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Bendix Air Races Collection - 1933 National Air Races (Los Angeles), Official Program, July 1-4, 1933

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The Los Angeles Municipal Airport

By COL. R. B. BARNITZ
Director of Airports, City of Los Angeles

The National Air Races of 1933 return to the site of the National Air Races of 1928. The location was selected for that record-breaking event of five years ago, after careful considerations, because it was found to be the best available from standpoints of wind conditions, accessibility, terrain, size and unobstructed surroundings. In all of these points it is still the finest location in America for such an event. But the site itself has undergone a progress since 1928, comparable only with the strides of aviation itself in the last five years. The temporary landing area then known as Mines Field has been transformed into a great, modern, city-owned establishment known as the Los Angeles Municipals Airport. It is a veritable port-of-the-air for the sky commerce of the West's premier metropolis. It is this city's provision for making good its title: The First City of the Air.

The Los Angeles Municipal Airport has an area of 640 acres - exactly a mile square- located at the focus of major highways giving it quick contact with every portion of the metropolitan district. Absence of mountains or artificial constructions in the vicinity, together with its great size, make it exceptionally safe for aeronautical operations under all conditions. It is unrivalled for such huge mass operations as those of the National Air Races.

The facilities of the airport, in which the city has invested approximately \$400,000, are the best that airport engineering can devise. The landing area is the only one in Southern California which has been granted the highest, or "T" rating, by the Aeronautics Branch of the United States Department of Commerce. Lighting facilities are complete. Five large, fireproof hangar buildings, with adequate adjoining shop and office rooms, accommodate the operations of the airport. Through more than a score of tenant firms, every type of aviation service is available. The building group with the surrounding landscaped spots have won for it distinction as "The Airport Beautiful." It is one of the busiest airports in the country, and is especially valued as a pilot-training field.

The Municipal Airport has recently been recommended by the Contest Committee of the National Aeronautic Association to the Federation Aeronautique Internationale as the Pacific terminal for the projected transcontinental record course between Los Angeles and New York City.

The Los Angeles Municipal Airport is administered by the Department of Airports of the city government. The department has its offices in the airport administration building, where are also located the Los Angeles offices of the United States Department of Commerce, Aeronautics Branch. The head of the Department of Airports, known as the city Director of Airports, is Col. R. B. Barnitz, who has held the office since 1929. The airport staff is organized under city civil service regulations.

In establishing and operating the Los Angeles Municipal Airport, the City of Los Angeles offers the most superior advantages and inducements for the location and development of aviation industries, transport terminal facilities, aviation schools, airplane accessories sales agencies, and every other phase of commercial aeronautics.

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