C.A. of A.E., not an airport executive among you who does not have a multitude of unsolved problems. It is conceded by the officers of your organization that no panacea exists for the solution, although outsiders might help. No one is better qualified to solve your problems than you yourself and your fellow airport manager, who is in daily contact with the hard raw facts of endeavoring to please the flying public, the operators, the general public, the taxpayers, his employers, and in the evening is called out to get the water out of a contact light, to get an acquaintance on the airline, and too frequently, to get punched in the nose because some private plane owner got his wing tip damaged in the big hangar. Next morning an operator demands a long term lease and five minutes after the janitor quits, Hangar #2 calls and says their toilet is stopped up. A voice on the phone hysterically announces an airplane diving at her house, and can't we do something to stop it. The morning mail brings a request for a copy of your rates and regulations, also a letter from C.A.A. telling you, you must take over the expense and operation of their tetrahedron under their supervision. A letter from C.A.B. that they are contemplating requiring you to install an approved lighted windssock at each end of every runway before airlines will be permitted to take-off. 10 tickets to the African Baptist Church dinner. W.A.A. says the R.F.C. bought that nice surplus hangar you had in the bag cheap. The power goes off. A water main breaks, and a drunk falls through the cafe window. The airlines want more light on their loading ramp, an extension of the concrete ramp itself, etc., etc.
The President has proclaimed this a corporation meeting, closed to all except bonafide airport managers.

Notice is given that at the close of business on Saturday, November 15, 1947, the Charter Membership of the California Association of Airport Executives will officially come to an end.

Meeting opens 9:00 A.M., in the Empire Room of the Wilton Hotel on Friday, November 14, 1947.

Bring copies of your printed rates and regulations.

Be prepared to voice your opinion and vote on the principle of the following:

A. Shall C.A. of A.E. establish a standard basis for Charges, Regulations, Leases?

B. Shall C.A. of A.E. adopt and carry out C.A.A.'s standard for air marking their respective airports, including segmented circles?

C. Shall C.A. of A.E. adopt common field courtesy and operating policy?

D. Shall C.A. of A.E. approve C.A.B.'s proposal to install approved lighted windsocks at each end of runways used by airlines?

E. Many of us are staunch members of the American Association of Airport Executives. Shall C.A. of A.E. affiliate in any way?

F. Plus your own ideas and problems.

If we get this done in two days, we will be doing well. In four months the C.A. of A.E. has become the greatest state organization of its kind in the country, facts and detail at the meeting.

See you at Daugherty Field at noon, Thursday. Make your own reservations.

Cordially yours,

CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

DON SMITH, President
By Cecil C. Meadows, Sec.-Treas.
Dear Fellow Airport Manager:

The California Association of Airport Executives, recently organized, are holding their next meeting at Hancock Field, U.S.C. College of Aeronautics, Santa Maria, California. President Don Smith of Sacramento, announces that the meeting will convene at 2:00 P.M., in Classroom #4, on Monday, August 18, 1947.

Classroom #4 is the same room in which U.S.C. will hold the Short Course for Airport Managers and Owners starting with the opening banquet at 7:00 P.M. that evening. This program is well planned and the speakers should be able to offer something of value. You are invited, and in fact, the whole thing is for you. There are a group of mighty fine people at Hancock Field and by all means make every effort to attend the four days, from August 18th to 21st, inclusive.

The Governor has signed AB 2694, which becomes law within the next 90 days. This Bill creates a five-man Commission and a California State Director of Aeronautics. Everyone of you Airport Managers, both large and small will be vitally affected by the Bill. The Commission can be a great force in the development of aviation in the State, it can also conceivably develop into a less helpful group. The Governor will select able men, but you and I and all the rest of the people in the industry for our own protection and for the particular benefit of the Airports must show our interest by voicing our united opinion.

The C.A. of A.E. is your organization. If you are in charge of a publicly owned airport you qualify for membership. Managers of some of the largest and some of the smallest airports in the State have already joined. Paid up members extend from Chico on the north to San Diego, and from the coast to the desert on the east. Because our mailing list has not been complete, the Directors of C.A. of A.E. are purposely holding the Charter open. This means you can still become a Charter Member. The Initiation Fee is $5.00 and the Annual Dues are $10.00.

The C.A. of A.E. needs your help, if you can’t name twenty-five (25) publicly owned airport managers in this state in two minutes, some of those boys whom you don’t know might be able to help you solve some of your problems. They would, we know, like to meet you.

This letter is going to every publicly owned airport in this State of which we have knowledge. We hope you that you will give it consideration and that your reaction will be favorable. You are invited to become a Charter Member of an organization that will be representative of the Airport Managers of this State for all time to come.

Hope to see you at Santa Maria on August 13th.

Cordially,

CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

Cecil C. Meadows, Sec.-Treas.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

Office of Secretary-Treasurer
Kern County Airport
Route 1, Box 304
Bakersfield, California

GREETINGS C.A. OF A.E. MEMBERS:

The Short Course for Airport Managers and Owners at Hancock Field, U.S.C., Santa Maria, has come and gone. There were in attendance approximately 25 Municipal and 22 Private Airport Managers from California, Arizona, Nevada, Oregon and Washington, 22 C.A.A. representatives from all over the U.S.A. Most of airport equipment and petro salesman and a sprinkling of chamber of commerce and curious observers.

The writer's experience with such affairs gives U.S.C. top rating. This was unquestionably the most educational of all such courses, and the eagerness observed on the attentive faces of some of the younger airport managers was sensational. Imported talent added mystery of the foreign, but our local boys who were permitted on the program kept the west out in front. CONGRATULATIONS U.S.C.

Business conducted by C.A. of A.E. President Don Smith was seriously ill. Frank Bishop presided. Mike Doolin, David Fleet and Cecil Meadows were recommended to the Governor for appointment as members of the new Aeronautics Commission. The Board of Directors were authorized to incorporate the C.A. of A.E.

Marvin Sturgeon was appointed to study the problem of where to locate and how to mark wind indicators, so itinerant pilots can find them. Sectional Meetings were discussed and will be forthcoming.

Woody De Silva enlightened us as to what a few fool fliers were bringing to all the thousands of Los Angeles County pilots. Stringent local laws are being discussed, which will curtail private flying. Woody's theme could well have been, "Kill the damn-fool pilot before he kills someone else!"

A cheerful telegram was sent to President Smith, wishing him early recovery to health.

The Charter will be held open for another short period to enable those who desire to do so, to send in their $15.00 and become a charter member of the organization, which will represent the Airports of California, for all time to come. The paid up membership now numbers 23, with purchase orders received from several others. Financial report $299.90 in the bank as of August 18, 1947, with all bills paid.

Cordially,
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

Marvin, Sec.
Cecil C. Meadows, Sec.-Treas.

CCM: mn
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

Office of Secretary-Treasurer
Kern County Airport
Route 1, Box 304
Bakersfield, California

GREETINGS C.A. of A.E. MEMBERS:

Your secretary has endeavored to shape up the mass of business done at our recent Statewide Meeting at the Wilton Hotel in Long Beach. The material is not yet available, but will be forthcoming before the following Sectional Meetings:

Mark these dates on your calendar, **JANUARY 9 - 10**, Friday and Saturday, 1948.

Sectional Meetings will be held on these dates as follows:
Meetings will open at 9:00 A.M., so arrive in town the day before. Place of meeting will be announced.

SOUTHERN CALIFORNIA - Vice-President Glenn Arbogast in the City of San Diego.

CENTRAL VALLEY - Vice President Ed Nichols at Fresno.

COASTAL - Vice-President Frank Bishop at Napa.

A preview of the Long Beach Meeting. More airport executives were in attendance and more real work accomplished than at any previous meeting of airport managers in the history of California.

Cordially,

CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

Cecil C. Meadows, Sec.-Treas.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES
GENERAL LETTER #8

Secretary's Office
Route 1, Box 304
Bakersfield, California

February 25, 1948

GREETINGS:

Your last general letter reporting the Statewide Meeting of C.A.A.E. at the Wilton Hotel in Long Beach, contained the following paragraph:

DeSilva of Los Angeles Municipal reported on Public Law #289, "If you want maintenance and fire equipment for your airport contact your C.A.A. district airport engineer and file application".

Did you or didn’t you?

Your secretary since that time has been continuously on this project under orders of our Board of Supervisors, thanks to C.A.A.'s, Bob Schmidt, Hal Friedland, Dave Logg, Warren Cole, and W.A.A.'s, Charley Gibson and Fritz Roberts. We have had some success and prospects for adequate maintenance equipment looks good. Many of you will get some equipment without asking, others better get busy.

You County boys, whether you are aware of it or not, due to the State Collier Road Bill were relieved of any possibility of using county road equipment legally on your airports after January 1, 1948. This would have spelled disaster to Kern County Department of Airports, if it had not been for C.A.A. and War Assets transferring transferring equipment.

We hope our Resolution to C.A.B., Re: installing approved lighted wind cones at the end of each runway before airliners would be permitted to take-off had some effect. We have heard nothing further about it, but three members of the Board have since resigned.

By the way, what did you think of the President trying to put a General in uniform on C.A.B. as chairman? Guess its a good thing that our Senators are still civilians.

Our Wasp Beech has been in the air quite a bit the last couple of months in running down equipment and looking at small hangars. Your secretary visited C.A.A.E.’rs, Ed Moore, Tulare; Lee Apperson, Stockton; Don Smith, Sacramento; Frank Bishop, Napa; Buck Newsom, Contra Costa County; Raymond Rudisill, Hayward; Mike Doolin, San Francisco; G. B. Patterson, Salinas; Woody DeSilva, Los Angeles; Dick Harding, Santa Barbara and Wilmer Garrett, Fresno.

Air Marking -- Remember Wilton Hotel, Long Beach, Sanford of Ontario makes motion, seconded by Harding of Santa Barbara, that
C.A.A.E. adopt C.A.A.'s recommendation on segmented circle and that all C.A.A.E. members take immediate steps to install them. -- Well, here's what your secretary has seen in recent weeks.

Segmented Circles -- Santa Barbara, Fresno-Chandler, Modesto, (saw Ed Nichols, Merced, doing something at his tetrahedron when I flew past, but couldn't be sure just what), Stockton and Hayward. Rudy has also a big concrete sign - Hayward, and last but not least a 150' circle with 8' x 8' panels V'd in the center, 15" high at Bakersfield. Wilmer Garrett of Fresno and your secretary both went further and painted large signs at the center of the runway naming our airports and our towns. At Bakersfield we used 60' letters which can be read from 10,000', we also painted the north arrow and the latitude and longitude. We are now working on marking all of our 17 airports. Saw Marvin Sturgeon of Ventura County at Gardner Field one day and have heard he also has a segmented circle. Well anyway fellows you are to be congratulated, and we know many of you have markings in, that hasn't been mentioned here, so in order to make a full report how about dropping us a card. One thing was very noticeable, never saw a sign of any kind or marking on a big terminal airport, this is a mistake boys, get out your paint brushes and get on the air map.

Due to the American Association of Airport Executive's change in dates of their Convention to April 5, 6 and 7, at the Congress Hotel in Chicago, the Air Policy Conference in Los Angeles at the Ambassador Hotel on April 13, 14 and 15, and the American Legion Air Roundup at Bakersfield on April 17 and 18, President Don Smith and your Board of Directors have decided to postpone the C.A.A.E.'s annual Convention, which was supposed to be held in Sacramento on April 2 and 3. Announcement of dates will be made. This had to be done because so many of our members will attend the Chicago and other meetings.

Our recent Sectional Meetings were bang-up jobs in the south at San Diego and in the Central Valley at Fresno, but alas, the Coastal boys failed to support Vice-President Frank Bishop at Napa. We are learning and we are sure to have a few setbacks, but be sure of this, there are now enough solid members of C.A.A.E. that the organization will live on long after all the present California Airport Executives are gone.

If you should be prone to conveniently forget the meeting date of your Association, please remember its your help all the rest of us need and it is barely possible that some of your fellow Association members might have an idea that would help you solve your problems. Anyway you look at it, you might gain a little and you can't lose a thing.

Cardially and respectfully yours,

Cecil C. Meadows,
Secretary
CITY OF SANTA BARBARA
California

Santa Barbara Airport
Box 576, Goleta

16 February 1948

Mr Cece Meadows
Kern County Airport
Bakersfield, California

Dear Cece:

Just finished a survey of airports operating bars. Some of our members may be interested in the results.

(a) Number of airports heard from . . . . . . . . 26
(b) Number approving sale of liquor . . . . . . . . 18
(c) Number prohibited by LOCAL LAW or COUNCIL DISAPPROVAL . . . 3
(d) Number prohibited by some angle of STATE law . . . . . . . . . 5

Percentage of airports favoring sale of liquor . . . 85.6%

BASIS OF RENTALS

Gross Sales of Bar Receipts (excluding food)

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<th>Flat Rent</th>
<th>5%</th>
<th>7 1/2%</th>
<th>10%</th>
<th>15%</th>
<th>Sliding 7 1/2% up to 15%</th>
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Hope this information will be of some help to the boys.

Sincerely yours,

Richard A Harding
Airport Manager

msm
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

GENERAL LETTER #9

Secretary's Office
Route 1, Box 304
Bakersfield, California

April 22, 1948

GREETINGS:

The C.A. of A.E. meeting at the Ambassador Hotel, Los Angeles, on April 13, 1948, was the outstanding meeting of our short life. Twenty-one airport managers were in attendance and more real business was conducted in the four hours of the meeting than had been transacted previously in all the other meetings.

You will find enclosed copy of Resolutions adopted, copies of which have been forwarded to the proper officials.

For you members who were not in attendance, for one reason or another, your Secretary has been directed by the membership to write letters to your City Counsellors and Board of Supervisors, pointing out to them the importance of your attendance at future meetings in the interest of your individual airports.

We announce at this time that the annual State Meeting has been changed by the membership present at the meeting at the Ambassador, and the date is announced as follows: JUNE 16, 17, and 18, 1948, at the HOLLYWOOD ROOSEVELT HOTEL, HOLLYWOOD, CALIFORNIA, at which time officers will be elected for our second year. Please make a note of this meeting on your calendar NOW and make every effort to attend.

A great deal was said at the recent meeting about the transfer of maintenance equipment by War Assets to our various airports. A good many airports have received considerable equipment, others have received very little. If you are one who has been on the short end, you are urged to take immediate action by contacting your C.A.A. District Airport Engineer, and then following up your requests.

It appears at this writing that War Assets Administration will pass out of the picture on June 30, 1948, which gives you only 60 days in which to obtain any maintenance equipment which you may need to maintain your airport. Public Law 729 permits such transfer to be made without any cost to the airport involved, excepting freight and handling charges from wherever the equipment is located to your airport.

You may draw your own conclusion as to the urgency of this matter, but please be assured, that no such opportunity will return for a long time to come.

C.A.A. District Airport Engineers have been very cooperative and helpful in this matter, but they can’t do much for you without your cooperation.

Cordially yours,

Cecil C. Meadows, Sec.-Treas.

CCM:mm
encl.
RESOLUTION ADOPTED AT A REGULAR MEETING OF THE CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

Held at the Ambassador Hotel, Los Angeles, Calif.
April 13, 1948

ENABLING LEGISLATION (Zoning)

WHEREAS, the matter of proper protection of the approaches to the runways at Municipal and County Airports is of utmost concern to the California Association of Airport Executives, and

WHEREAS, large sums of money have been spent in the development of such airports by municipalities and in many instances the financing has been participated in by the Federal Government, and

WHEREAS, there is a grave question as to the adequacy of local height limit ordinances within the State of California,

NOW, THEREFORE, BE IT RESOLVED that the Aviation Commission of the State of California be, and is hereby, petitioned to submit for passage at the next session of the State Legislature proper enabling laws to allow local political subdivisions of the State to adopt enforceable height limit and zoning ordinances to protect Municipal or County Airports.

ADDITIONAL HANGARS

WHEREAS, the California Association of Airport Executives believe that private flying can be further fostered by additional hangars being built on Public Airports,

THEREFORE, BE IT RESOLVED that the California Aeronautics Commission be and is hereby requested to make a survey of potential revenue at Public Airports that may be derived from additional hangar rentals and recommend a suitable financing program in which subdivisions may participate.

G. I. TRAINING

WHEREAS, it is the sincere belief of the California Association of Airport Executives that the pilot training program under Federal Law #346, popularly known as the G.I. Pilot Training Bill should be continued,

THEREFORE, BE IT RESOLVED that the Air Policy Conference is hereby petitioned to go on record as favoring the continuance of the G.I. Flight Training as long as Veterans in sufficient numbers choose this form of schooling as set-up by the law.

AIR MARKING

WHEREAS, the California Association of Airport Executives believes that present air traffic fully justifies full and complete Air Marking of all airports, towns and landmarks within the California State borders,

THEREFORE, BE IT RESOLVED that the California Association of Airport Executives properly Air Mark their individual airports, that every assistance be given the Civil Aeronautics Administration, the California Aeronautics Commission, any and all Chambers of Commerce, clubs and organizations to plan, foster and complete such Air Marking.

NATIONAL DEFENSE PILOT TRAINING PROGRAM

WHEREAS, the California Association of Airport Executives believes that in the interest of national security a pilot training program be immediately instituted which will train young men of school age to fly as part of their educational program, that the trainees be given sufficient training to qualify them in case of national emer-
gency for immediate military service as pilots,

THEREFORE, BE IT RESOLVED That Congress of the United States be and is hereby petitioned to immediately inaugurate such a national defense program.

AIR STRIPS

WHEREAS, the State of California has within its borders more civilian aircraft and far more civilian pilots than any other state, and

WHEREAS, it being the belief of the California Association of Airport Executives that our State, due to its size, climatic conditions and topography offers the private pilot more potential utility for his airplane, and

WHEREAS, one of the greatest deterrents to the advancement of aviation in our State is the scarcity of airports,

THEREFORE, BE IT RESOLVED that the California Aeronautics Commission be and is hereby petitioned to formulate a plan and with every means at its command instigate a program to construct a landing strip at every city, town, hamlet and recreational area in the State.

Cecil C. Meadows, Secretary
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES
HELLO, FELLOW AIRPORT MANAGERS:

Director DeSilva has announced tentative arrangements for our annual meeting to CONVENE 8:00 P.M., Wednesday, June 16, 1948, at the Hollywood. This is an election meeting, pick your candidates and back 'em to win.

Among the following Charter Members there will emerge a President, three Vice-Presidents, Secretary-Treasurer and seven Directors:

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This is the complete list of paid up members, there are many more who should be and will be members if you fellows will help us locate, identify and invite them to join. Frank Bishop of Napa County, is to be commended for his work in this regard.

Wonder how everyone is making out on the equipment program? We know two or three who have hit the jack-pot, we also know that some are not so fortunate. We predict that the next 30 days will wind up the program and, maybe sooner, as it is rumored that the Armed Forces are withdrawing some otherwise obtainable equipment. The grand award must go to Bob Schmidt of the C.A.A. and his staff, with especial mention to Friedland, Logg, Mottern, Worthley and Cole. Charles Gibson of W.A.A. and his staff, with especial mention to Roberts and Kennedy.
The Kern County Beech has a few more hours to its credit since our last letter, Apperson and Shy of Stockton, plus your writer, visited McKenney at San Diego and Sturgeon at Ventura County (Oxnard) on the same day, we clearly saw Bill Nichols, Orange County; Arbogast, Long Beach; DeSilva, Los Angeles and Tyler at Santa Monica as we breezed past. Getting into San Diego with the help of the tower wasn't too bad (then McKenney explained that there hadn't been any fog for days), but getting into Oxnard reminded me of flying into the West Coast of Africa during the war (Sturge explained that it had been clear for days). Those are two fine airports and you will never find two more courteous and fine gentlemen as managers and, right here it occurs to me if we don't hold these meetings at different airports instead of hotels we are making a mistake. Flew over Sanford's, Ontario, on the way to Cal-Aero and, boy was it hazy.

We also visited Cecil Cook at Porterville, Turner at Oakland (was unavailable), Bishop at Napa County (carburetor ice Frank), and Camelli at Eureka. Don Clausen of Del Norte County took off from Arcata in a 44 mile per hour gusty wind in a little Stinson just after we landed and we got behind the hangar and said, Amen! Saw Bill Young at Mendocino County, flew over Floren Fravel's beautiful little airport at Ukiah, and spent the night at Harrison Mecham's Sonoma County Airport at Santa Rosa, and boys if you want to see something, visit Harrison. Stopped by to see Buck Newsom at Contra Costa County, but Buck was home, maybe nursing a headache over that Holiday on Wings. (Apologies Buck, but when I heard two thousand visiting airplanes were planning on landing at one airport in one day, it scared me to death, I put the Beech in the hangar and went to the mountains).

See all of you at the Roosevelt.

Cordially,

Cecil C. Meadows, Sec.-Treas.

P.S. This is being written on Memorial Day, anyone want the Secretary's job? You are welcome.

C.C.M.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

GENERAL LETTER #11

"IMPORTANT --- RUSH"

(The following from Woodruff DeSilva, Mgr., Los Angeles Airport)

Dear Airport Manager:

Our over-worked secretary has asked that I prepare this EMERGENCY BULLETIN regarding the Tenth Annual Western Safety Conference to be held June 16-18, 1948, inclusive, at the Hollywood Roosevelt Hotel, Los Angeles, California.

The Tenth Annual Western Safety Conference covers the eleven Western States, Canada, Alaska, and Hawaii. This conference will have sectional meetings on all phases of safety, including aviation.

With your emergency secretary, Vice-President of that Section, and with the able assistance of the following committee, a very excellent program has been arranged:

Mr. C. N. James, Vice-President Western Air Lines, Chairman

Mr. E. M. Ellingson, Manager Air Transport Association, Operations Office, Los Angeles

Mr. Charles H. Jones, Airport Section, Civil Aeronautics Administration

Mr. T. N. Peyton, Chief Region 6, C.A.B.

Mr. A. W. Smith, Chief, Air Carrier Division C.A.A.

As stated in General Letter #10, our California Association will hold their Annual Meeting at 2:00 P.M., Wednesday, June 16, in the Q B Room, Hollywood Roosevelt Hotel, Los Angeles, California. The morning will be taken up with registrations, the fee being $2.00. All luncheons and dinners are extra and not mandatory.

June 17, 1948, morning session, 10:00 A.M., Q B Room, Hollywood Roosevelt Hotel, Meeting of Aviation Section Safety Conference, C. N. James, Presiding:

Speakers

Colonel Joseph Mariott, Director of the 6th Region of the C.A.A.

Subject: "UNIFORM STATE AVIATION LAWS"
Speakers

Mr. Joseph Adams, Director of Aviation for the State of Washington
Subject: "LAW ENFORCEMENT FROM THE STATE LEVEL"

Captain Sewell Griggers, Aero Detail, Los Angeles County
Subject: "LAW ENFORCEMENT AND PUBLIC EDUCATION"

GENERAL DISCUSSION FROM THE FLOOR ON THE ABOVE SUBJECTS

2:00 P.M. JUNE 17 AFTERNOON SESSION

Mr. C. N. James Vice-President, Western Air Lines and Chairman of the Aviation Section of the Tenth Annual Western Safety Conference, Presiding.

Speakers

Mr. W. K. Andrews, Assistant Director Safety Bureau of the C.A.B.
Subject: "SAFETY REGULATIONS AND FUNCTIONS OF THE C.A.B. AND C.A.A."

Mr. Paul E. Gillespie, Assistant to the Director of the Safety Bureau of C.A.B.
Subject: "FEDERAL STATE COORDINATION IN ACCIDENT INVESTIGATION"

Mr. Jack West, Manager United States Aviation Underwriters, Los Angeles
Subject: "AIRPORT LIABILITY AND EXPOSURES AND FIRE AND CRASH PROCEDURES"

GENERAL DISCUSSION FROM THE FLOOR ON THE ABOVE SUBJECTS

10:00 A.M. JUNE 18 MORNING SESSION

GENERAL SESSION

Mr. John Hall, Director of Public Relations for the Atlas Company
Subject: ____________________
2:00 P.M.  JUNE 18  AFTERNOON SESSION

ALL AIRPORT MANAGERS AND STATE AVIATION OFFICIALS

GENERAL CHAIRMAN

Colonel C. M. Young,  General Manager, Department of
Airports, Los Angeles

Subject:  "AIRPORT PROBLEMS"

GENERAL DISCUSSION

* * *

Reservations have already been received from several state
aviation officials and airport managers, including Mr. Adams,
Director of Aviation for the State of Washington; Mr. Lyle G.
Hess, Assistant Director, Division of Aeronautics, State of Colo-
rado, and the chairman of his commission; Mr. William Templeton,
Manager of the Airport at Vancouver, B. C. and of course our
State Director, Mr. Warren Carey, and many others.

You can see that a very fine program has been arranged and
it is most important that we have a good attendance. In addi-
tion, there are many important subjects to be discussed in the
Airport Managers' meeting of the 16th and 18th, including the
proposed new technical order of the CAA on approach zones, etc.
and several bills now pending before Congress, including H.R.
6180 and H.R. 6747.

Your Secretary was recently appointed Regional Director for
the 6th Region for the American Association of Airport Executives
and accordingly is inviting all Airport Managers of the 6th
Region and other key cities on the West Coast to attend this con-
ference.

A hotel reservation blank is enclosed for your convenience,
MAIL IT BACK TODAY. This is important.

Yours for greater safety,

CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES
Woodruff DeSilva, Director.

P.S. Plan to attend the wind-up party at 7:00 P.M., June
18th at Columbia Studios, North Hollywood, where the
general committee for the conference has arranged an
excellent party on the sound stage with Mr. Harry
Warner as Chief speaker. Entertainment galore, with
an array of motion picture talent. Bring your wives
or your sweethearts.
Greetings from your President follow : (Greetings from Treasurer inclosed)

The summer and vacation months are drawing to a close and we are all "bucking the tiger" again. (No vacation for the Superintendent of Kern County's sixteen Airports, have been on the job every day.)

We finally got the membership certificates printed and mailed out to everybody to whom we were sure of his address. Hope you liked 'em.

1947-1948 fiscal year saw trouble for some of our members, those resigning their jobs of which we have information are as follows:

1. Jim Rines, Marysville (Chemin Field)
2. Ray Ross, Chico
3. Homer Cruize, Porterville
4. Floren Freavel, Ukiah
5. Ed Moore, Tulare
6. Larry Cookman, Chico (served intentions)
7. Max Black, San Diego.

Some good men here, the industry is not stabilized though business has been generally good on most airports despite V.A. interpretation of the new law.

Our past president Don Smith of Sacramento went through a battle recently and won, thumbs down. A couple of operators sharpened their axes and went after him, charging incompetency and inefficiency. Most of your fellows know what Don went through. This same thing goes on all the time on every publicly owned airport, there are no airport managers exempt. After full public hearings were held before the Aviation Committee of the Sacramento City Council, the committee fully exonerated Don and issued a statement that the charges were entirely unsubstantiated. California Association of Airport Executives represented by our able Leland Apperson of Stockton, appeared on behalf of Don and turned in an excellent performance.

California Association of Airport Executives will appear on any members behalf, if you get into trouble and need help, advise us immediately. Incidentally Don Smith has been Superintendent of the Sacramento Municipal Airport for eighteen years, saw it grow from a Cow pasture to a great airport which is substantially self-supporting. This cannot happen if the manager is inefficient, incompetent or mis-manages.

Our new secretary, Marvin Sturgeon of Ventura County is probably so confused over the books and minutes turned over to him by the former secretary that he can't dig himself out, but it's the prediction of this writer that he will get going before long, and you will hear plenty from him as well as getting your bill for annual dues.

The Commission has recently provided your Association (and probably many of you) with copies of legislation presently being considered. The Commission indicates that the State Aeronautics Act places the responsibility for the submission of a suitable Aeronautical legislative program directly in its lap, and announces that it is its desire to seek the help and guidance of the industry in formulating such a program.

It is intended that we will consider the Commission's proposals at our next statewide meeting (announced later herein)
Proposed legislation is as follows:

1. An amendment to Sec.14, Art.1 of the State Constitution to give the political subdivisions of the State the right in an eminent domain proceeding to take immediate possession and use of any right of way or lands to be used for public airport purposes.

2. A proposed addition to the State Civil Code affording the pilot the same protection against action by guest passengers (in the event of accident) as is extended to drivers by the Vehicle Code. (This protection was provided by the California Air Navigation Act of 1933, but was not carried over in the new Act of 1947.)

3. A proposed addition to the Penal Code making the theft of aircraft a felony the same as the theft of an automobile.

4. A proposed addition to the Penal Code extending to the owners of aircraft the same protection as afforded automobile owners by making the tampering with or malicious injury to aircraft a misdemeanor.

Further the Commission circulated to "All airport managers" on September 20, 1948, a letter regarding information to be furnished the Commission for use in its compiling of a State Airport Directory.

In the event any of you did not receive such a letter, upon advice from you your Secretary will advise the Commission.

The Commission also circulated to various public airport managers a letter indicating the cooperation of the State Division of Highways in a program intended to provide directional signs guiding traffic from State Highways and Freeways to public airports. Deadline for receipt of certain information relative to your airport locations is October 20, 1948. In the event you did not receive such a letter furnish the following information immediately directly to the Commission so that your airports may be included in the program:

"For each public airport under your jurisdiction"

1. A detailed highway map of your community showing state highways and streets and county roads by name. Mark thereon in contrasting color:

   (a) The area occupied by the airport (or airports)

   (b) The best route (or routes) from turn-off point on state or county highways to the main entrance of the airport.

   (c) The most desirable locations for highway signs needed, designating each location by a letter "A", "B", etc.

2. On the margin of the map (or attached thereto) furnish the accurate mileage (to tenths of a mile) from each such lettered sign location to the airport entrance.

   EXAMPLES: "A" - Blankville Airport - 4.5 Miles
               "B" - Blank County Airport - 1.8 Miles

3. Specify the name of the airport which should be used on the face of the sign, indicating whether municipally or county owned.

4. If suitable direction signs to any public airport are already in place or if they have been provided locally advice to that effect would be appreciated.

Also the Commission during September 1948 published Vol. 1 No. 1 of a series of "News Letters". This first News Letter was most informative and should have been received by all of you. In the event you did not receive a copy advise your Secretary so that your name may be furnished the Commission for regular mailing.

-2-
As most of you may know, the following were appointed by the president of the County Supervisors Association of California to constitute an Aviation Advisory Committee to that organization:

Cecil Meadows (Chairman) Kern Co.
Frank Bishop (Vice Chairman) Napa Co.
William J. Fox Los Angeles Co.
Noble Newsom Contra Costa Co.
Marvin Sturgeon Ventura Co.
Jean L. Vincenz San Diego Co.
A.W. Walker San Bernardino Co.

The Committee met to consider the Commissions proposals on Airport licensing, is still active, and will no doubt meet again in the near future to consider the Commission’s revised proposals regarding licensing and other matters.

It is most encouraging to note that the County Supervisors Association is definitely going to figure in on the aviation picture in the State. The Association’s general manager, Fred Alexander, with offices in Sacramento, is spearheading the program and deserves our full support. The County Supervisors Association and the League of California Cities are understood to be working hand in hand on this item.

Some of the best information in a long time, just received from Mel Nuss, Secretary of AAAE, Reading, Pennsylvania, to the effect that the next annual meeting of the American Association of Airport Executives will be held in Oklahoma City, April 3-6, 1949. Your writer is proud to hear about this decision as you will recall he reported to our last meeting that he had campaigned for such a move at Chicago in 1948, believing such a meeting place would give westerners a better chance to go. Every major airport operator should plan starting right now to attend this meeting, if you have never attended you and your airport and community are losers. Everything that is airports is there, all top managers, CAA, CAB, leaders in Congress. You will find answers to many of your problems and besides the business, Oklahoma City is hospitable beyond the ordinary. Kern County’s Bakersfield may be able to go if two of you fellows can pay the airplane expense.

Have you noted the manner in which the New York Port Authority is batting the Airlines? Brother they are due a bouquet from every manager in the country.

Date for own Statewide CAAE meeting is set for December 2-3-4- to be held at Bakersfield, - Fresno or Modesto. If you have a preference advise the Secretary so that the place of meeting can be definitely established by the end of this month.

Cordially yours,

CECIL C. MEADOWS, President

MARBIN G. STURGEON, Secty-treas.
A series of meetings on matters of interest to all of us were held in Sacramento on October 21, 22 and 25.

On October 21 at 10 A.M. in the State Capitol, the Assembly Interim Committee on Aviation with the Honorable Lester A. McMillen, 61st District Assemblyman, as Chairman and our Frank Bishop, Napa County, as technical advisor, continued its hearings on the matter of the advisability of preparing legislation to provide for the channeling of unreclaimed motor vehicle fuel tax refunds into a fund to be used for the benefit of aviation within the State. Representing our segment of the industry Cecil Meadows, Jean L. Vincenz and Noble Newsom were called before the committee and testified to the effect that in their opinion the funds in question could be used to good advantage in the construction of new airports where needed in the State and in assisting in the maintenance of existing facilities in need. It is estimated that approximately $500,000 per year may be available from this source. None of the witnesses appearing before the Committee offered any serious objection to the proposed channeling of funds but the Aeronautics Commission did make a bid for the money. This hearing carried over from its start in the morning until 4 P.M. and it is believed that many matters were brought to the attention of the Committee which should have definitely given the members a much better understanding of our problems than they might previously have had. Among the other witnesses appearing were Warren Carey, State Director of Aeronautics and members of his staff; the State Controller; Chief of the Motor Vehicle Fuel Tax Department; Chief of the Motor Vehicle Fuel Tax Refund Department, Dick Thumber and John Schwabman, C.A.T.A.; Representative of the A. O. P. A.; and Art Schilder, Aviation Committee, Redwood Empire Association.

At 4 P.M. on the afternoon of the 21st, in the office of the County Supervisors Association, a meeting of the Aviation Advisory Committee to that organization proceeded to take up the matter of the Rules and Regulations concerning the granting of Airport Site Approvals and Airport Permits by the State Aeronautics Commission referred to in General Letter #12.

This meeting had been scheduled for earlier in the afternoon but was postponed because of the overlapping with the Assembly Interim Committee hearing. Present at this meeting were Committee members:

Cecil Meadows, Kern County
Noble Newsom, Contra Costa County
Marvin Sturgeon, Ventura County
Jean L. Vincenz, San Diego County
A. W. Walker, San Bernardino County

Supervisors Association Legal Counsel Bill McDougall and their Research Director Vincent Cooper met with the Committee and also present were Supervisors Bradbury and McClellen of Santa Barbara County, and Bill Earley, Assistant to Newsom.

The proposed regulations were thoroughly discussed by the Committee and were reviewed in light of the Committee's previous study of the first tentative draft of the same regulations submitted to the industry by the State Director of Aeronautics in June 1946. After discussion, the following action was taken. It was moved by Mr. Walker, seconded by Mr. Newsom and unanimously carried.

(1) That a general stand against the adoption of regulations governing airport site approvals and airport permits be recommended by the Committee.
(2) That education, advice and assistance be the
recommended course of action of the State Aeronautics Commission
in discharging its duties with respect to Aeronautics with
emphasis being laid upon those duties of the Commission involving
fostering and promoting the progress of aeronautics in California.

(3) That these views of the committee be transmitted
to its absent members, be made known to the Board of Directors
of the Supervisors Association, and be stated to the California
Aeronautics Commission and its advisory Committee on Airports.

Further discussion led the Committee to the conclusion
that a valuable education project would be calling to the attention
of all counties the merits of land use and zoning ordinances so
that local action with respect to the location of airports would
make State entry into this field unnecessary.

At 10 A.M. October 22, in the offices of the State
Aeronautics Commission the following members of the Airport
Advisory Committee, provided for by formal action of the California
Aeronautics Commission, convened:

1. Cecil Meadows, C.A.A.E.
2. Carl Hand, C.A.A.
3. Dick Thurber, C.A.T.A.
4. Bill McDougall, Supervisors Association
5. Mr. Carpenter, League of Cities
6. Tom Murphy, Air Transport Association

The following two actions were made and unanimously

1. "It is the sense of the Advisory Committee on
Airports that the State Aeronautics Commission should undertake
the development and completion of the state-wide Airport Master
Plan and that the other activities of the State Agency be sub-
ordinated to the Completion of the Airport Master Plan."
2. "That concurrently with the study of the Master
Airport Plan, a short range, immediate and urgent airport plan
be developed by the Aeronautics Commission, studied and further
developed by the Airport Advisory Committee, with a view toward
arriving at an immediate legislative program to be submitted to
the 1947 session of the California Legislature."

Then came an action which left the field clear for the
Commission to proceed at its discretion with regard to the licensing
and permit rules and regulations; Acting on the majority comment
obtained from a canvass of the officers and directors of our organ-
ization president Cecil Meadows moved, seconded by McDougall of the
Supervisors Association, that it be recommenced by the Airport
Advisory Committee to the Commission that the proposed regulations
governing airport site approvals and airport permits not be adopted
at all. After lengthy discussion this motion came to vote and was

LOST.

The League of Cities representative then took action
and moved as follows: "That the Airport Advisory Committee
recommends to the Aeronautics Commission that its regulations
relative to site approvals be based on locational safety factors."
This motion passed with your president and the C.A.A. represen-
tative opposing it. It is to be especially noted that the Air
Transport Association Representative voted in opposition to the
stand taken by our organization on both of the above controversal
issues! This fact may be remembered in your future dealings with
the Air Lines.

On October 25, the California Aeronautics Commission
meeting in Sacramento took action to have published in the Aviation
News Beacon (October 28th issue) their "NOTICE OF PROPOSED ADOPTION
BY THE CALIFORNIA AERONAUTICS COMMISSION OF REGULATIONS PERTAINING
TO THE ISSUANCE OF AIRPORTS SITE APPROVALS AND AIRPORT PERMITS,"
together with the rules and regulations in full. These rules and
regulations as proposed are as opposed by our organization.

Special note here is made of the fact that T. Bruce Church
of Salinas, State Aeronautics Commission member, is to be considered a real friend of our organization as he held out against the proposed rules and regulations, but was overpowered.

The Commission in its notice states that any person may present statements, arguments or contentions, in writing, with regard to the above proposed regulations at the regular meeting of the Commission to be held in Room 213; 2946 North Hollywood Way (Lockheed Air Terminal) Burbank, California, on November 29, 1948, at 2 P.M. Members are urged to be there in person or to forward written comment to the Secretary for presentation at the hearing, or both. This is a very important meeting as if we fail to present our case this may be our last opportunity to do so on this matter.

The status of our Statewide meeting is now as follows:

At the request of your president Wilmer Garrett, Fresno Municipal Airports, has taken action to arrange for 40 rooms at the Hotel California, Fresno, for the nights of December 2nd and 3rd; and for conference rooms thereat for the days of December 2nd, 3rd, and 4th.

Reservations at the California should be made by members direct to the Hotel not later than November 22nd.

Plan NOW to be at Fresno on December 2nd, 3rd and 4th and at the State Aeronautics Commission meeting at Lockheed on November 29th.

Also remember the April 3-6, 1949, meeting of the A.A.A.E. in Oklahoma City as mentioned in General Letter #12. These meetings are worthwhile sessions and since this one is being held in Oklahoma City to accommodate us "Westerners" it would be to our advantage as a group and as individuals to have a large representation present. Think this over so we can make some definite plans at our Fresno Meeting.

Cordially yours,

CECIL C. MEADOWS
President.
November 24th, 1948.

Greetings:

Hope you all have made your reservations for the Fresno meeting. We are counting on getting much important work accomplished on the problems presently before us and on those which will affect our future. Proposed matters to appear on the agenda are as follows:

1. Discussion on the proposed State Airport Directory.
2. Discussion of the matter of Highway Directional signs to airports.
4. Consideration of the California Aeronautics Commissions proposed legislative program. (This will be much more lengthy than this item might indicate).
5. Consideration of the proposed Rules and Regulations governing Airport site approvals and Airport permits. (If this matter has not passed beyond the "proposed" state at meeting time).
6. Consideration of the matter of use and maintenance of Surplus machinery and equipment received from W.A.A.
7. Consideration of the matter of responsibility for Airport Development - whether a public or private responsibility.
8. Consideration of the problem of Financing Airport construction, operation, and maintenance including general and specific taxation and airport rates and charges.
10. Consideration of Safety matters as concern the public and operational employees on airports.
11. Airport and Airway marking.

In all cases it is desired that each member be ready to give his views on the matters under discussion and further we will take up as a group other items which may be brought in by any member for consideration. Come prepared to pour out your woes, tell us about your new ideas, and to enjoy a day or two of association and exchange of information within our fraternity.

See you at Fresno Dec. 2d, 3d and 4th. Meetings start in the Hotel Californian at 10:00 A.M. Dec. 2d.

Cordially yours,

MARVIN G. STURGEON,
Secretary-Treasurer.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

GENERAL LETTER #15

FEBRUARY 11th, 1949.

GREETINGS TO ALL:-

Your Secretary pulled out of Southern California immediately after the "Big Snow" for a short Orientation Course at the Air Command and Staff School at Maxwell Field, Montgomery, Alabama. As soon as it became really cold in the "Deep South" he hastened to return to Southern California, only to find that it was still cold here. At Maxwell Field during this brief period the heads of some 136 Air Force Reserve and Air National Guard Officers were stuffed full of ideas that almost made the hair stand on end.

The trip down and back was made via military aircraft (C-47) and all along the route wherever the ground was visible, and whenever your Secretary could secure a point of vantage at a window, the ground and air were looked over for signs of civil flying. From what was observed it can only be reported that however things stand with regard to civil flying in California at present they appear to be considerably ahead of anything observed elsewhere.

As a matter of interest, Mr. S. A. Roundtree Director of the Department of Aeronautics for the State of Alabama, with headquarters in the state capital at Montgomery, was contacted. Mr. Roundtree extended a real southern welcome and we discussed the aviation program in his state. Suggest it to say that there are only two full time paid public airport managers in Alabama.

Further at this same Orientation Course at Maxwell Field were Lt. Col. Brandt of Executive Air Services, Stockton, California, and Col. John Levin of the Department of Aeronautics, City of Spokane, Washington. Col. Levin indicated that Spokane was progressing with its occupancy of Colglar Field, at Spokane, as the main municipal airport, the control tower having recently removed from the old municipal airport at Felts Field out to Colglar. The usual financial problems were being experienced in this case.

Since the last General Letter President Meadows has also had the pleasure of visiting the following out of state airports: Winslow, Arizona (at which place the service is not good only way you look at it) Oklahoma City, Wichita Falls, Big Springs, Midland, El Paso, and Tucson, all in the Korna County Beechcraft; and Fort Worth, Dallas, Nashville, Washington National and La Guardia Field. Washington National Airport, President Meadows reports, is really a sight for the eyes of a "country airport manager." The Administration Building is very evidently the same perfection for such facilities in these United States of America.

At Tucson President Cec stayed over night with our old C.A.A. friend Bob Schmidt, who, I am sure all of you know, now manages one of the finest airport set ups in the west. However, the lack of promising revenue possibilities may prevent Bob from showing all the rest of us airport managers how things should be done.

President Cec also made a recent visit to headquarters 6th Region of the C.A.A., and assures all of us that we have a man at the head of the airports branch with whom we can work both individually and collectively. Mr. Hook's view on the development of airports very closely parallel the views of the members of our organization and certainly his attitude is one of complete cooperation with all of us. We can rest assured of the 100% cooperation.
of his office on all of our problems. This visit to regional headquarters had been originally planned by President Meadows to last only about two hours but the many interesting developments which took place there during his meetings with the various members of the airports branch extended the visit into two full days. (Added note by Secretary: This meeting with the C.A.A. must have really been something. When anyone can extend a proposed two hour visit by Cecil Meadows into a stay of two full days there really must be something of importance to us there, and I am not being facetious.)

With regard to the California Aeronautics Commission's Rules and Regulations governing the issuance of Airport Site Approvals and Airport Permits there is the following to report:

Regardless of the official and personal action in this matter by the following: (to mention a few) your President Cecil Meadows, Bill Fox, Woody do Silva, Frank Bishop, Vern Tyler, Glenn Arbogast, Gordon McKonney, Bill Nichols, Cecil Cook; J. B. Douglass, L. C. Mccillivray, George Sanford, Joe Rust, your Secretary, and our Co-partners Bill MacDougall and Fred Alexander of the County Supervisors Association; the California Aeronautics Commission adopted the State Appraisal and Forma Regulations. This is the first major defeat of our Association. However, this struggle is not over yet, as there are a considerable number of Aviation bills before the State Legislature during this session with at least one of them referring to not having a State Aeronautics Commission.

Particular mention should be made of the opposition to these rules and regulations as led for us by Bill Fox and Woody do Silva, and our co-workers Bill MacDougall and Fred Alexander of the County Supervisors Association. As you know these people opposed this thing for us from the start to finish and they are not finished yet.

Now to switch to the matter of the safety of flight in aircraft, here are a couple of items which were picked up from Mr. Will Sievert, Air Safety Investigator for the Civil Aeronautics Board which it would be a good idea for all of us to pass on to BT operators:

In an accident involving engine failure and two fatalities at Phoenix, it was definitely proved that the engine failure resulting from a faulty ignition switch in the BT and a similar accident at Boulder City the same cause of engine failure is suspected.

Mr. Sievert reports that the ignition switch on the BT-13 or BT-15 is easily disassembled and checked and is subject to internal wear which causes the type failure mentioned above. The lack of a clear "detent" feel or "Click" on the switch as it is moved from contact to contact is taken as an indication that the switch is suffering from wear and that it should be looked into and repaired to avoid the possibility of engine actually becoming shut "off" with the switch in the "on" position during flight and nothing you can do about it except land without power.

Also Mr. Sievert advised that the clogging of the finger strainors found in the bottom of the BT fuel tanks had been causing trouble. These finger strainors are reached by removing front and rear plugs on the underslade of the center section of the BT in both left and right tanks. These finger strainors are a soldered checked item and if there is no evidence that they have been recently cleaned, BT owners should probably look into this situation.
As for your calender of events to come, do not forget to mark and plan to attend the National Convention of the American Association of Airport Executives at Oklahoma City on April 25, 26 and 27. You should plan to arrive at Oklahoma City not later than Sunday April 24th. Also mark down our own statewide convention of C. A. A. E. at San Francisco on June 23, 24 and 25.

In conclusion for this time here is a request for a little work:

It may be that now (for those of us not bothered with the problems of snow removal) would be a good time to fill out a little questionnaire covering items on which your officers have always desired to assemble information. It would be appreciated if the enclosed questionnaire could be filled out and returned to your Secretary within the next 30 days so that there will be on hand a little information from which to prepare some statistics regarding the members of C.A.A.E. and the airports which they operate.

Thanking you for your cooperation, and

Cordially yours,

MARVIN G. STURGEON,
Secretary-Treasurer.

Inclosure: C.A.A.E. Survey form
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVE SURVEY

This information applies to Airports operated by ____________________________ (name of public agency)

A. Head Man, Airports Department:

1. Name:
2. Title:
3. Appointed or Civil Service employee?
4. Salary:
5. To whom immediately responsible (City Council, Board of Supervisors, Commissioner of Public Works, etc.)?

6. Do you work with an Aeronautics Commission?
7. Remarks for Section A:

B. Principal Assistant:

1. Name:
2. Title:
3. Salary:
4. Remarks for Section B:

C. Other Airport employees (Including any assistant indicated above)

1. Total Number:
2. Appointed or Civil Service:
3. Remarks for Section C:

D. Operational Information:

1. Does the public agency engage in the sale of fuel and oil? Exclusive or in competition with others?
2. Is Army or Navy contract fuel available?
3. Does the public Agency engage in the tie down of aircraft by the Unit?
   The hangaring of aircraft by the Unit?
4. Remarks for Section D:
E. Data on Airports under your jurisdiction:

Please furnish information for each airport (with financial data in round numbers) using additional sheets as necessary and identifying items by number.

1. Name and Class:

2. Is site owned or leased:
   (If leased for how long?)

3. Total capital investment (Public money only):

4. Approximate percentage of above capital which is Federal money:

5. Total private capital invested on airport in fixed buildings, facilities and pavement on leased space:

6. If there are privately owned buildings on the airport on leased public land do the buildings revert to the public agency at end of lease or does the tenant remove same?

7. Are there private aviation facilities adjoining the airport on private land which have an agreement for use of the landing area?

8. Remarks for section E:

F. Any additional pertinent information you may desire to add:
GREETINGS:

I. REPORT ON LEGISLATIVE PROGRAM.

The results of President Meadows request for assistance from the Association on the passage of ABL275 in the State Assembly were most encouraging. Coo advises that the membership should be proud of the fact that this bill passed the Assembly with only three dissenting votes. As you know this is the bill which has to do with the channeling of unreclaimed gas tax refunds to airport purposes.

As an action for the good of the organization the officers and board of directors have taken action to appoint Frank Bishop of Napa County as the C.A.A.E. legislative representative in Sacramento, with Frank also acting as Chairman of a C.A.A.E. Legislative Committee consisting of the Board of Directors of our organization, Frank is really putting in a lot of his time in Sacramento and is doing a superior job in representing us up there. We all owe him a vote of thanks.

In his capacity as Legislative Representative Frank advises that it may be necessary for all of us to advise our Senators of our views with regard to ABL275 when it reaches the Senate, Frank has stated that he will let your secretary know when its time for necessary action with our Senators so we will stand by for further action on this gas tax refund bill which is of so much importance to us.

Frank also states that AB205 has been dropped in favor of AB432 in an amended form. AB432 deals with liens for airport services, use of landing aids, facilities and the like. The Association's stand is in favor of this bill which has now passed the assembly, and is awaiting for committee hearing in the Senate, the word will be put out if we need to contact our Senators on this one also.

II. A. A. A. E. MEETING.

The best advice on hand indicates that the following are among those in Oklahoma City at the present time attending the A. A. A. E. meeting:

1. President Coo Meadows,
2. 1st Vice President Woody de Silva
3. Directors Ted Hannah
4. Wilmer Garrett
5. Frank Bishop
6. Don Smith
7. Bill Nichols
8. Leland Aperson
9. Mike Doolin of San Francisco, and
10. Bill Tanner, of Ventura County.

Out of this group we ought to be able to get a full report from the A.A.A.E. Meeting during our own session in San Francisco in June. If our boys agree on it down in Oklahoma City, Ted Hannah proposes to introduce to the A.A.A.E. for consideration a very worth while resolution having to do with request for Federal Aid on maintenance of surplus military airports which many of us have received and in some cases find a little difficult to maintain adequately with the limited local funds available.
III. C.A.A.E. SAN FRANCISCO MEETING.

The program for our June 23rd, 24th and 25th meeting in San Francisco has been approved by our President and will be included in the next general letter. It has been worked out this time so that most of the presentations at this meeting will be by members of our own organization on problems believed to be of primary interest to all of us. Those concerned will be advised by separate letter shortly so stand by for a shock - you may find yourself as part of the program rather than just attending a meeting!

IV. C.A.A.E. AIRPORT SURVEY.

The reports on our airport survey came in very rapidly. However, the matter may have slipped the minds of some as according to present check it appears we still lack completed questionnaires from the following:

Sherman Perkins, Marysville
Bob Norswing, Tulare
Fred Kane, Monterey
Mary B. Nelson, Palm Springs
J.B. Douglass, Modesto
J. B. Stone, Santa Maria
Gordon McKenney, San Diego
George Deibert, Bishop
George S. Sanford, Ontario
W. Glenn Denney, Madera
Elven Y. Tarkington, Torrance
G. B. Patterson, Salinas
Raymond Rudisill, Hayward
Art Schilder, Ukiah
Ted Hanham, Riverside
Fred A. Sullivan, Hawthorne
James M. Nissen, San Jose

In the event you find yourself listed above and have turned in a completed survey disregard this request, if you do still have the completed survey form to turn in as indicated above it is requested that you accomplish same at your earliest convenience.

V. CALIFORNIA AERONAUTICS COMMISSION

Warren Carey our state director of Aeronautics, has advised that on February 24th, 1949, the State Aeronautics Commission took up the resolutions which we passed at our December, 1948, meeting with the following very satisfactory results:

"With reference to Resolution No.1, relating to the conduct of an air-marking program by the Commission, we would advise that such a program has been under way for approximately eight months, during which period we have sought to interest local communities in the construction of air markers in the belief that it is a function of each community of the State to place itself on the air map, rather than to have this done for them on a state-wide basis at State expense. It is particularly fitting that this be done by local communities, since this Commission has not had opportunity to date to even request funds from the Legislature for this purpose; nor is the Commission inclined to"
request an appropriation during the current session of
the Legislature as it believed that the small cost of
placing air markers can be absorbed by community
cooperation. In this connection we would report that
there are now approximately 150 air markers in California,
at least 50 of which have been added through the
activities of our Air Safety Representative.

With reference to your Resolution No. 2, relating
to legal authority for cities and counties to control
the heights of buildings and structures in the vicinity
of airports, we would advise that the Commission has had
this matter under consideration since its first meeting,
that it is wholeheartedly in accord with the principle
involved, and that it recognizes the need for legislation
of this type heretofore adopted in our sister states has
been declared unconstitutional, owing to the fact that
it deprives property owners of the legal use of their
property (air rights) without just compensation therefor.
The Assembly Interim Committee on Aviation recognized this
problem in its report, from which we quote as follows:

'Your committee believes that the question of
the protection and preservation of airports,
so vital to aviation yet involving other
interests of any community as well, deserves
much further study before the questions of
air space, air easements, zoning, the exercise
of the right of eminent domain, and similar
problems may be completely resolved for the
good of all the people and in the best interests
of the public welfare.'

Your organization may rest assured that the California
Aeronautics Commission will assist in every way possible
toward the solution of this knotty legal problem.

With reference to your Resolution No. 3, relating
to the adoption of a state-wide master plan of airports,
we would advise that the Commission has the authority
under the Act to carry out this work and has announced
its intention so to do as soon as the engineering staff
is completed. During the month of February, two engineers
became available and were appointed to our staff, and we
are now encouraging city and county governments in the
preparation of local master plans which may be incorpor-
ated into a state-wide master plan. This work is receiving
our preferred attention.

With regard to your Resolution No. 4, the Commission
has now had the benefit of the Attorney General's Opinion
No. 49/7, copy of which we are enclosing herewith. It has
considered the desirability of exercising this control and
has acted in good faith in adopting airport regulations at
its meeting in Burbank January 31. A fundamental difference
in opinion exists between your organization and the Commission
which the Legislature alone can resolve. It is not anticipated
that the proposed airport permit requirement will work any
hardship on existing airports, nor will it interfere with
the establishment of any new airports worthy of the name.

In closing, we would express the hope that your
Association will work closely with the California
Aeronautics Commission for the sole purpose of advancing
aviation in California, building constructively for the
future, and safeguarding this important industry for the
ultimate benefit of every citizen of our State. We are
certain that these aims can be accomplished by a spirit
of mutual trust and helpfulness.

Very truly yours,

(Signed) Warren E. Carey

Warren E. Carey
Director of Aeronautics

(Due to the length of the Attorney General's Opinion #49/7 it is impractical to include a copy thereof with this general letter)

Also by recent News Release the California Aeronautics Commission announces a conference on development and improvement of private flying to be held at Fresno Air Terminal on May 21st, 1949. Those flying in should plan to land at Fresno Air Terminal by 9:30 A.M. with meeting in either the Recreation Hall of the Hammer Field Campus of Fresno State College or in the auditorium of the main campus near by starting at 10:00 A.M.

Attendance is invited from all private flying groups, fixed base operators and individuals who want to see private flying develop and flourish.

Principal objectives of the conference will be:

1. Development of ways and means of improving and promoting personal flying in California.

2. Discussion and analysis of pending and desirable state aviation legislation.

3. Consideration of the formation of a permanent state-wide association open to all private flyers.

Plans for the conference were drafted by a planning committee consisting of an impressive list of persons and organizations and it is recommended that all C.A.A.A.E. members possible plan to attend and take part in the reaching of the objective of the conference as stated above.

Cordially yours,

Sturge

MARVIN C. STURGEON,
Secretary-Treasurer.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES.
MAY 20th, 1949.

GENERAL LETTER # 17

GREETING TO ALL INCLUDING CALL TO ASSEMBLE (SEE SECTION IV)

1. Report on Legislative Program CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES Legislative Representative Frank Bishop, reports from Sacramento (May 17) as follows:

AB 239 Airport Zoning
AB 431 Guest Liability
AB 432 Labor, material and service liens.
AB 434 Unlawful taking of aircraft:
All four have passed the Assembly and are out of Senate Committee to be voted on Senate floor.

AB 473 Airport Anti abatement:
Out of Assembly Committee to be voted on Assembly Floor.

AB 1272 Local Government cooperation with private airports, and
AB 2204 "In lieu" tax proceeds to counties for aviation:
Passed by assembly.

SB 1624 Economic regulation by Utilities Commission is getting the proper red light.

AND

THE ALL IMPORTANT AB 1275 Unclaimed Gas tax refund:

To be heard by Senate Committee on Transportation Monday, June 6th. If the membership went to bat at the second call on this one like the first time things should be in fair shape.
Note the changed date for Committee hearing. June 6th is now the scheduled date which differs from the originally scheduled date on which prior reports have been based.

II. AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES MEETING.

According to reliable reports the American Association of Airport Executives Meeting in Oklahoma City was a great success and was enjoyed by all the members of the California delegation attending. Special mention should be made of the fact that our President Cec Meadows was elected to the position of second Vice-President of the national organization for the coming year. Ted Hannah’s resolution regarding the request for Federal Aid on maintenance of surplus military airports now in our hands was adopted by the American Association of Airport Executives at this meeting. It is anticipated that a non-scheduled resume of what took place at Oklahoma City be presented at our San Francisco meeting in June.

III. CALIFORNIA AERONAUTICS COMMISSION STATEWIDE PRIVATE FLYING CONFERENCE.

Along with your President and Secretary the following members of our organization were noted at the Private Flying Conference at Fresno on May 21st:

-1-
Dick Harding, Santa Barbara,
Ira Sink, Kern County
Verne Tyler, Santa Monica
Frank Bishop, Slaus County
Cecil Cook, Porterville
Dick Newton, Costa County
Clarence Kly, Stockton

The meeting proceeded according to the program which each of us no doubt received in the mail. Committees were appointed to prepare and present resolutions to the group and to prepare a panel of candidates for officers of the "Private Flyers Conference".

The results of this action are not available at this writing.

IV. AMADOR COUNTY DEDICATES NEW AIRPORT.

Heartfelt congratulations to Amador County and their Airport Manager Mr. Robert Blyson on the completion of their $40,000 reconstruction program on the County Airport. Dedication is set for June 4th at 7 in conjunction with the Italian Society Picnics. Program includes: free coffee and doughnuts for arrivals June 4th between 5 and 7 A.M., followed by an 11 A.M. breakfast in Ione, with airport dedication ceremonies at 1 P.M. At 2 P.M., free transportation will be furnished to local points of historical interest. Dinner at 7:30 P.M. and a dance conclude the evening. June 5th free transportation to breakfast or back to airport for those who remain over night, will be furnished from 9 A.M. until noon. All are urged to fly in for this event.

V. CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES SAN FRANCISCO MEETING.

The proposed agenda for our June 23, 24 and 25 meeting in San Francisco is attached. Raymond Hudgell of Hayward is ably handling the making of arrangements from his point of vantage across the bay and has arranged for meeting rooms as mentioned in the Agenda and further has negotiated with the Palace Hotel to set aside for our reservation a block of 50 rooms. The reservation of one or these rooms is up to every man for himself so you are urged to personally place your reservation with the Palace Hotel at the earliest possible date.

We hope that you will agree after checking over the enclosed Agenda that the meeting will cover subjects which should be of enough interest to all of us to guarantee a 100% turn out. See you all there bright and early Thursday morning June 23rd.

!!! SEND IN YOUR RESERVATION FOR A ROOM AT THE PALACE TODAY!!!

AND

MARK YOUR SCHEDULE FOR

SAN FRANCISCO JUNE 23rd, 24th and 25th.

MARVIN G. STURGEON,
Secretary-Treasurer,
California Association of Airport Executives.
Thursday Morning June 23, 1949. Room 2127

1000 Meeting called to order by President Meadows followed by: Welcome by B.M. Doolin, Manager San Francisco International Airport.

1010 Introduction of guests.

1015 Approval of Minutes of last meeting (already distributed to members) and presentation of Treasurer's report.


1050 Report on same as above from the Airport Management standpoint, Verne Tyler, Manager Santa Monica Municipal Airport.

1115 Report on "The present status of the CATA and its membership, including comments on operation of Public Airports from the CATA standpoint." Richard E. Thurber, Executive Director CATA.


1215 Announcements and recess for lunch.

Thursday afternoon June 23, 1949, Room 2127.

1400 Meeting reconvened by President Meadows and Committees appointed.

1410 Panel discussion on fuel and oil sales and distribution on public airports. Ed Nichols, Manager Merced Municipal Airport, Panel leader:
Gene De Zan, Kern County, Leonard S. Flo, Chico, Glenn Deeney, Madera, Glenn Arbogast, Long Beach

1510 Panel Discussion on Airport Budgets, Operating and maintenance expense, income and insurance problems, Ted Hannah, Director of Airports, Riverside County Panel Leader:
Dick Harding, Santa Barbara, Don Smith, Sacramento, Fred Kane, Monterey, Jim Nissen, San Jose.

1600 Announcements and recess for the day.
Friday Morning June 24th, 1949, Room 2127.

0900 Meeting reconvened by President Meadows, and report on results of CAAE Airport Statistical survey presented.

0905 "Health Through Flying" by Howard S. Vandeman, Publisher, Aviation News Beacon.

0920 Report on Status of current aviation legislation: Frank Bishop, Napa County, CAAE Legislative representative.


1030 Panel discussion on the basis of Airport charges and sources of revenue, Verne Tyler, Manager, Santa Monica Municipal Airport, Panel Leader. Leland Apperson, Stockton; George Sanford, Ontario; Fred Sullivan, Hawthorne; Bill Nichols, Orange County.

1130 Panel discussion on the development and maintenance of Airport buildings and grounds Wilmer Garrett, Supt. of Airports, Fresno, Panel Leader. Raymond Ridisill, Hayward; G.B. Patterson, Salinas; Cecil Cook, Porterville.

1215 Announcements and recess for lunch.

Afternoon June 24th, 1949, Room 2127.

1400 Meeting reconvened by President Meadows.

1405 Panel on Problems connected with Airport employees Woodruff De Silva, Manager Los Angeles International Airport, Panel Leader. Tom Anderson, Sacramento; Clarence Shy, Stockton; Noble Newsom, Contra Costa County.

1500 General Discussion by the group and withdrawal by Board of Directors to select panel for next year's Officers and Directors.

1515 Election of Officers for 1949-50.

1545 Report of Committees, remarks and comments by visiting State and other aviation officials.

1630 Announcements and adjournment of regular session.

1730 "The Friendship Hour" Room 2051N3

1900 Organization Banquet, English Room.

Saturday June 25th, 1949

No formal Schedule - Open day for use as necessary

M.G. STURGEON,
Secretary-Treasurer,
May 20, 1949.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

June 14th, 1949.

GENERAL LETTER #18.

G MEETINGS TO ALL:

I. SAN FRANCISCO MEETING.

The following important time changes and additions should be marked on the copy of proposed agenda for our June 23, 23, 25 meeting furnished with the last General Letter:

Thursday Morning, June 23, 1949, Room 2127
(Everything 30 minutes earlier)

0930 Meeting called to order
0940 Introduction of Guests
0945 Approval of Minutes etc.
0950 Federal Aid report - Art Hook, 6th Region C.A.A.
1020 Same as above, Verne Tyler, Manager, Santa Monica
1115 Oakland Report Joe Bastew, Asst. Port Manager and Asst. Chief Engr., Port of Oakland
1145 Announcements and proceed to San Francisco International Airport for lunch and field inspection of the Airport expansion program presently under way.

Thursday afternoon everything two hours later)
1600 Return to Room 2127 Palace Hotel and Committees appointed.
1610 Panel on Fuel and Oil Sales.
1710 Panel on Airport Budgets.
1800 Announcements and Recess for the day.

The membership of the C.A.A.E. has been extended by Mr. E.M. Doolin, Manager and Chief Engineer of the San Francisco City and County Airport Department, the very kind invitation to make the tour of the San Francisco International Airport scheduled for 11:45 to 1600 above as his guests. The program for the day has been rescheduled to accommodate this opportunity to make a tour of one of the foremost airports of the world in the interest of our being brought up to the minute on the latest developments in such an operation. All should plan definitely to be on hand for this educational tour and opportunity to enjoy Mike Doolin's well known hospitality!

Members on the program affected by the time changes make special note.
II LEGISLATIVE PROGRAM.

Frank Bishop advises the following indicating the necessity for increased effort by the membership in advising their Senators of our interest in seeing ABL275 passed and signed by the Governor:

Only by the barest margin did this bill get out of the Senate transportation Committee with a "DO PASS" recommendation. The Committee Chairman, Senator Collier is opposed to it and only through the efforts of Senators Dilworth, Breed, Dillinger, Gibson, Judah, Mayo and Rush did it get to the Senate. On the Senate floor Senator Collier succeeded in having the measure referred back to the Senate Finance Committee. If Frank succeeded by continued hard and effective work in getting this Committee to send the bill back to the Senate with another "DO PASS" we will still have a difficult time securing the necessary backing for passage in the Senate.

Take additional action on this and enlist the aid of your Senators again in rounding up all the support they can for this measure - Work with your Councils and Supervisors again and explain in your contacts with Senators how this measure will provide funds to assist your city or county in the further development of the facilities necessary for the holding of our position in the field of Transportation by air by channeling to it, for Airport purposes, money which comes in the first place from aviation.

Act at once! The bill is in Committee now and is expected back on the Senate Floor Wednesday, June 22nd.

Don't fail on this, and see you at the meeting!

MARVIN G. STURGEON,

Secretary-Treasurer
California Association
of Airport Executives.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

August 1st, 1949

GENERAL LETTER #19

GREETINGS TO ALL;

1. SAN FRANCISCO JUNE MEETING.

The June meeting in the Palace Hotel in San Francisco, I am sure all who attended will agree, was our best meeting to date. New records were set for attendance and for business accomplished. The informative tour of the San Francisco Airport and luncheon furnished by our member Mike Doolin was an added feature which opened the eyes of many of us who normally "revolve in smaller circles". The matters presented by our guest speakers and exchange of ideas during our panel discussions made for a most worth while session.

The following officers and directors were elected for the year 1949-50:

President: Woody De Silva, Los Angeles
1st Vice President: Dick Harding, Santa Barbara
2nd Vice President: Leland Apperson, Stockton
3rd Vice President: Vern Tyler, Santa Monica
Secretary-Treasurer: Marvin Sturgeon, Ventura County

Directors:

Cec Meadows, Kern County
Frank Bishop, Napa County
Bill Nichols, Orange County
Jim Nissen, San Jose
Joe Rust, San Diego County
Don Smith, Sacramento
Glenn Denney, Madera

Frank Bishop, our legislative representative, reported to the meeting on the status of aviation legislation and a glance at the current issue of the California Aeronautics Commission News Letter will indicate that our organization, led by Frank's untiring effort, did not go to bat in vain.

Most of the bills on which we were pushed, and definitely the major ones, have now become law.

One of the important items covered at this meeting was the augmentation and implementation of our airport survey covered in the next item.

II. C.A.A.E. AIRPORT SURVEY

Enclosed with this General Letter (applied to members only) is a copy of the consolidated results of the Airport Survey taken over and brought through to this initial consolidated publishing by Vern Tyler.

The gathering of this information, (like pulling teeth in some cases) and the setting up of the presentation thereof has been handled by Vern and he points out that this is a preliminary presentation on which he is open for suggestion, corrections, and additions. Your cooperation is requested.

In using the copy of this survey members are asked to be guided by the following instructions:

1. Check items as apply to your airport carefully and report
corrections if any to Vern.

2. Check over the form of presentation and comment to Vern.

3. DO NOT turn the survey over to any other interested party for review without your being present to provide the necessary explanation which must accompany it because of the possibility of drawing unfair comparisons by any person not understanding that all the airports reported on may not, in this preliminary report, be reporting on the same basis. YOU must provide the explanation of how these bases vary from what you know of the various methods of operation and businesses engaged in at the various Airports.

It is expected that with your comments this matter may be eliminated in future reconciliations of information.

Vern's address for comment, the requesting of additional copies or sheets, and/or the furnishing of information not already submitted is:

Vernon L. Tyler, Manager,
Santa Monica Municipal Airport,
3200 Dewey Street,
Santa Monica, California.

Further as a matter of information President Woody requests that you forward to Vern or your Secretary an outline of your airport charges as they apply to any National Guard, Army or Navy Reserve, or Air Force, and the like activity. Include in the information presented your in-plant price for fuel and oil for the various branches of the services.

III. GENERAL

It is hoped that many of you have noted and will attend the one day conference on Airport Planning being conducted by the Institute of Transportation and Traffic Engineering of the University of California at the University of California at Davis on Friday, August 5.

We are pleased to have the Institute enter into the Airport Picture in this way in coordination with the California Aeronautics Commission.

Further, mark on your calendar our next C.A.A.E meeting which will be at the Santa Barbara Airport December 8th and 9th.

Best regards,

MARVIN G. STURGEON,
Secretary-Treasurer
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES.

October 31, 1949.
GENERAL LETTER #20.

GREETINGS TO ALL:

This letter will deal with the following subjects divided for your convenient reference:

I. December meeting at Santa Barbara.
II. C.A.A.E.Airport Survey.
III. Recommendation re California Aeronautics Commission.
IV. General.

I. DECEMBER MEETING AT SANTA BARBARA

Inclosed with this letter is the Order of business for the meeting at the Santa Barbara Airport, Thursday, December 8th and Friday, December 9th, 1949, as prepared by your officers and directors with Woody De Silva and Dick Harding spearheading the action.

Cec Meadows as an Officer of the A.A.A.E. will invite all western A.A.A.E. members to attend this meeting, and an effort will be made to encourage State Aviation Officials from throughout the west to attend this meeting for the purpose of coordination of matters of mutual interest.

It is to be noted that the afternoons of both December 8th and 9th have been set aside for C.A.A.E. closed sessions on subjects as indicated on the agenda which should give us more time than we have set aside before for the consideration of items which many of us would probably like to bring up.

Attached also is a list of Santa Barbara Hotels and motels which you may contact for your reservations as desired. There are no known conflicting meetings in the Santa Barbara area on these particular dates so the matter of obtaining reservations should not be too difficult. However, early action on the part of everyone is advised.

II. C.A.A.E. AIRPORT SURVEY.

Verne Tyler who handled the tremendous job of assembling statistical data from questionnaires which we started working on at our June meeting, has recently circulated a supplementary questionnaire regarding airport employee classification. Verne must have your cooperation in filling out and returning this form so that he can continue to keep himself over-loaded with work. If you have not already completed and mailed back this supplementary questionnaire, may be you can get to it as soon as you finish digesting this News Letter.
III. RECOMMENDATION RE CALIFORNIA AERONAUTICS COMMISSION.

On October 10th at Santa Barbara, at a specially
called meeting of officers and directors, the filling of an
existing vacancy in the California Aeronautics Commission
was carefully considered, and a decision made to back Art
Schilder of Ukiah for appointment to this vacancy. It is
considered that Art is a man who is sympathetic to the
interests of private flyers, who understands airport problems
from the standpoint of local government and who will capably
and faithfully perform the duties of a Commission member and
he is being given the full support of the Organization.

IV. GENERAL.

To reemphasize: Check the agenda for the December
meeting, as attached, make your hotel reservations, and start
making a list of things you want to bring up at the meeting.
See you there!

REGARDS.

MARVIN G. STURGEON,

Secretary-Treasurer,
California Association
of Airport Executives.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES

AGENDA FOR REGULAR MEETING
SANTA BARBARA AIRPORT

Dec 8 - 9 1949.

THURSDAY DEC. 8

1000-1100 Discussion of Airport charges as applicable to military use of facilities, lease of buildings by Federal Agencies and related matters.

1100-1130 "Maintenance of Public Buildings and Grounds": Norman Caldwell, Public Works Engineer Santa Barbara County.

1130-1200 Discussion on the above.

1200-1400 Recess for lunch which is planned to be served by caterer in our meeting room.

1400-1500 C.A.A.E. executive session of membership with representative private Airport owner group for discussion of mutual problems and planning for the future.

1500-1600 C.A.A.E. executive session of membership for appointment of committees and action as desired by those present.

FOR OTHER THAN C.A.A.E. MEMBERS this afternoon is unscheduled time, for recreational use or otherwise as desired.

FRIDAY DEC. 9

0900-0930 "Airport relations with the Press": Chet Holcomb, Aviation Editor, Santa Barbara News Press.

0930-1000 "Airport Planning": Richard Whitcomb, Director of Planning, Santa Barbara County.

1000-1030 "Public Airport Accounting": discussion.

1030-1100 "Airport Insurance" L Wallace Sweetser, Jr., Pacific Coast Manager, Associated Aviation Underwriters.

1100-1200 Discussion on the above.

1200-1400 Recess for lunch as on previous day.

1400-1500 C.A.A.E. executive session for committee reports and other action as desired by those present.

FOR OTHER THAN C.A.A.E. MEMBERS this afternoon is also unscheduled time.

GENERAL NOTE: - In response to invitations it has been indicated that several out of state public aviation officials will be present at this meeting. Informal get together with this group during lunchhours and Thursday evening is looked forward to.
12 October 1949

Subject: Hotel Reservations
To: All CAAE Concerned

1. This December meeting will be the essence of informality. In fact, its going to be so informal that you are going to have to hunt your own sack.

2. Here is a list of local snack pits, where you may obtain bed and board at varying rates:

   BARBARA HOTEL  Downtown location. Good bar and top notch food. Reasonable-Lodgerate Rates.
   State Street

   Carrillo Street

   MAR MONTE HOTEL  Pretty swooney. Not for old married couple. Rates are not too high. Atmosphere good. Bar and food the usual.
   On the Ocean

   BILTMORE  For County Airport Directors with 17 airports only. Rates here run about $25.00 a day, but you get your money's worth.
   Montecito

   SILVER SADDLE HOTEL  Lots of the CAA people stop here. Rates moderate, plenty of parking. Pets allowed.
   Highway 101

   HOPE RANCH HOTEL  Friendly to pilots. Very nice place, and always can manage a last minute reservation. Rates moderate.
   Hollister Ave.
   (Near Airport)

3. If the above don't satisfy you, a classified telephone directory is available at no cost at the airport manager's office.

Regards to All

R. A. HARDING
Special Request to all CAAE members for info. for presentation to CAA airports Advisory Committee Jan. 24th/50 at L.A.

Also included Request for copy from Dick Harding at SBA also included current report of conflict. Empty file.

Material for presentation. MCP
EMERGENCY REQUEST
FOR EQUIPMENT and EQUIPMENT TO TRADE

1. Dick Harding, Manager, Santa Barbara Municipal Airport, P.O. Box 576.
   Goleta, Calif. is in dire need of a pump for dewatering excavations. Do
   you have one to sell or trade? Can be any type of small pump, with or
   without power plant, preferably on wheels. Has to be able to handle
   dirty water and trash such as a diaphragm type slush pump, pitcher dis-
   charge type, jet pump or similar.

2. Also, what do you have that you would like to trade for a gas
   powered Caterpillar T-50 tracklayer with detachable dozer blade (cable
   controlled) which Dick has excess to his needs? Please contact him re
   either of the above.

MARVIN G. STURGEON
Secretary-Treasurer.
1. Dick Harding, Manager, Santa Barbara Municipal Airport, P.O. Box 576, Goleta, Calif. is in dire need of a pump for dewatering excavations. Do you have one to sell or trade? Can be any type of small pump, with or without power plant, preferably on wheels. Has to be able to handle dirty water and trash such as a diaphragm type slush pump pitcher discharge type, jet pump or similar.

2. Also, what do you have that you would like to trade for a gas powered Caterpillar T-50 tracklayer with detachable dozer blade (cable controlled) which Dick has excess to his needs? Please contact him re either of the above.

MARVIN G. STURGEON
Secretary-Treasurer.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES.

January 12, 1950.

TO ALL C.A.A.E. MEMBERS:

REQUEST FOR INFORMATION.

1. As a result of two resolutions adopted at the recent Santa Barbara meeting

I. Petitioning the Secretary of Commerce to request funds and reimburse local governmental agencies for the actual cost of heat, light and janitor service for free space on public airports occupied by the C.A.A. and Weather Bureau and for the rental of any space occupied by such agencies above essential minimums.

IV. Requesting the Secretary of Defense to consider furnishing financial aid for the maintenance of needy surplus airports.

The C.A.A.E. has been invited to appear before the Airports Advisory Committee to the Civil Aeronautics Administration Meeting in the Ambassador Hotel, Los Angeles, at 4 P.M Tuesday January 24, 1950, to present these matters.

Accordingly President De Silva has requested that each member send in at once the following advice to assist in the presentation before the Advisory Committee expected to be handled by the President, 1st Vice-President and Secretary.

1.a. Have you executed a grant agreement for Federal Airport Aid?
   b. Do you have such an agreement pending?

2.a. Do you have the C.A.A. or Weather Bureau occupying free space on airport at present?
   b. If so, how much space?
   c. Is the situation satisfactory from your standpoint and if not, why not?

3. Do you have a surplus airport on which you are required to maintain facilities beyond your requirements and on which you think you should have federal aid for maintenance? Please explain.

A reply to the above must be in the hands of the Secretary by the day before the meeting (January 23rd) in order to be of benefit to us. Your immediate action is requested.

Regards,

MARVIN G. STUBERGH,
Secretary-Treasurer
California Association
of Airport Executives.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES.

February 14th, 1950.

GENERAL LETTER #22.

GREETINGS TO ALL:

I. First, President Woody calls to the attention of all to the meeting of the American Association of Airport Executives to be held in Columbus, Ohio, April 19-20 at the Neil House, on the theme "Operation - Cooperation". Dues to the National Association are $15.00 per year. At the A.A.A.E. Meeting in Oklahoma City last April there was almost a C.A.A.E. quorum present - informal meeting for "recreational purposes" was held anyway. W.H. (Bill) Nichols (address: Orange County Airport, Santa Ana, California,) requests that all interested in renting some suitable aircraft to be piloted on the trip by Joe Hicks (or one of our competent members who so offers) contact him at once to see if any economical and fast transit to and from the meeting can be arranged for our C.A.A.E. delegation. Write to Bill on the matter.

II. At the Santa Barbara meeting the organization passed several resolutions regarding having the C.A.A. arrange to

1. Budget for funds to reimburse airports for C.A.A. and Weather Bureau space occupied in excess of established minimum requirements.

2. More clearly define minimum space requirements for C.A.A. and Weather Bureau to be provided by Municipalities operating airports acquired by the Surplus Property Act.

3. Recognize the inadequacies of the present Federal Airway Radio Aids System and to procure monies necessary to augment the present system to reduce instrument approach and takeoff delays and to provide aids required for present day traffic control.

4. Also Petition the Secretary of National Defense to study the problem of maintenance of Surplus Military Airports now under the control of local Governmental agencies with a view to assisting in the maintenance thereof, and

5. Petitioned the Honorable Governor of Utah to reconsider his recent removal of the State Director of Aeronautics of Utah.

Resolutions No. II and III were presented through the Regional Director of the C.A.A. and resolutions Nos. I and IV were submitted to the C.A.A. Airports Committee at recent meeting in Los Angeles, together with amplifying information so kindly sent in by the membership in response to request of last general letter.

Resolution No. V was acknowledged by the Honorable Governor of Utah with thanks for our interest in the matter.
III. For the information of those who have space which might be available for lease to Federal Agencies details may be obtained regarding any such current needs by contacting the local office of the "Public Buildings Administration." For those south of the San Luis Obispo-Bakersfield line the proper office to contact is:

Mr. Charles Keathley, Area Mgr.,
1031 So. Broadway,
Los Angeles, 15, California.

for those north of said line the office is:

Attn. Mr. George Wilson, Area Mgr.,
Room 838, 630 Sansome Street,
San Francisco, California.

IV. Also at the Santa Barbara meeting the matter of a slogan was brought up: "Ground Safety is Air Safety" was proposed but no action was taken. Any ideas you might have for a slogan for the organization together with ideas for the program for June meeting to be held at San Diego, June 8-9, 1950, will be greatly appreciated if forwarded to your Secretary.

V. The C.A.A.E. appears before the Assembly Interim Committee on Aviation in Sacramento February 23rd, 1950 to present the views of the organization as formulated by the officers and directors from correspondence and from discussion at the December meeting on the subject of
1. Airport planning, financing, construction, and maintenance.
2. Activity of the State Aeronautics Commission.
3. The Registration and Taxation of Aircraft.

Any member having anything deemed advisable to be considered in formulating this presentation please send at once to the Secretary (February 23rd in Thursday of next week).

VI. Your Secretary has on file complete information on a candidate for an airport managers or assistants berth. If you have need for same or know of any opening anywhere these papers will be forwarded for your review upon request. The date was furnished through our old friend Bob Schmidt.

VII. If you have any equipment to trade for any other type of equipment or need some item or want to dispose of some item your Secretary will act as clearing house and will include any information or requests received in the next General Letter.

VIII. Mark on your calendar and plan to attend:
1. A.A.A.E. meeting at Columbus Ohio, April 16-20, 1950.

Cordially yours,

MARVIN G. STURGEON,
Secretary Treasurer.

-2-
GENERAL LETTER NO. 23

MAY 15, 1950

ANNUAL MEETING
JUNE 8-9, 1950
HOTEL U.S. GRANT — SAN DIEGO
Oxnard California, May 15, 1950.

It was learned today that California Civil Airport Attendants, Civil Aeronautics Administration communications operators, and Military authorities were readying facilities and preraring plans for the handling of the vast influx of aircraft into the Southern California area anticipated June 7, 8, 9, 10, 11, 12 and 13th of this year.

During a ten minute break from his duties of hoeing weeds from around runway lights and mending fence at the west end of the alternately wind swept and fog bound Oxnard airport, Harvin G. Sturgeon, Director of Airports for Ventura County, exclaiming a huge mound of dirt around a large squirrel burrow at the edge of the runway and held a press conference during which these facts were revealed.

Mr. Sturgeson, who was dressed in a well worn, but nearly new, pair of engineer's overalls, while carefully removing a straw hat and canvas gloves explained that this influx of aircraft would result from the holding of the Annual Meeting of the California Association of Airport Executives at San Diego on June 8th and 9th of this year. The Airport Executives, it was reported, love to fly to all of their meetings in their own or in chartered aircraft, bringing flights of friends in an attempt to call attention to the use of the airplane as a means of transportation. It was interesting to your reporter to hear Mr. Sturgeson expound on this little known fact.

After removing a dead gopher and a small coil of brass wire from the hip pocket of his overalls and assuming a comfortable position Mr. Sturgeson explained that the reason for preparing for emergency air traffic on June 7, 8, 9, 10, 11, 12 and 13 when the meeting was only on the Thursday and Friday, June 8th and 9th was because some invited guests always arrived early at meetings of this association and would probably be flying south on the 7th and since it was the custom of members to plan to arrive not before the day and time of starting the sessions some of them would probably not be expected to reach San Diego before the afternoon of the 13th. This also was interesting.

Upon being questioned as to some of the probable routes which airport executives would select in making a trip to San Diego Mr. Sturgeon stated that Mr. Fred Kane Manager of the Monterey Peninsula Airport District, if he was still flying his Swift 85, would probably come along with luggage limited to toothbrush, pencil and notebook from the Monterey Airport down the coast to San Simeon, to Morro Bay, around the point to Port San Luis Obispo, to Pismo Beach to Ocean, to Guadalupe, around the point to Surf, to Pt. Arguello, to Goleta (a very small town), down the Rincon Beach, along Hollywood Beach, around Pismo, down the Malibu beach, and so on down the beaches, selecting some place of landing at San Diego having an elevation of not over 50 ft. above mean sea level and having considerable length of runway into the prevailing wind. The reason for this was said to be obvious.

Mr. Frank Bishop, Manager of the Napa County Airport in his Bonanza, flying with full passenger load, would be expected to proceed to the meeting as follows: Sacramento to Napa, Napa to Sacramento, Sacramento to Hollywood, Hollywood to Sacramento; to Napa, to Nohoressa, to Coronado or Ensenada (or possibly La Paz, Baja California).

Mr. Cecil C. Meadows, Superintendent of Airports for Kern County would be expected to fly in his stagger wing Beach from Kern County No.1, to Kern County No.2, and via Kern County Airports Nos. 3 through 10, to Mojave (Kern County Airport No.? for a quick tour of his new holdings, and thence to San Diego.

-2-
Mr. C. O. Brandt, Manager of Chico Municipal Airport, is expected to pack in from his office to Southwest Airways local station to proceed to Los Angeles on Southwest via Red Bluff, Redding, Montague, Medford, Crescent City, Arcata, Ft. Bragg, Napa, Oakland, San Francisco, San Jose, Watsonville, Monterey, Paso Robles, San Luis Obispo, Santa Maria, Santa Barbara, and Oxnard. At Los Angeles he would probably be picked up at the SWFC office by Mr. R. A. Harding, Manager of the Santa Barbara Municipal Airport (who would have landed at Los Angeles International Airport in his Culver LCA using ILS, GCA, APPROACH LIGHTS, NDB NAV systems), with whom he would fly upstairs to the office of Mr. Hoodruff De Silva, manager of the Los Angeles International Airport. The Culver would then be parked under Mr. De Silva's desk until the three returned from the San Diego sessions.

At this point three small boys on bicycles with three dogs came padding down the runway and the spokesman for the group announced down calls in the office for Mr. Burgess from Mr. Joe Hicks, Mr. Ed Kelliher, Mr. Joe Hicks, Mrs. Smith, who was anything about the weather Sunday at Wheelers Hot Springs where a Smith family picnic was planned, and from a lady who reported a place near her house in trouble, flying very low and leaving a long trail of smoke or white smoke.

Mr. Burgess then stated that he could have given more information but had better go answer the phone calls. As a parting word, while looking for his hat (which meant in the manner had pulled into its burrow) he expressed the wish that we would extend all CAA members to read the agenda for the meeting (to be attached to some letter he was going to write) and to come on down for some of Joe Rust’s southern (California) hospitality at San Diego June 8th and 9th prepared for action!

Mr. Burgess was last seen going east on the runway riding on the rear of one of the bicycles with a red hankie streaming from a rear pocket, escorted by the other small boys on bicycles and the dogs.

Fresno, California, May 15, 1950.

It was reported today that Wilmer Garrett, Superintendent of Airports for the City of Fresno, California, is recovering nicely from the unfortunate sprain which he suffered in his right ankle as a result of slipping on a bane peel while leaving his office for lunch on Thursday of last week.

As a result of this unfortunate occurrence Mr. Garrett has announced that the Fresno Department of Airports, the Fresno Chamber of Commerce, and the CAA will co-sponsor an Airport Safety Conference to be held early this fall at the Fresno Air Terminal.

In the interest of preventing unfortunate airport occurrences similar to that suffered by Mr. Garrett it is urged that each and every CAA member watch for further announcements of the date and time of this conference so that he may plan to be in attendance thereof.

Inglewood, California, May 15, 1950.

The Kilowatt Wizard of the CAA this date revealed to reporters some possible little known and very interesting facts regarding the Federal law governing the operation of lights which may be used as aids to air navigation (some time referred to as "TRUE LIGHTS"). It seems that this law definitely applies to airport beacons, and if the beacon at any airport has not been certified as a "TRUE LIGHT" it was suggested
that forms for such action be obtained immediately from the nearest District Airport En, near of the CAA.

It has been stated that these forms constitute an agreement that the "TRUE LIGHT" will be given by the airport manager the same loving care and attention which a mother gives to her child and will faithfully and dependably be kept burning from dusk to dawn nightly.

Upon looking into his 5 foot shelf of books the Kilowatt Wizard made the comment that the operation of a 1000 watt beacon lamp would cost about 10 or 12 dollars a month, which is rather a small sum when compared with a potential savings such a light may make in preventing wrecked engines and air frames and possible injured persons. Further such a light rotating on an airport will provide an advertising attraction equal to that of the highest quality neon sign!

QUESTION AND/OR ANSWER DEPARTMENT:-

1. Our nationally distributed magazine recently stated that there are some airports which still depend on the old flush type Runway lights. If your airport is one of these your maintenance costs are either high or your lights are not so hot.

2. Have you investigated the new types of lighting, which can be installed with Federal Participation? Better get on the band wagon! The pilots are now light conscious and have raised their sights. They are using high intensity lights now as a standard against which to compare the lights on airport runways.

3. Did you know that the Federal participation on runway lights for an instrument runway is now 75%. That means it will cost you no more for that runway than it will for elevated cones on the secondary runway!

4. Do you know that CAA's Airport Lighting Engineer (Kilowatt Wizard) services are available to you for solving problems in design and maintenance too? At your request they will instruct your maintenance personnel on the best ways to keep your lighting in good condition.

5. The idea that flying is a good weather pasture has been thrown out. The time of not being able to land aircraft under low visibility conditions has passed. "John Q" does not like to be landed a hundred miles from his destination and has definitely said so. Airport design has been radically revised.

6. Don't forget that Southwest Airways has minimums of 100 feet and a quarter of a mile at Arcata, California using lights only, and have been making safe scheduled landings there for over a year and a half! Will your lights permit such operations? Do the people of your town like "hope I can get home" schedules on your air line?

PERSONALITIES

Bakersfield, Calif., May 15, 1950 A.D.

Following are recent activities of CAAE members as reported by our anonymous scout:-

Joe Rust of San Diego was seen battling a brush fire to keep it off his good Gillespie Field.

Jim Nissen of San Jose just fell hair to a great fortune and evidently will no longer have to butt his head against the hangar wall.

-4-
Jim diney, formerly of Marysville, is now Manager of Down Town Oklahoma City Air Park. Congratulations Jim!

Cec Meadows of Kern County recently flew an Airline Constellation for several hundred miles at 22,000 feet part of which was on instrument. He left Chicago with 4,400 gals of gas and landed at San Francisco 7 hrs 50 mins later with only 935 gals left. Ouch!

Wilmer Garrett of Fresno takes his vacation seriously. By that we mean it has been reported that he rode the train to Columbus Ohio. Oh my!

Bill Nichols of Santa Ana is one of the outstanding hitch hikers in CAE. He hitched to Columbus and back and beat some of the boys who went by airline. Of course some of said boys did stop over a night or so on the way (Oklahoma City and Chicago, to name two).

Seen at AAE meeting at Columbus were Bill Nichols, Woody de Silva, Joe Hicks, Wilmer Garrett, Cec Meadows, Joe Bestow and Paul Frost (form Oakland.) Also there were one or two others who apparently did not register.

Does anyone know the whereabouts of our Friend Bishop of Napa, he has mysteriously disappeared, or has he?

Apperson of Stockton and Smith of Sacramento are working 24 hrs per day as usual and all will be glad to hear that Don is recovering from his recent illness.

A bouquet to Geo Deibert of Bishop. We know that he is an enthusiastic glider fan and has recently sailed up to 30,000 feet and over. Tell us about this at San Diego, George and congratulations!

Through the efforts of Cec Cook, the City of Porterville now owns a Stinson. Hi! Hi!

Has anyone seen Mary, Ed Nichols, Glen Denny, Sham, Meacham, Tyler, Sturgeon, Hannah, Arbogast or Buck Newson lately?

PRIVATE PILOT CONFERENCES.

Attached to this newsletter in a form which will permit its removal for ready reference and action is a copy of an official CAA release on what a “Private Pilot Conference” consists of, how to secure assistance in arranging one for your area, and suggestions for the organization of such Conference. Since we first heard of this type of Conference from the CAA and CAA at previous CAAE meetings they have been held at the following places: Santa Monica, San Diego, Oakland, Bakersfield, Delano, Sacramento, Red Bluff and Los Angeles.

Our members from the above areas, as a result of their attendance at these "Private Pilot Conferences," will have absolutely no difficulty proceeding by air to San Diego in June doing a respect able and exemplary job of pilotage.

You are urged to read the attached release carefully and to start planning your Conference!

AIR AGE EDUCATION

Upon application in the form of one VHF radio message via Civil Air Patrol net or upon receipt of your air mail request, your secretary will graciously forward to you by return air mail on short term loan the Association's file copy of a six page expose on
"AIR AGE EDUCATION" including the "why" and "wherefore". This is the program of indoctrination for teachers, parents and students pioneered so successfully by Chet Moulton of the Idaho State Aeronautics Department.

As an indication of contents the following excerpt is quoted:

"In connection with this program, Mr. Christopherson offered to take the youngsters on a short flight over the city for a nominal fee of seventy-five cents each. xxx This was an educational experience that into their regular classroom studies and not just another "fly ride". Over 1,000 students visited the airport and over 500 took the flight experience. Mr. Christopherson (in fixed base operation) stated that in the beginning he anticipated no immediate benefits from this program but found upon the completion it had more than paid for itself through increased business."

"AUNT PRUNELLA'S COLUMN" or "ADVICE TO THE CARE OF AIRPORT EXECUTIVE."

(This msg publishes regularly in the following feature requests for advice (either signed or unsigned) as directed to "Aunt Prunella" care of this paper, together with kindly Aunty Prunella's solution to your problem as based on her wide background)

"Dear Aunt Prunella:

Maybe you can help me. I have a small airport in Southern California and am wondering how I can enlarge it. I have not been able to sleep nights for months worrying about this problem. The main runway on my field is crowded up between the Pacific Ocean which I am told is very deep, and the San Gabriel Mountains which I can see are just the opposite.

I hate to bother you with this, but I have thought about this for so long, and have not been able to figure out how I am ever going to get along enough runway that I am writing for your help. I am so desperate that I have even considered moving my airport up to Kern County. What should I do?

Anxiously yours,

"Aodruff De Silva."

"Dear Aunt Prunella:

I am the manager of the major airport in the center of the southerly one eighth of the southerly quarter of the northerly one half of the southern end of California's great central valley. I have lost weight over the period of the past year and a half trying to puzzle out the answers to a few problems which plague me. I read your column regularly and am placing my faith in you to give me the help which I need so badly. Please do not fail me. My problems are as follows:

1. My Beacon will not rotate.
2. Weeds grow along my runways.
3. My fences break.
4. Geophors and squirrels dig on my field.
5. My roof leaks (Office).
6. Airplane tires make black skid marks on my pavement.
7. School children from town spend too much time at my airport.
8. My sewer plugs up.
9. I have lost the address of the District Airport Engineer and..."
do not know how to contact him to get on the bandwagon for some of this Federal Airport Aid which is being so generously lavished on other airports like mine.  

10. The California Aeronautics Commission only allocated $1,644.91 to my city on the second quarterly distribution from the unclaimed refunds on Motor Vehicle Fuel tax paid on Aviation gasoline. The county received $1,644.92. I thought we were each supposed to receive the same amount and have been feeling badly ever since this happened.

11. What are helicopters?

I know you are very busy, Aunt Prunella, but I am placing these problems in your hands and sincerely hope that you can save me from complete nervous collapse.

Yours in anticipation

Edward Nichols

AUNT PRUNELLA’S REPLIES:

Dear Woody and Ed.

ME: NY: Well I you boys should have written to me much sooner. Your problems are so alike and commonplace that I am taking the liberty of answering you both in this one open letter which will include to you exactly how to get yourselves back off your nerves!

On Thursday and Friday June 8th and 9th (or this year in the U.S. Grant Hotel in San Diego) Joe Rust, your friendly manager of San Diego County Airports, is entertaining and has arranged the following program which will provide you and every other airport manager the answer to his problems and prayers. (Incidentally you had better get your reservations for rooms while at San Diego in to the Convention headquarters hotel (the U.S. Grant) in the mail tomorrow to avoid the last minute rush and the additional worry which I can see you boys are in no position to stand)

This is Joe’s plan:

Thursday, June 8, 1951

(All references to time herein are Pacific Daylight)

1000

Meeting is opened and Mr. Earl D. Prudden, Vice-President of Ryan, and member of the California Aeronautics Commission welcomes you to San Diego. Then you will have to hear with us while the minutes of the last meeting are read and the treasurer’s report rendered.

1020

Your District Airport Engineer of the CAA (Dont forget to ask him for his address and about your problems with your beacon not rotating and the gopher coming in your landing area Ed. - and you Woody, about bridging out into the ocean. To extend your runway. Use simple span truss if it goes all the way to Catalina and have it cantilevered off the Hyperion sewage disposal plant if it goes less than half way. This appears to me to be your best way out, but may the FAA check me on this). The CAA and members of the Regional Office staff will present the current status of Federal Airport Aid program locally, with discussion from the floor, 1045 to 1115.

1115

Joe Rust will have an operator of Executive Type Aircraft present some up to date and hot items on how you boys can best serve such airport users. Ed. this will be the time and place for you to find out about these black skid marks on your runways. During the discussion period before 12:00 you just get up on your two feet and pour it on! If this man solves the issue of making black marks
1200 to 1230 will be allowed for time to eat your box lunches on the nearly waterfront (put lots of onion and garlic in the sandwiches).

1230 Here is your chance, boys, to find out what a helicopter is! I will be there myself to叙述. Clarence Ballin or one of his men will be on hand to describe how the Air Mail is whirled and bent around the Los Angeles Airways routes in those peculiar birds. Ask questions if the explanation does not satisfy you. Don't let anybody get away with anything!

1415 Ah! Ah! Here is where your auditor can step into the picture. Mr. Earl Fraden of the CAA and Col. Warren Carey and members of his staff probably down to and including Max Black. (I say "down to" because Max makes his headquarters in Southern California at the Lockheed Air Terminal whereas Warren was in the offices in Sacramento.) Ed, you force Col. Carey to the wall and make him explain and adjust that one cent indignity which you are suffering probably at his head. If he wants to give you the $46.32 and make the County take the $44.91 you just stay in there and pitch until he at least calls for an A & E with herman and chisel and cuts a penny in half for you. (Have one of the CAA legal aides and one of their Designees approve the split on the penny, too. That is my advise to you!) This "operation coordination" CAA - CAC will occupy the period 1415 to 1600 and longer if necessary. Joe has allowed plenty of time for a good job the like of which we have never seen before.

Also I expect some of the people from the Institute of Transportation and Traffic Engineering of the University of California will be there. Woody, these people can give you the exact length of runway you will require if the CAA and CAC won't give you any satisfaction. I know that Prof. Horner Davis and Bosharanoff can also engineer a good tunnel for you to extend your runway into the San Gabriel Mountains if His Friedland won't let you contilese out into the Pacific. Also their Harry Sirmans will be able to set up your books for you so you can write off either of such improvements in six months. Get next to him. I never saw such a man!

1600 (or thereabouts) Joe has figured a 15 minute recess to be followed by getting together on the appointment of a few committees and the like for use Friday morning.

1700 After an estimated adjournment at about this hour, Joe told me last week, he has arranged for some esperilla punch and other nectar to be served to all the delegates and guests and anybody else who can crowd his way to the bowl. During this before dinner period I think you boys can both find out what kind of aviation fuel and oil you should have for sale on your airports and what kind of lights you should use to light things up. Also you should find out the answer to the following puzzle: "Do not be misled by wallflower, because - - - " Ask someone there.
FRIDAY, JUNE 9th, 1950.

The above session will have to conclude by 0930 Friday morning because at that time the corporate session of the O.S.A. will be called to order (everybody but O.S.A. members can continue on to lunch, however, I almost forget to mention this). This corporate session will include:

1. The reading and discussion of correspondence.
2. Report on meeting with O.A. Airports Advisory Committee in February of this year.
3. Report on O.A. members in Colombia (and trips to & from)
4. Report of Resolutions Committee and the usual harangue.
5. End of report of the By-Laws revision Committee and an attempt at action. Bring your own aids and local advisors, and give me training right now to get yourself in proper shape to come out in the victorious across on this one. Bys, your Aunt Prunella predicts that the plunker will be cranked during this session, but don't let that worry you because Joe told me he had arranged with the Manager of the U.S.Grant to have everyone present relieved from liability for changes in such event.
6. After struggling through the above an election of officers for the coming Fiscal year 1951 will be attempted. Since this item usually takes two or three days to complete, it is expected the item will be complete about Friday noon of the next week. Oh yes, your Auntie almost forgot! Marvin Sturges told me about six months ago that if anyone nominated him for Secretary he will forthwith shoot such nominator on the spot, and if he is elected again he will promptly shoot himself. So my advice boys is to remember that this is a democratic organization, not dictatorship, and I suggest a change for your own good. Take advantage of this opportunity to get yourselves out of that no-good doddering ass and so, who burned himself out before he started, and elect a new secretary, say Bill Nichols, Joe Rust, Wilmer Garrett, Jim Nissen, El Nichols, Joe Cook, C.O. Brandt, or George Dixon, the new manager at San Francisco, or Glen Pooley or Ted Harnish, or someone of a dozen other likely aspirants. Be all means don't muff this golden opportunity. After election there might be time for a little presentation of program for coming year by the fresh new officers before the hour of

1200

When the group and guests of the organization of the previous day have been invited to buy their luncheon tickets and eat what it entitles them to in the Rose Room of the U.S.Grant in company with the members of the Aviation Committee of the San Diego Chamber of Commerce (A cracker jack, bunch of heavies)

Following this repast it is expected that about

1400

The group will proceed to Lindbergh Field where Fords will treat us to a look see of how Consolidated tracks those rare 4-5000 aircraft (similar to the Mooney Mite which you and I helped run successfully around on our last flight) following which the meeting will be at an end and everyone can "get local" for the week-end.

Now Fred and Woody it seems to your old Aunt Prunella that the above will surely answer your problems. Bruce up and as soon as you are both on your feet again after reading this letter of Mine write for your room reservations at the Grant and write me as to where and when I will meet you in San Diego. Also always remember boys, that like the Statler...
Hotel and the U.S. Grant your airports are serving the public who put up the money to build them so promise me that you will do the following:

1. Treat airport patrons (and employees) in an interested, helpful and gracious manner, as you would want to be treated if positions were reversed.
2. Judge fairly—know both sides before taking action.
3. Learn and practice self-control.
4. Keep your properties, buildings, facilities, and equipment in excellent condition at all times.
5. Know your job and strive to become increasingly skillful in its performance.
6. Acquire the habit of advance planning.
7. Perform your duties PROMPTLY.
8. Satisfy all patrons or take their case to your Higher Authority.

Dart you boys feel better already? Let me hear from you like I said and see you all in San Diego.

Helpfully yours,

J. H. PRINSELL.

(Aviation Consultant for excellence but none)

ACKNOWLEDGMENT

This general letter has been prepared for you through the kind offices of Joe Marriott, Regional Administrator, 6th Region CAA; Art Hock, Chief, Airports Division, 6th Region SAC; John H. Fergen, Area Deputy; Joe Hicks (a hitherto unheard of CAA man) and all of you many many heroes who so kindly sort in those many many heavy items thrown back at you hero! (Thank you, thank you, Joe Meadow, your news items the only ones sent in, were a little better.

Incidentally, Joe Hicks told me not to repeat this but the CAA is going to give away a gold plated coin (does not know if gold is available) in advance for 99 years to each CAA member present at the San Diego Meeting. (All you will have to do is get a sign in addition to being present, is to submit the project application form for same executed in 12 copies (Max Bink told me to watch it) because 3 of these copies must be legible and to put up your 50% as sponsor (estimated average amount required $4,293.74) and sign an agreement to personally turn the sign on each day at sunrise and off at sunset. (Also don't forget to sign your project applications)

See you in San Diego.

Respectfully yours,

MARVIN E. STRICKER

Secretary-Treasurer

[Effective June 9, 1950: Brevard post Secretary-
Treasurer]
President
RICHARD A. HARDING
Santa Barbara Airport

1st Vice-President
MARVIN G. STURGEON
Oxnard-Ventura County

2nd Vice-President
VERNON TYLER
Santa Monica

3rd Vice-President
GEORGE DREHM
Bishop-Inyo County

DIRECTORS

GLENN ARBOGAST
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W. GLEN DENBY
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WOODBURF DE SILVA
Los Angeles

GEORGE M. DIXON
San Francisco

FRED J. KANE
Monterey

NORBIN NEWSON JR.
Contra Costa County

JOE RUST
San Diego County

Address communications to:
WILMER J. GABRETT
Secretary and Treasurer
Fresno Airports
Fresno, California

GENERAL LETTER

No. 24

September 6, 1950

Fresno, California
FROM: Office of the Secretary-Treasurer

TO: All Members, California Association of Airport Executives, Inc.

Gentlemen:

The Constitution and By-Laws of our organization were changed at the San Diego Meeting to allow private airport owners and their representatives to become members, or associate members of this organization. To date, your Secretary has received applications for membership from the following:

Wm. L. Pike, Owner
Portahill Airport
Portahill, Calif.

H. W. Livermore, Owner
El Monte Airport
El Monte, California

C. T. Reid, Mgr.
Grand Central Airport
Glendale, California

A. L. Sharp, Owner
Gardena Valley Airport
Gardena, California

E. G. "Slim" Kidwell, Owner
Central Airport
Los Angeles, California

Gordon Stanton, Representative
Lockheed Air Terminal
Burbank, California

W. H. Lovings, Director
Humboldt County Department of Aviation
Arcata, California

The above are all the applications received to date and as new members have to be approved by the Board of Directors and voted by the members, it is requested that each and every member of this organization contact as many private, as well as municipal airport owners or managers as can be reached as soon as possible in order that their applications for membership may be received and processed prior to our next meeting in Chico, December 7th, 8th, and 9th, this year.

The California Aeronautics Commission, in conjunction with the Institute of Transportation and Traffic Engineering of the University of California, is conducting a survey of all aircraft within the State of California during the period between September 11 and September 24, 1950. During this period these organizations are placing cards on all scheduled airline flights which arrive or depart from California airports and stewardesses on these flights will request all passengers to complete the card in order that they may be returned to the above groups. These groups will also forward to various
airports within the State a number of these cards with the request that the Airport Managers direct their respective organizations to place a card in the hand of each pilot of civil itinerate aircraft in order to determine the numbers of private aircraft within the State. It is felt by your Secretary that cooperation with these groups in making this traffic count of itinerate aircraft and persons' numbers, the aviation industry in general will benefit from the information received and compiled.

Vern Tyler of Santa Monica is compiling another survey dated July 1, 1950 to collect more factual information for reports to be made available to all members to enable members to standardize as nearly as possible all similar airport rates and charges. This survey may help justify the prevailing conditions at some airports, while at other airports it may provide additional facts to show the need of improved conditions. If you have not as yet completed your questionnaire and returned it to Tyler, do so at your earliest convenience in order that this survey will cover as many airports as possible.

Your Secretary is of the opinion that one of the most informative meetings held by our organization was in San Francisco in June of 1949, when the members of this organization were assigned definite topics of interest to all to discuss openly and express individual opinions so that each and every member could benefit from the actual experiences and problems of others. Therefore, it is requested that each member forward to me, at his earliest convenience, any subject or question that he would like to discuss or have others discuss at our coming meeting in Chicago in December. When this information is received, an agenda will be established, topics assigned and a copy forwarded to each of you prior to this coming meeting.

The Aviation Safety Conference which was discussed at our last meeting and tentatively set up to be held in Fresno on October 19 and 20, has been postponed until spring of next year as the response to holding this meeting was not sufficient to warrant its being held at this time.

Attached is a copy of the revised Constitution and By-Laws, and a copy of the minutes of the last meeting held in San Diego, June 8 and 9, 1950. My apologies for the delay in getting this information to you, but your Secretary, like each of you, has many "little" problems that arise from day to day which seem to always take a lot of time.

Very truly yours,

Wilmer J. Garrett
Secretary-Treasurer

WJG:jmc
Incl.
GENERAL LETTER

No. 25

November 1, 1950
November 1, 1950

FROM: Office of the Secretary-Treasurer

TO: All Members, California Association of Airport Executives, Inc.

Gentlemen:

Our next meeting at Chico, December 7, 8 and 9, 1950, is rapidly drawing near. Your Secretary is submitting a tentative agenda, Inclosure No. 1, for your approval or disapproval. The subjects contained on this agenda were chosen because it is felt they are of interest to all airports, large or small, publicly or privately owned. If any members have any suggested changes in the agenda, or any subjects you wish added, kindly let me know at your earliest convenience in order that the final program can be arranged as soon as possible.

Commander Max Black of the California Aeronautics Commission, and Mr. Cole of the Civil Aeronautics Administration, Sixth Region Headquarters are devoting their full time to working out the plans for the Civil Defense Plan for civil aviation, Inclosure No. 2, with the various Military Agencies located within the State, and the California Legislature. Commander Black will explain the working details of this Civil Defense Plan at our December meeting.

R. W. F. "Bob" Schmidt gave a very interesting talk at the Airport Management and Operations Conference in Norman, Oklahoma, entitled "Let's Tell the Truth About Airports". It was so good that I have asked him to attend our next meeting and present it there.

C. O. Brandt at Chico has arranged a luncheon with the Lion's Club of Chico, Dutch Treat, Thursday, December 7, at which Mr. Louis Alber will speak on the "Kremlin Blueprint". Brandt has also arranged for a "Friendship Hour", sponsored by the various oil companies which serve the Chico Airport.

The Board of Directors of the C.A.A.E. held a meeting on October 6, 1950 in Santa Barbara, to discuss several items of pressing business. A copy of the minutes of this meeting is Inclosure No. 3.

The Reservation Card, Inclosure No. 4, should be forwarded to the Hotel Oaks as early as possible.

It has been the endeavor of the C.A.A.E. to make each of its meetings better than past meetings. Therefore, if each of you will send me your opinions of the outline of the coming meeting, we can make it one of our best.

Sincerely,

Wilmer J. Garrett
Secretary-Treasurer

WJG:Jmc
Incls.:4
GENERAL LETTER

NO. 26

April 11, 1951

Fresno, California
FROM: Office of the Secretary-Treasurer

TO: All Members - California Association of Airport Executives, Inc.

Gentlemen:

There are now 16 bills pertaining to aviation pending before the 1951 regular session of the California State Legislature. These bills are as follows: Assembly Bills No. 368; 601; 621; 733; 734; 735; 1833; 2609; 2641; 2825; 2833; 2861; 3105; 3144; ACR 25; and Senate Bill 1428. For a brief resume of these bills your attention is invited to the March-April, 1951 edition of the California Aeronautics Commission News Letter.

The Board of Directors of C.A.A.E. met in the Bakersfield Inn, March 9, 1951 at 13:00 to discuss and make recommendations for the passage or defeat of a number of these bills which would affect each member of the C.A.A.E. A copy of the minutes of this meeting and the action taken on these bills in enclosed.

You will note by the minutes that Meadows moved that C.A.A.E. recommend the defeat of Assembly Bill 2641 and that this motion was voted down, that C.A.A.E. went on record as favoring the passage of 2641. This attitude has now been reversed as communications were received from the League of California Cities and Supervisors Association which expressed surprise at C.A.A.E.'s endorsement of this bill and requested that our group give it further study.

Each member of the Board of Directors was contacted by mail and was requested to submit a letter vote to reverse the action which approved the passage of this measure.

The Board voted by letter in an overwhelming majority to reverse this action, thus C.A.A.E. is now on record as recommending the defeat of Assembly Bill 2641. Each of you, with the exception of the members of the Board and a few others who received copies of the above mentioned letter sent to the Board, was sent a telegram requesting that you appear at a meeting in Sacramento on April 12, 1951 to oppose Bills 733, 734, and 735. This telegram further requested that you contact your Senator and Assemblyman requesting him to oppose these Bills. It is also requested that you prevail upon your Senator and Representatives to likewise oppose the passage of Assembly Bills 654, 2641, and 2841.

The minutes of the meeting held in Chico, California last December will be forwarded to you in the near future, with a copy of the proposed agenda of our next meeting to be held in Bakersfield next June.

It is requested that if you desire any specific items to be placed upon this agenda, let the Secretary know by return mail in order that as many items as possible may be included.

Sturgeon and Harding are both back in the United States Air Forces, Sturgeon was called when the Air National Guard was Federalized, and Harding was called to fill an M-Day assignment with the Depot at San Bernardino. The Air Forces have been looking into the Fresno Air Terminal, and I imagine nearly every other so-called surplus Air Force installation in the State, and last week they announced that they plan to reactivate Fresno Air Terminal. If any of your airports are in the same position, would you kindly let the Secretary know in order that he may give this information to all members?

Very truly yours,

[Signature]
The meeting was called to order at 13:00 by Vernon L. Tyler, Second Vice President of C.A.A.E., who presided in the absence of the President and the First Vice President.

A general discussion was held to determine what method should be used to elect or appoint a new President and First Vice President as the two members presently holding these positions are being recalled into the Military Service. A search of the Constitution and the By Laws disclosed that ARTICLE TWO, Section II provides that should an officer resign from his office, the Chairman of the Board of Directors shall appoint another member to fill this vacancy. As the Chairman of the Board was not present, this matter was left to be decided at the next general meeting of the C.A.A.E.

Max I. Black, of the California Aeronautics Commission, was called upon to give the Board the up-to-the-minute standing of the "Civil Defense Plan" which has been set up by the California Aeronautics Commission. He stated that 395 airports in the State have been registered with the C.A.C. and that 17 of these have been designated as Master Control Airports. He further stated that the "Civil Defense Plan" had been cleared by all the necessary military agencies and that after a meeting with the managers of the Master Control Airports, the entire plan with some of the annex will be mailed to each airport that has been registered.

Mr. Black further stated that March 15, 1951 has been set as the target date for the mailing of these papers, and that April 1, 1951, has been set as the target date that the system of notification of all airports included in this plan should be completed. He stated also that there is nothing set up as yet in the way of a disaster relief program due to lack of information from the Sacramento Defense Office.

The meeting was then turned over to Woody De Silva for a discussion and action of the various bills pertaining to aviation that are pending before the present session of the State Legislature.

Assembly Bill 654 was the first discussed, and De Silva explained that this would allow the extension of the law that provide for the refunding of unclaimed aviation gasoline taxes to the cities, and counties for a period of only ninety days. He stated that the law should be extended for a greater length of time that was a provision of Assembly Bill 1883, which would be discussed later. Assembly Bill 1883 was then discussed and De Silva stated that this bill provides for the extension of the present law and makes no change in the manner that refunds are made to the cities and counties except that payments to those agencies would be made on a yearly basis in the future instead of on a quarterly basis as the present law provides.

After further discussion, it was decided to hold up the vote on these two measures until Assembly Bill 733 was discussed and to vote on the three measures at one time. De Silva explained that Assembly Bill 733 provides that none of the unclaimed aviation gasoline taxes would be returned to the cities and counties, but that all of it would be placed in a California Aeronautics Fund to be spent at some later date by the legislature upon the recommendation
of the California Aeronautics Commission. It was pointed out that there is approximately $250,000 received annually by the State Controller in unclaimed aviation fuel taxes and this Bill is a move on the part of the Aeronautics Commission to obtain control of these funds. When the Aeronautics Commission was created, the general approach was that they would be an advisory body at State level, with particular emphasis on rendering technical assistance to the smaller communities. Notwithstanding, they immediately moved into the field of regulations and set up standards for airports after great opposition by airport operators in the State. Now they would propose to build airports at certain locations in the State and undoubtedly would want to operate the same.

At this time, De Silva moved that the Board of Directors of C.A.A.E. go on record as opposing the passage of Assembly Bill 654, that they also oppose the passage of Assembly Bill 733, and that they recommend the passage of Assembly Bill 1883. This motion was seconded by Glenn Denney and was carried by a unanimous vote.

Assembly Bill 734 and Assembly Bill 735 were the next items discussed and were brought up at the same time as they are more or less companion measures. Assembly Bill 734 provides for the registration of aircraft within the State, with the exception of Air Carrier aircraft and military aircraft. This registration to be made with the Department of Motor Vehicles with funds derived to go into the California Aeronautics Fund; registration fee to be $4.00 for powered aircraft, $2.00 for glider and sail planes, and a manufacturer's and dealer's special certificate to cost 10.00. This fee to be charged annually.

Assembly Bill 735 provides for an aircraft license fee tax in lieu of personal property taxation, amounting to 2% of the depreciated list price of the aircraft. This bill likewise exempts commercial air carriers and military aircraft. Funds derived from this tax to be paid to the counties quarterly in proportions that the aircraft license fees collected in each county compares to the license fees collected on all aircraft by the State. These taxes to be collected by the Department of Motor Vehicles.

After considerable discussion it was moved by Mr. De Silva, and seconded by Mr. Sullivan that C.A.A.E. go on record as opposing these two bills. This measure carried by unanimous vote.

Assembly Bill 2619 which adds to Section 26020 of the Government Code provision permitting counties to accumulate for a period not to exceed five years funds derived from a special tax for airport development. The Board took no action on this measure.

Assembly Bill 2641 was the next bill discussed which makes specific the responsibility of the State Aeronautics Commission to supervise and coordinate plans and programs for the utilization of civil aircraft in civil defense. In the discussion that followed, it was felt by some members that this measure is entirely unnecessary as it would be afoot-in-the-door move by the Aeronautics Commission to obtain control over the activities of civil aviation under the guise of an emergency condition. It was moved by Meadows and seconded by Denney that C.A.A.E. go on record as opposing this measure. This motion was defeated by a majority vote of the Board. Brandt then moved and seconded by De Silva that C.A.A.E. go on record as approving the passage of this measure. This motion carried by a majority vote.
Assembly Bill 282, which provides for regulation of intra-state air carriers by the Public Utilities Commission, was brought up next. During the discussion it was brought out that if the Utilities Commission is granted the right of rate adjustment, licensing, and scheduling of intra-state carriers, then the Public Utilities Commission, in turn, would attempt to regulate inter-state carriers which would be a duplication of the function of the Civil Aeronautics Board. It was moved by De Silva and seconded by Kane that C.A.A.E. go on record as opposing this measure. This motion carried by a majority vote.

Assembly Bill 7833 provides that an unspecified amount of money be granted to the Regents of the University of California for the establishment of a School of Aviation at the College of Agriculture, Davis, California. In the discussion that followed it was pointed out that this measure would enable the University to carry on operations at the Davis Airport and also be of assistance to the agricultural phase of aviation if such a school were established. It was moved by Beauch and seconded by Brandt that C.A.A.E. recommend the passage of this measure. This motion carried by unanimous vote.

A motion was made by Beauch that the Secretary of C.A.A.E. request the California Aeronautics Commission to mail copies of all legislation pertaining to aviation to the Secretary of C.A.A.E. for distribution to all members of the organization. This motion was seconded by Brandt and passed by unanimous vote.

The Secretary was directed to notify the Senate; Assembly; Interim Committee on Aviation; Interim Committee on Taxation; Interim Committee on Municipal and County Government; the League of California Cities; and the California Supervisors Association, of C.A.A.E.'s thoughts and actions on the above aviation bills.

There being no further business it was moved by Arbogast, seconded by De Silva that the meeting adjourn. This motion carried and the meeting was adjourned at 1:34 p.m.

Present at this meeting were the following members and guests:

Ira K. Sink
Fred J. Kane
Fred A. Sullivan
Voodruff De Silva
George Delbert
C. O. Brandt
R. G. Daggott
Wm. Richardson
Glenn L. Arbogast
Vernon L. Tyler
Robert J. Julesill
Cecil Madisons
W. Glenn Betney
W. J. Garrett
Max L. Black
Shafer Airport
Monterey Airport
Hawthorne Airport
Los Angeles International Airport
Bishop Airport
Municipal Airport
Kern County No. 3 Airport
Kern County No. 1 Airport
Long Beach Municipal Airport
Municipal Airport
Municipal Airport
Kern County Airport Dept.
Municipal Airport
Bakersfield
Monterey
Hawthorne
Los Angeles
Bishop
Chico
Delano
Bakersfield
Long Beach
Santa Monica
Santa Monica
Bakersfield
Madera
Fresno

Respectfully Submitted,

[Signature]
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES, INC.

GENERAL LETTER

NO. 27

April 16, 1951

Fresno, California
FROM: Office of the Secretary-Treasurer

TO: All Members, California Association of Airport Executives, Inc.

Gentlemen:

Enclosed are the minutes of the meeting held in Chico, California, on December 7 and 8, 1950.

At the hearing of Assembly Bills Nos. 733, 734, and 735, held by the Legislative Committee on Municipal and County Government in Sacramento, April 12, 1951, great opposition was presented against these Bills by members of the C.A.A.E., the League of California Cities, California Supervisors Association; and the Redwood Empire Association. The only proponents of these Bills present at this hearing were the California Aeronautics Commission and the Flying Farmers of California.

The opposition was so great that these three bills were held in Committee indefinitely.

I repeat the request made in General Letter No. 26 that you contact your Senators and Representatives to oppose passage of Assembly Bills Nos. 2641 and 2841, and that you recommend these individuals support the passage of Assembly Bill No. 1883.

I also repeat the request that any information or subjects you wish to be on the agenda for our Bakersfield meeting, June 7, 8, and 9, be returned at your earliest convenience in order that this agenda may be drawn up.

Very truly yours,

Wilmer J. Garrett
Secretary and Treasurer

WJG:jmc
Incls.
THURSDAY MORNING, DECEMBER 7, 1950:

The meeting was called to order by President Richard A. Harding at 10:05 A.M., at which time he introduced Mr. Ted Meriam, Mayor of the City of Chico, who addressed the group and welcomed them to the fair city of Chico. Following the welcome by Mayor Meriam, members of the press and guests were introduced, with Mr. Bob Schmidt, Director of the Tuscon Airport Authority introducing his father, Mr. Bob Louis Schmidt, retired professor of the University of Ohio, to the group.

The Secretary next read the names and affiliations of prospective members who were: W. L. Pike, owner, Quartz Hill Airport, Quartz Hill, California; C. T. Reid, Manager, Grand Central Airport, Glendale; E. G. "Slim" Kidwell, owner, Central Airport, Los Angeles; H. W. Livermore, owner, El Monte Airport; A. L. Sharp, owner, Gardena Valley Airport; Gordon Stanton, representative, Lockheed Air Terminal; N. W. Levings, Director Humboldt County Department of Aviation, Arcata; Henry O. Jori, Airport Manager, Red Bluff Municipal Airport; Gayle Stone, Airport Manager, Ukiah Municipal Airport; Mike L. May, Manager La Pressa Airport, La Mesa; Don Hobbs, Manager, Fullerton Airport, Fullerton, California; Wm. H. Coffin, owner-operator, Vale Field, East Los Angeles. It was moved by Denney and seconded by Tyler that each of these applicants be accepted as members of C.A.A.E. This motion carried by unanimous vote.

Max Black, representing the California Aeronautics Commission, and Elwood Cole, representing the Civil Aeronautics Administration, discussed and explained the Civil Defense Plan for civil aviation for the State of California. Mr. Cole explained that at some time in the future, identification cards would be issued by C.A.A. to all persons holding Airmen Certificates or Mechanic Certificates which would enable said holders to continue their respective operations during the time of anticipated or declared emergency.

Mr. Robert Barton of the Airports Division, Civil Aeronautics Administration, Sixth Region, substituting for Mr. W. Russell Graham, Jr., Civil Aeronautics Administration, Washington, gave an interesting presentation of "Airport Accounting," and pointed out that but few airports within the Sixth Region are operated on a strict business-like basis having proper cost accounting systems to enable each airport to know exactly what costs are incurred in each phase of its operation. He stated that any airport manager wishing information or assistance from the C.A.A. establishing an adequate cost accounting system may contact the Airports Division, C.A.A. in Los Angeles and receive such assistance and information.

At 12:00 Noon the meeting was recessed for luncheon and C.A.A.E. members were guests of the Chico Lions Club. After luncheon, Mr. Louis J. Alber, an expert on the History of Russia, gave a very enlightening talk entitled, "The Kremlin
Blueprint", and outlined the pattern that the Russians have taken from the beginning of their history to the current time, which pattern has enabled them to gain control of a majority of the population of the world.

THURSDAY AFTERNOON:

The meeting was reconvened by President Harding who appointed the following committees: Resolutions Committee, Nichols of Santa Ana; Brandt of Chico; Smith of Sacramento. Time and Place Committee for Next Meeting - Garrett of Fresno; Tyler of Santa Monica; Nissen of San Jose; Meadows of Bakersfield; Sturgeon of Oxnard.

Communications from "Slim" Kidwell, Joe Rust and Clarence Shy were read and each expressed regret at not being able to attend this meeting.

Tyler reported on the latest C.A.A.E. survey, giving a comprehensive discussion of its contents and passed copies to each member present.

Harding then stated that the City of Santa Barbara had granted a cost-of-living raise to all the employees of that City, and suggested that each person present might investigate the possibilities of cost-of-living raises for their employees.

The panel discussion on charges to Military Agencies and Military subcontractors for airport uses was not held as none of the members of this panel were present at the meeting.

The panel discussion on development of non-aviation revenues on airports was held with all members participating except Joe Rust who was absent. The various means of non-aviation revenue which the panel discussed were public housing; rentals and utilities service charges; vending machines; percentages from public telephones; building rentals to non-aviation users; farming of surplus land areas and charges for gasoline storage when the airport owns the storage facilities. This panel was very interesting as it pointed out that an airport manager must be a jack-of-all-trades in order to obtain the most revenue from an airport.

A telephone call was received from Shy at Stockton requesting information on public liability and property damage requirements made by other airports in the state. It was then pointed out that most airports require set amounts of PL and PD performance bonds and the first and last months rentals for all facilities in advance. However, some airports require no insurance and no performance bonds.

Panel on the position of privately owned airports in metropolitan areas was held with H. W. Livermore and Gordon Stanton being the only members present. Livermore pointed out that the small private airport cannot operate much longer within a metropolitan area as the cost of their property has increased so greatly that the tax burden imposed upon the airport makes it imperative that they either obtain assistance from governmental agencies or sell their property for sub-division or industrial purposes. He pointed out that Central Airport, Los Angeles, would probably have to close in the near future and that he was not certain how many more years El Monte Airport could operate. Gordon Stanton, representing the Lockheed Air Terminal, a private airport, gave a short history on Lockheed Air
Terminal and stated that in excess of scheduled air carrier operations in the Los Angeles area operate from Lockheed Air Terminal. That this airport has an average of 14,000 airplane operations per month, with 60,000 passengers. He further stated that Lockheed Air Terminal is a subsidiary of Lockheed Aircraft Corporation, and is able to operate in this capacity from revenues derived from landing fees; gasoline sales; freight charges; auto parking charges; and other concessions patronized by the passengers and employees using and working upon the airport.

President Harding had to leave the meeting and Marvin Sturgeon presided in his absence. Sturgeon called upon Bob Schmidt, Manager of the Tucson Airport Authority to explain the operation of an airport authority in contrast to a municipal or county operation. Schmidt pointed out numerous advantages that authority operation over a governmental operation, stressing primarily the elimination of governmental red tape and political interferences.

President Harding returned and Sturgeon relinquished jurisdiction of the meeting to him; Harding discussed various methods of advertising airport operations and facilities.

The meeting adjourned at 5:15 P.M. with an invitation for all members and guests present to attend a "Friendship Hour" sponsored by the three oil companies serving the Chico Municipal Airport, this gathering to be held at 6:00 P.M. in the Hotel Oakes.

FRIDAY MORNING, DECEMBER 8, 1950:

Meeting called to order by President Harding at 9:15 A.M.

Bob Schmidt of Tucson gave a presentation entitled "Let's tell the Truth About Airports". This talk was straight-from-the-shoulder and pointed out that there are no trained airport managers in the United States as each manager learns something new and different every day. (The complete text of this talk may be found on Page 15 of the December, 1950 issue of "Western Flying").

Mr. Carl Hand, District Airport Engineer of the C.A.A., Northern California District discussed the present status of Federal aid to Airports program and pointed out that due to the war emergency, the C.A.A. would be able to participate only in projects which had a definite connection with the Military air operation. He further stated that such projects as administration buildings; access roads; and like projects will have to be postponed until the international situation is much better than at present. Mr. Hand also commented that C.A.A. would concentrate its aid on terminal type airports and that although no system for obtaining priorities for materials has, at present, been established, a system is being devised.

A report on the status of current aviation legislation scheduled to be given by "Slim" Kidwell, a member of the Interim Committee on Aviation Legislation was not given as Kidwell was not in attendance.

The scheduled talk by J. S. Herriott, Regional Administrator, C.A.A., was not presented as Mr. Herriott was unable to attend this meeting.
The panel on public and press relations was presented by Smith, Newsom, and Denney. It was pointed out that good press relations and courteous treatment of the public are absolutely necessary for the successful operation of a public airport. Newsom showed a scrap-book which contained every story and newspaper article pertaining to Buchanan Field since the day it was opened.

George Delbert showed pictures and told of his record-breaking flight in a glider. This flight took him and his partner to an altitude above 36,000 feet over the Sierra Mountains above Bishop.

The Secretary gave the financial report and received authorization to pay outstanding bills.

Reports of Committees were then given with the Resolutions Committee stating that no resolutions were drawn up at this meeting; the Time and Place Committee stated that the next General Meeting would be held in Bakersfield at the Bakersfield Inn, June 7, 8, and 9, 1951.

A short discussion was held on charges to Military Agencies and the President appointed a committee consisting of Livermore, Newsom, and Meadows to study charges made to Civil Air Patrol, C.A.A. and Military agencies by airports within the State and to report their findings at the next General Meeting.

Levings stated that copies of a report covering the full operation and findings of the C.A.A. Test Station at Arcada were available through the C.A.A., Washington Office.

It was moved by Nichols and seconded by Newsom that the meeting be adjourned. This motion carried and the meeting adjourned at 12:45 P.M.

Respectfully submitted,

Wilmer J. Garrett,
Secretary and Treasurer
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES, INC.

GENERAL LETTER

NO. 23

May 15, 1951

Fresno, California
FROM: Office of the Secretary-Treasurer

TO: All Members - California Association of Airport Executives, Inc.

Gentlemen:

Attached is a program for our 1951 meeting to be held at the Bakersfield Inn in Bakersfield, California, June 7, 8 and 9.

It is important that each and every member attend this meeting as several items not listed on this program but very important at this present time will be discussed in the corporate session and the Saturday morning business session. At this meeting, also, new officers and directors will be elected for the coming year.

Mr. Cecil Meadows of Bakersfield has mailed each of you a memorandum giving rates and other information at the Bakersfield Inn, so return your reservation cards as soon as possible.

For the annual banquet an interesting speaker will be obtained to make this gathering a memorable one.

If any of you have any other items that you would like presented, kindly send them to me at your earliest convenience in order that competent persons can be obtained to present them.

Very truly yours,

Wilmer J. Garrett
Secretary-Treasurer
THURSDAY, JUNE 7

09:00  Registration, Normandy Room, Bakersfield Inn.

09:15  Opening ceremonies, Normandy Room, Vernon L. Tyler, Acting President CAAE presiding.

Official welcome, Honorable Frank Sullivan, Mayor, Bakersfield.
Honorable A. W. Noon, Chairman, Kern County Board of Supervisors

Response, Don Smith, Superintendent Sacramento Airport, Past President CAAE.
Introduction of guests.

10:00  Appointing of committees by Acting President.

10:15  Panel discussion on "Present Day Operation of Privately Owned Airports".
E. G. "Slim" Kidwell, owner Central Airport, Los Angeles, Moderator.
Panel Members - H. W. Coffin, Owner, Vail Field, Los Angeles; Mike L. May, Manager, La Fresa Airport, La Mesa; Gordon Stanton, Representative, Lockhead Air Terminal, Burbank; A. L. Sharp, Owner, Gardena Valley Airport, Gardena; H. W. Livermore, Owner, El Monte Airport, El Monte; C. T. Reid, Manager, Grand Central Airport, Glendale; W. L. Pike, Owner, Quartz Hill Airport, Quartz Hill.

11:00  "Liaison Between Civil Airport Managers", presentation and discussion by Joe K. Hicks, Airport Management Consultant, CAA 5th Region.

11:30  Questions from the floor pertaining to the morning's discussions.

11:45  Announcements and recess for lunch.

12:15  Lunch, Normandy Room, Cecil Meadows, Superintendent, Kern County Airports, Presiding. Guest Speaker, Honorable Floyd Ming, Member Board of Supervisors, County of Kern.

13:45  Adjournment.
14:00 Afternoon session, Don Smith, Sacramento, presiding.

14:15 Panel discussion on "Charges to Military Agencies and Military Sub-contractors for Airport Uses", Woodruff DeSilva, Manager, Los Angeles International Airport, Moderator. Panel Members - Glenn Arbogast, Director, Long Beach Airport; V. A. Forshie, Manager, Lindberg Field, San Diego; George Dixon, Manager, San Francisco International Airport; Fred Kane, Manager, Monterey Airport District.

15:00 "Methods of Acquiring Air Rights and Easements in Runway Approach Zones", presentation and discussion by Dean St. Clair, Chief Airports Division, CAA 6th Region.

15:30 Panel discussion on "Collecting Delinquent Airport Accounts", Joe Rust, Manager, San Diego County Airports, Moderator. Panel Members - Glen Denney, Manager, Madera Airport; Edward Nichols, Manager, Merced Municipal Airport; Noble Newsome, Manager, Contra Costa County Airport; William Nichols, Manager, Orange County Airport; Fred A. Sullivan, Manager, Hawthorne Municipal Airport.

16:15 "What the Private Pilot Desires in Airport Operation", presentation and discussion by Dr. Robert P. Haring, Private Pilot, and Mr. Max Cheshire, representing Kern County CAP.

16:45 Questions on Afternoon discussions.

17:00 Announcements and recess.

18:30 "Friendship Hour" sponsored by the Oil Companies serving Kern County Airports.

EVENING - Open

FRIDAY, JUNE 8

09:00 Meeting will be called to order in the Normandy Room, Glenn Arbogast, presiding.

09:15 "A County System of Surplus Airports" presented by Ted Hanah, Director, Riverside County Airports.

09:45 Panel discussion on "Problems peculiar to the Operation of Airports in Mountainous Areas", F. H. Levings, Director, Humbolt County Airports, Moderator. Panel Members - Robert Bryson, Manager, Amador County Airport; Harrison Mecham, Manager, Sonoma County Airport; Henry O. Jori, Manager, Red
Bluff Municipal Airport; Gayle Stone, Manager, Ukiah Municipal Airport; Don Clausen, Manager, Del Norte County Airport; George Deibert, Manager, Inyo County Airport; Paul Hubiak, Manager, Siskiyou County Airports.

10:30 "Future Plans of the California Aeronautics Commission" presented by Warren Cary, Director.

11:00 Report on the National Meeting of American Association of Airport Executives by Clarence Shy, Manager, Stockton Field, and LeRoy Gregg, Director, Ontario International Airport.

11:15 "Southwest Airlines Feederline Operation" presented by John Connolly, President, Southwest Airways.

11:45 Announcements and recess for lunch.


13:45 "Junction Airport" by Charlie Proptwist, Manager.

Adjourn.

14:00 Afternoon session, William Nichols, Orange County Airport, presiding.

14:15 Panel of CAA personnel to answer questions from the floor pertaining to methods of acquiring critical items for airport maintenance and operation, aircraft replacement parts, and other questions relating to government assistance.

Arthur Hook, Chief Airports Branch, CAA 6th Region, Moderator.

Panel members - Hal Friedland, DAE Southern California District; Carl Hand, DAE Northern California District; Joe Hicks, Airport Management Consultant; Dean St. Clair, Chief, Airports Division.

15:00 Corporate session for membership of California Association of Airport Executives only. Guests are free for the remainder of the afternoon for swimming, etc.

16:30 "Friendship Hour".

20:00 Annual Banquet, California Association of Airport Executives, Woodruff DeSilva, Master of Ceremonies.
SATURDAY, JUNE 9

09:30  Business session convenes in the Normandy Room.

12:00  Adjournment.

12:30  Lunch in Tower Room for Officers and Directors of California Association of Airport Executives.
CALIFORNIA ASSOCIATION OF AIRPORT EXECUTIVES, INC.
P. O. BOX 395
ARCATA, CALIFORNIA

GENERAL LETTER NO. 27

4 SEPTEMBER 1951
NEW MEMBERS

A special meeting of the Board of Directors was held on 10 August 1951 at which time the application for membership on the following men were read and accepted.

James F. Briens, Manager
Santa Maria Public Airport
Santa Maria, California

Walter W. Fell, Manager
Paso Robles-San Luis Obispo County Airport
Paso Robles, California

Neil J. Cummins, Manager
Salinas Municipal Airport
Salinas, California

LEGISLATION

As a result of the efforts put forth by this organization Assembly Bill No. 1883 was passed by both houses of the legislature and signed by Governor Warren.

The favorable action on this bill, which continues the present method of distributing unfunded aviation gasoline tax monies was the result of several active and at times heated appearances before the committees hearing this and other legislative measures.

In view of the several considerations that were responsible for the original introduction of all bills pertaining to aviation at the last session of the legislature our entire membership is cautioned not to support or oppose any measure unless advised to do so by this organization. Please report any attempts to influence your support to the Office of the Secretary immediately.
ABOUT FISHING

Woody DeSilva, his wife Dorothy and son, Jack, were recent visitors in Eureka. A full scale trip to the salmon area produced a good case of sea sickness and three salmon for Jack. Woody's efforts produced one strike (no fish) and a group of stories—not of the parlor variety.

DUES

Annual dues ($10.00) are due and payable. If you have not already done so please forward your remittance at your early convenience.

CALIFORNIA AERONAUTICS COMMISSION

The next regular meeting of the California Aeronautics Commission will be held as follows:

Place: Radio Station KIEM
        Eureka, California

Date: Monday 24 Sept. 1951

Time: 10:00 A.M.

The Commission has recently announced that Warren E. Carey has tendered his resignation as State Director of Aeronautics to be effective 1 November 1951. Aviation industry groups have been requested to submit the names of qualified persons who can be considered as applicants to fill the forthcoming vacancy.

In the event any of our membership desires to recommend the name of an individual qualified for support by CAEE it is requested that the per- son's name, address and complete qualification be submitted to the Office of the Secretary at the earliest possible date.
THE CLAM DIGGER

The Honorable Cecil Meadows, manager of Junction Airport recently completed a vacation tour of most northern counties during which time he visited with airport managers along the way.

While in Crescent City he accepted an invitation to dig (and mangle) a considerable number of the fine razor clams found in Del Norte County. Ask our good friend how many clams he had tucked in his hip boots when the game warden strolled by.

HANGAR PROBLEMS AT PALM SPRINGS

Mary Nelson, was in for a visit just recently.

She has been experiencing some difficulties in controlling the activities that are undertaken by plane owners occupying hangar space at her airport.

It is requested that those members having published regulations pertaining to the use of hangars forward a copy of the same to Mary for her information and possible use.

TERMINAL DEDICATION

Don Clauson dedicated his new terminal building at Del Norte County Airport (Crescent City) on 2 September.

This event, a success in every respect, marks the culmination of a long uphill pull for Don. He has done a great deal to advance aviation in a community that has not been too prone to accept necessary expenditures with much enthusiasm. Drop by and see what he has done on your next trip north.

DIRECTORY OF MEMBERS

A directory of CAME members is being forwarded to you with this letter. Please check your listing carefully and advise the Secretary of any errors or omissions.
CONVENTION PICTURES

Pictures taken of various members during the Annual Convention at Bakersfield are available at fifty cents ($.50$) per copy or $2.50 for a set of five.

The following list of members are those whose pictures are available—the number following each name denotes the number of pictures in which they appear.

Bill Levings-----1
Woody DeSilva----1
Hank Livermore-----1
Chas. Amos-------2
Glenn Arbogast----1
Joe Hicks--------2

Vernon Tyler-------1
Wilmer Garrett-----1
Tom Anderson-------1
Kerth Sink--------1
Harold Measersmith---1
Cecil Meadows------1

Glenn Denney------2

Mail your orders to Cecil C. Meadows, 2199 Airport Drive, Bakersfield, California.

FRESNO MUNICIPAL AIRPORT NOT TO BE RE-ACTIVATED

Wilmer Garrett has just reported that he has been successful in obtaining a reversal of the military order to re-activate Fresno Municipal Airport.

Members having similar problems are encouraged to contact Garrett relative to the steps taken in obtaining the desired end result on his problem.

VITAL STATISTICS

In order that our organization may take fitting action in the event of the serious illness or death of any members all such information should be relayed to the Secretary via Collect Wire.
GAS TAX REFUND REDISTRIBUTION FORMULA

Don Smith, Chairman of the Legislative Committee advises that he has not yet received suggestions from any members relative to the preparation of a new formula for distribution of gas tax refund monies.

It is of vital importance that your thinking in this matter be communicated to Smith, in writing, without further delay in order that the committee may prepare recommendations in time for our December meeting.

LATE NEWS

The California Aeronautics Commission has just advised that their regular September meeting will be held at Burbank instead of Eureka. The date and time remain the same.

The matter of selecting a new director for the Commission will be given principal consideration on the agenda.

BOARD OF DIRECTORS

A regular meeting of CAE Board of Directors will be held in Bakersfield on Friday 14 September at 10:00 A.M.