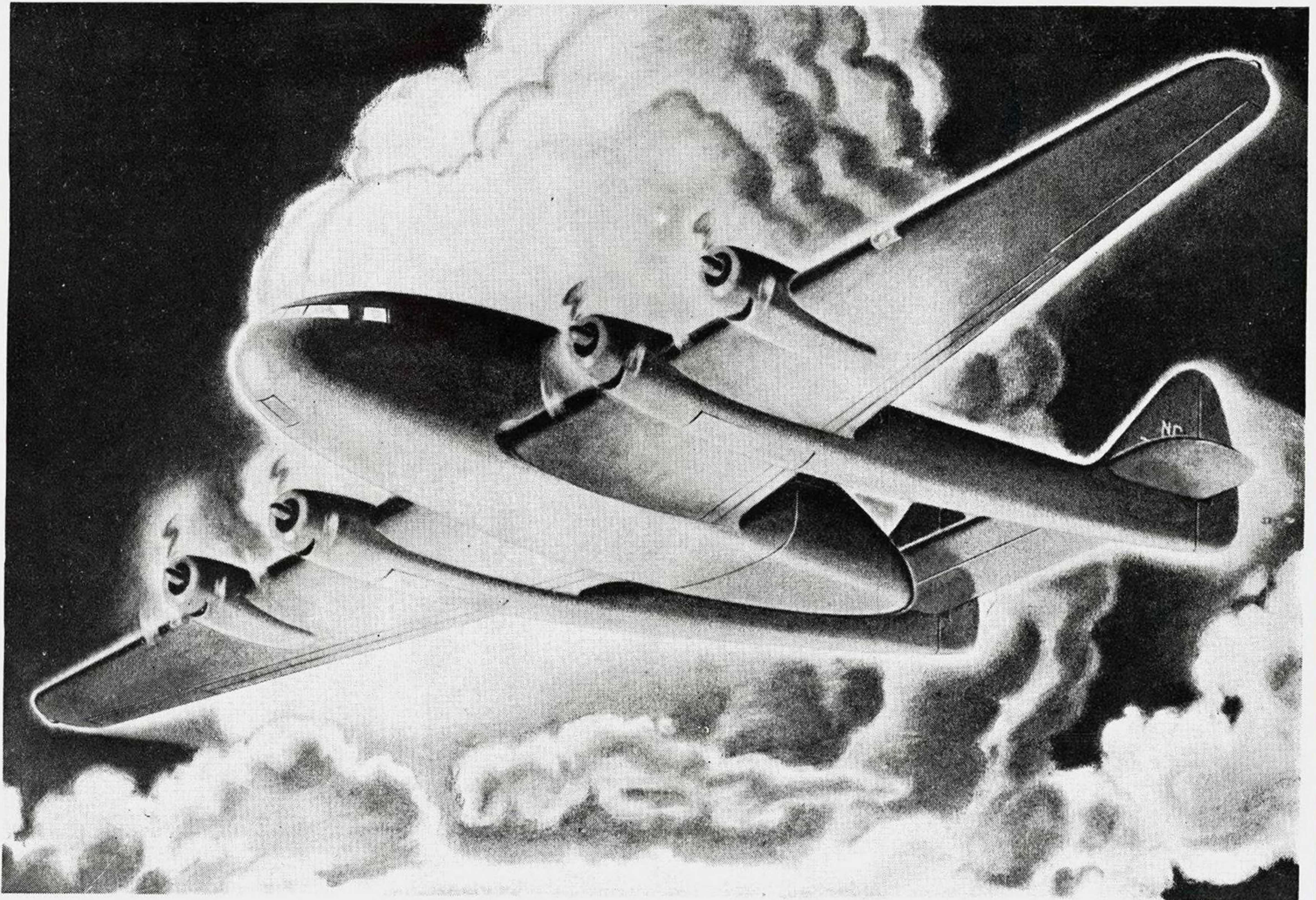


Aviation News

McGRAW-HILL PUBLISHING COMPANY INC.

AUGUST 16, 1943

50 CENTS



Martin's Post-War Cargo Plane: *Patents for twin-engine and four-engine versions of this new cargo plane design have been granted to Glenn L. Martin Co. Special equipment built into the fuselage will speed loading and unloading operations.*

4 U.S. Plane Types Aiding Russians: cobra, Havoc, Mitchell and Douglas C-47 praised by Red officers.

★
Criticism Hits at Plane Industry: Widely publicized reports discount actual rise in aircraft production.

★
Applications Pour In On CAB: truck operators flood Board with petitions for new airline routes in U.S.

★
Stanton Forecasts Airport Construction: Administrator sees big post-war expansion of hangar and service facilities.

Incentive Wage Plans Under Study: Government officials favor new pay system and labor priorities proposals.

★
Renegotiation Revises Company Statements: 1942 financial reports of aircraft corporations being corrected and reissued.

★
Patterson Decries Scramble for Routes: Over-expansion of U.S. carriers in international lines feared by United president.

★
U.S. Chamber Studies Future Transport: Special committee includes representatives of airlines, steamship and ship firms.



Above: NH-1 in foggy weather

Howard Aircraft's NH-1 FOR THE NAVY

Outstanding Single Engine
Instrument Trainer of the Year



THE AVIATION NEWS

Washington Observer

War Production Board chiefs, including Charles E. Wilson, are convinced that incentive payment plans will go a long way toward solving the critical manpower problem. Surveys made in several aircraft plants have indicated that production increases, and substantial ones, can be obtained with present personnel. These officials favor a plan which covers all employees on an overall production basis. While the inflationary angle has been raised, proponents of incentive payment plans believe they can meet all objections and in the final analysis they want production and are willing to pay for it. An incentive payment plan has worked well at Beech and an adaptation of the Beech program has been worked out for Grumman. Look for other plants to follow similar patterns soon with the blessing of WPB.

★

Proponents of incentive payment plans contend that unit costs will be reduced, rather than increased as some argue. In this connection, government officials are said to be considering a re-examination of the entire wage structure in the aircraft industry. While the manpower situation is most acute on the West Coast, many plants in the East will be faced with the same situation in a few months. Aircraft wages, frozen under the NWLB order of March 3 are below those for comparable work in shipbuilding and other competing industries in the area.

★ ★ ★

Boeing is moving to meet the situation through the establishment of branch plants within good transportation reach of Seattle. The Boeing plan is simply one of taking the work to communities in which manpower is available. They have nine prospective sites in mind where parts can be made for the "Flying Fortress" and shipped to the home plant for assembly. It is still too early to determine how far this will go toward solving production problems due to a shortage of manpower, but Boeing people are convinced it will help.

★ ★ ★

In another move on the manpower situation, approximately 1,000 prime contractors who have backlogs of orders amounting to \$5,000,000 or more have been requested to place future

subcontracts for fabrication of products in less critical labor supply areas. The request was in a letter signed by WPB Chief Nelson, Chairman Land of the Maritime Commission, Under Secretary of War Patterson, Under Secretary of Navy Forrestal and the Director of the Procurement Division of the Treasury Department. In allocation of war work, the procurement agencies rely on the War Manpower Commission's list of more than 300 labor market areas, classified in four groups according to the adequacy or shortage of labor supply.

★ ★ ★

Another Truman committee report is on the way, this one covering all phases of aircraft manufacturing. It probably will be issued shortly after Congress reconvenes the middle of September. Some committee members are now on an aerial tour of the South and Middle West visiting modification and other plants in Birmingham, New Orleans, Dallas, Fort Worth, Kansas City, Omaha and Chicago. The fact that the members traveled by air caused some comment in the capital.

★ ★ ★

The giant, super airliners which the Sunday supplements are fond of describing and imagining are not included in the present plans of the old-line aircraft and airline companies. On the face of practical application, the envisioned winged giants of the sky get down to four-engine jobs carrying, according to various estimates, from 50 to 60 passengers.

★ ★ ★

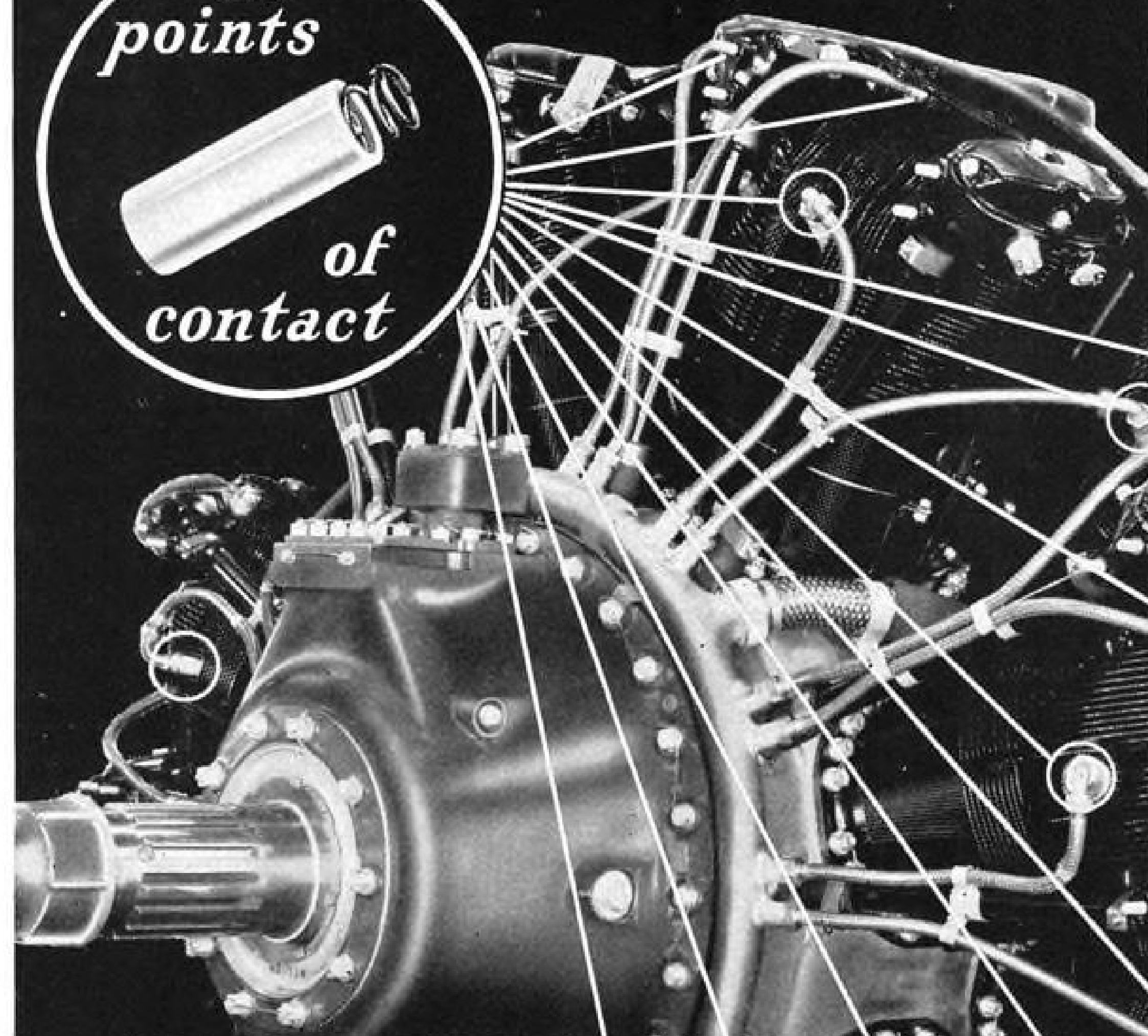
The separate air force subject continues to bob up in Washington conversations with the



Lockheed "Constellation": Typical airliner of the future?

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Aircraft Engines



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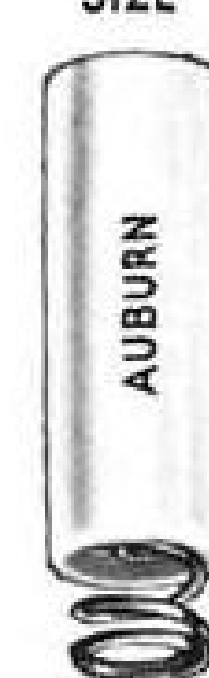
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usual accompanying hush-hush. The set-up is ready and it only remains for the powers that be to act. In the midst of the recurrent reports on this subject, the Gallup Poll, on the question "Would you approve or disapprove of a separate air force for the United States" showed 59 percent of those questioned in favor and 41 percent opposed. The vote, the Gallup people said, was confined to those persons who were able to define what is meant by a separate air force and who have followed discussions on the subject."

In this connection, the *Washington Post* followed up its original front-page open letter to President Roosevelt urging action in this regard, with another addressed to Secretary Knox. The *Post* concluded its letter to Knox with the statement that "Air Power is entitled to equality in responsibility for running this war. The country itself is entitled to it."

Consummation of the Aeronautical Chamber of Commerce reorganization is still awaiting the selection of a man to head up the new program. Sponsors of the revitalization program are looking for a man who not only is acceptable to all members of the aircraft manufacturing industry—with their varied interests—but also one who knows how to operate in Washington. A pretty big assignment in these days of manpower shortage.

The fall of Italy, as welcome as it would be, would deprive some of our more vigorous air-minded officers of an opportunity to prove a point. They looked upon Sicily simply as an air base for the bombing subjection of Italy. They wanted to show that a nation could be brought to its knees by bombing alone. The opportunity to present this evidence would disappear if Italy should decide to surrender. Of course there are other nations.

The War Manpower Commission all last week refused to make any comment on its "work or fight" plan to contribute to a solution of the aircraft industry's No. 1 headache, although insiders knew what was coming several days before the official statement was released last Saturday.

The Labor Department is seeking some uniform method of dealing with absenteeism, the initial step being to obtain a universal definition of absenteeism and the maintenance of records which will give an accurate picture of the situation. Disciplinary measures used in some plants are more or less frowned upon, officials holding

Washington Observer

that other methods can be found which are more effective.

The Russians have their own plans for post-war aviation and their disinclination to discuss this with Britain and the United States is causing some furrowed brows among our aviation men. In view of the material and equipment being sent to Russia, the feeling is growing in some circles that we should have something in return, even if it's only a little information.

The smashing Russian victories on the Eastern front has pointed up a growing concern felt in Washington over the lack of cooperation this country is receiving from the Soviets. We know little, if anything, about their aircraft production and our information on Russian airplanes is scanty. Even engineers of the Bell Aircraft company whose Airacobras are widely and successfully used by the Russians, are completely in the dark as to modifications which Russian engineers make on the *Airacobra*, particularly to adjust the planes for frigid flying weather.

The War Department, like the aircraft industry, is turning more and more to women employees. The first anniversary of the order issued by Secretary Stimson to replace male employees of Selective Service age with women—Aug. 14—shows that women now comprise 38 percent of all civilian employees on War Department rosters as compared with about 25 percent in the summer of 1942.

A tentative program for the production of essential consumer goods necessary for the efficient functioning of the civilian economy has been submitted to WPB by the Office of Civilian Requirements. This does not mean there will be a reopening of substantial manufacture of items formerly produced for civilians, but is rather a feeler to determine what materials, if any, can be spared. The chances are there will be few, since fourth quarter allotments of controlled materials show that supplies of vital metals, for example, are still falling short of military and essential civilian demands.

Although definitely a step in the right direction, the WMC's action Saturday in setting up a list of 149 critical occupations, led by aircraft, probably won't solve all of the industry's manpower problems. It will help, of course. But aviation observers here can't imagine that a city the size of Seattle or Wichita or Buffalo can suddenly produce overnight the thousands of aircraft workers needed by local plants.

Facts about AVIATION NEWS and AIR TRANSPORT

★ ★ ★

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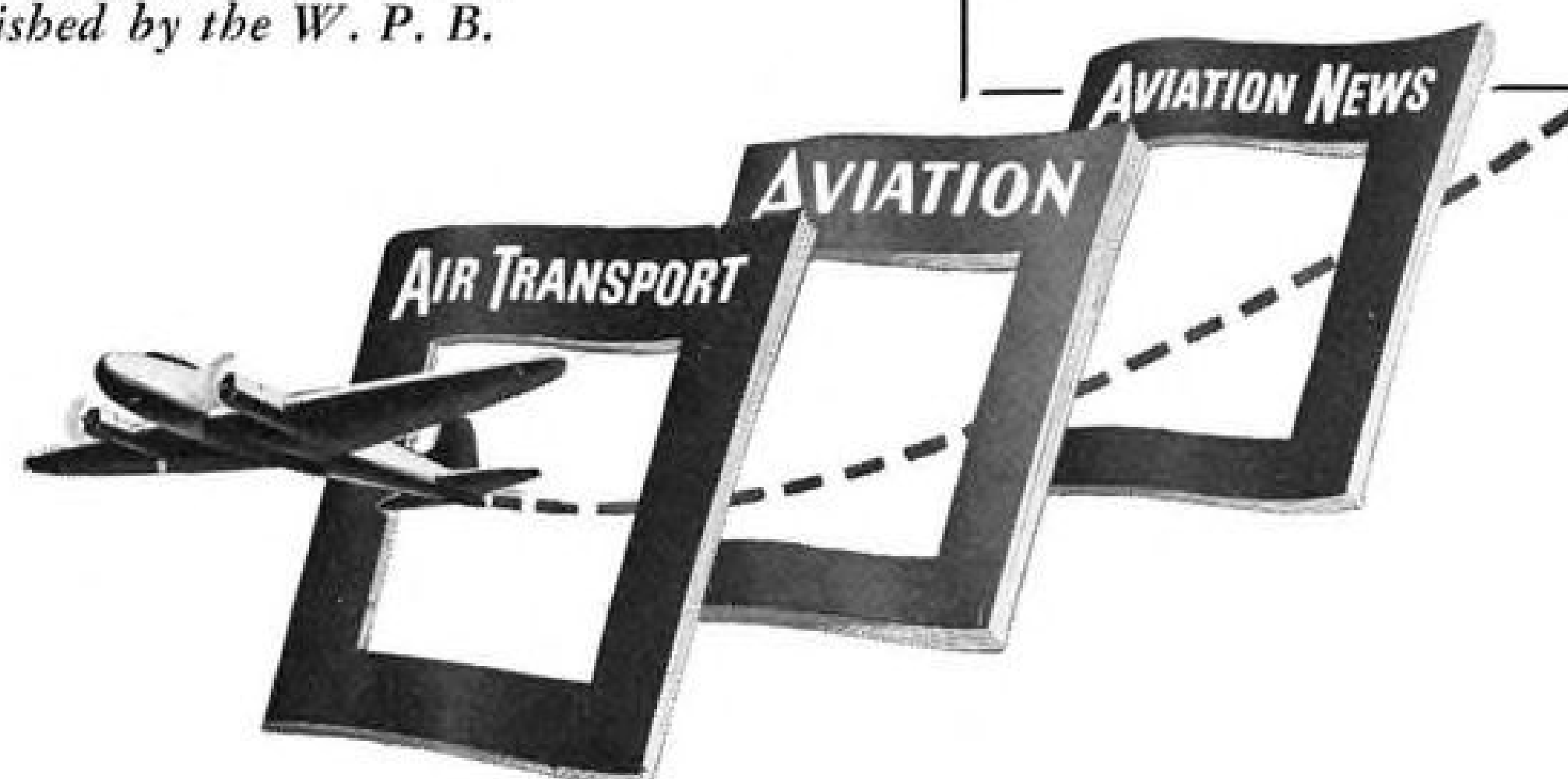
CIRCULATION—10,000, by subscription only. **SUBSCRIPTION**—Charter rate, one year, \$5; three years, \$15. **ADVERTISING**—Page rate (on 13 time basis) \$225. Closing date, 2 weeks prior to date of issue. **SIZE**—8 1/8" x 11 1/4". **Type** page 7" x 10". **STOCK**—40 lb. **SCREEN**—100. **FIRST ISSUE**—August 2, 1943.

AIR TRANSPORT

OBJECTIVE—To serve the specialized needs and promote the sound development of war and post-war transport—reaching all concerned with the future of U. S. air commerce.

EDITED BY—Fowler W. Barker, long-time secretary of the Air Transport Association, will direct editorial staff headquarters at New York, assisted by editors and correspondents at key points.

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VOLUME 1 • NUMBER 3

McGraw-Hill Publishing Co., Inc.

AUGUST 16, 1943

Patterson Warns of Scramble For World-Wide Air Routes

Over-expansion will bring chaos and need for complete control by government, he says.

United Air Lines' president, William A. Patterson, has urged elimination of selfishness on the part of airlines seeking to advance the individual names of their present companies and favors joint ownership of Pan American Airways or some such single overseas line, in the interests of post-war international aviation.

Justification—In what many took to be the first public detailed justification of United's refusal to sign the joint post-war policy agreement entered into by 16 major domestic carriers a month ago, Patterson again said, in addressing the Los Angeles Rotary Club, that United had withheld its signature because the other lines had refused to include provision for joint ownership and operation of one company to handle all overseas routes after the war.

Asks for Realistic Approach—He pleaded for "sanity" and a realistic approach to post-war problems, calling for "statesmanship by business men" and a down-to-earth approach to those problems. Warning that over-expansion of facilities and financial structures from a "wild scramble" for routes would result in chaos and demand for government ownership, he deflated the rosy picture of post-war aviation that has been painted in many quarters.

Private Ownership—Private ownership should be retained, he said, and the present leadership of this nation in the air transport field should be kept intact. He cited the recent announcement of government ownership in Canada, Britain and elsewhere, and pointed out that landing rights undoubtedly will have to be on a reciprocal basis. And if the present two overseas lines (Pan American and American Export) continue, and most of the domestic lines scramble for reciprocal rights, the result will be to strengthen the hand of those "in high places"



W. A. Patterson

who even now favor government ownership. Despite current expressions of "brotherly love," he said, plenty of future friction may be expected over the question of air rights.

Here are some of Patterson's other points and predictions.

Airline expansion in the United States will require 5,250 transport planes for all lines combined, as against 350 before the war. Thirty-ton transport planes will be widely

used, but 54 100-passenger planes will be enough to handle post-war North Atlantic business.

The airlines can be expected to take over 80 percent of first-class passengers going 300 miles or more, if they reduce fares 25 to 30 percent below the recently lowered figure. Probably they will take over all first class mail and parcel post if they cut their present rates in half, but reductions in express rates must be drastic if they are to carry material amounts of light, perishable express.

Surface lines have nothing to fear from air transport. Eventually the airlines may be handling 3,000,000,000 ton miles per year, leaving 537,000,000,000 for surface transport.

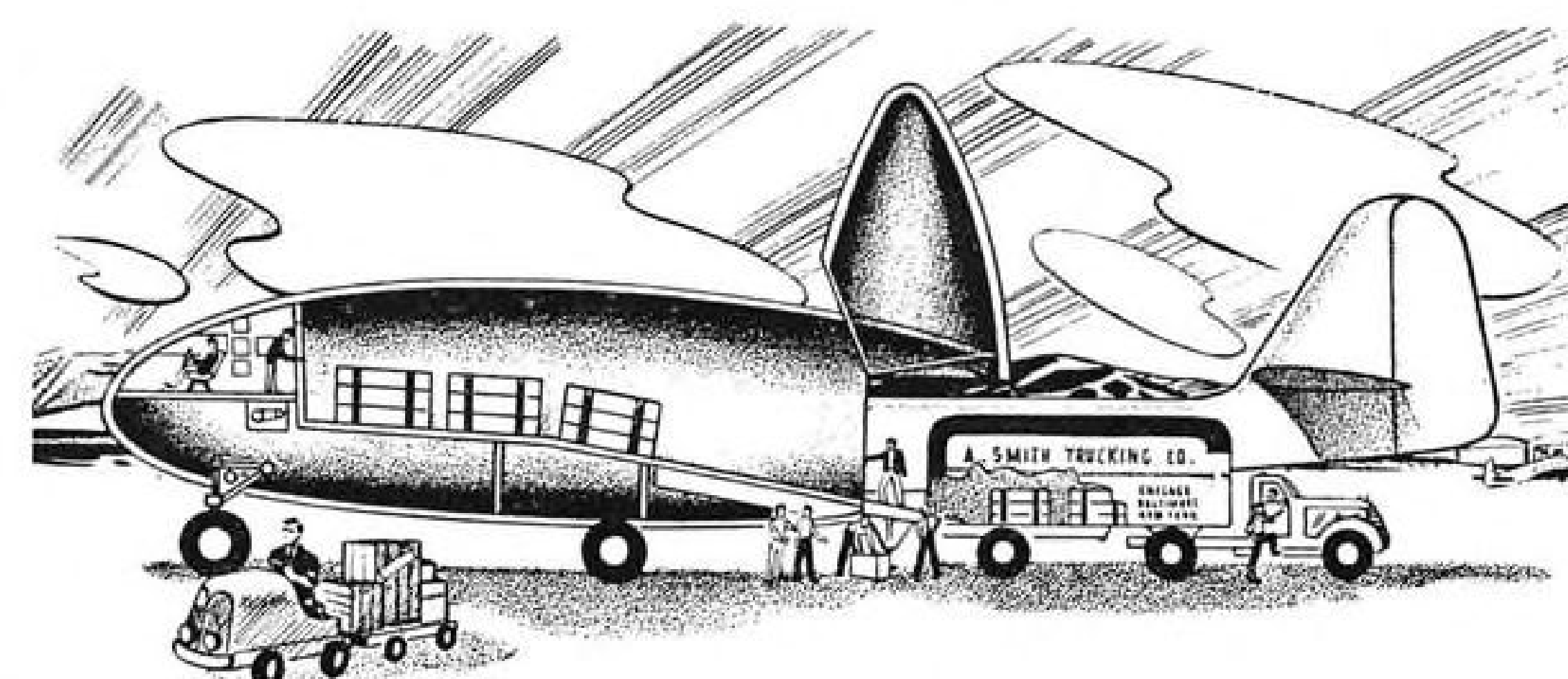
Helicopters are a wonderful invention, but hard to operate, and certainly they won't fill the skies for years to come, if ever.

Patterson said he recently assured 3,000 new United employees, hired on a temporary basis, that their jobs are permanent. Another 1,000 in service will get their jobs back after the war, he said, predicting that United's present personnel of 7,500 will be 8,500 immediately after the war and 23,000 within four years after the war ends.

Martin Wins Patent On Cargo Design

Two versions of high wing monoplane proposed by engineer.

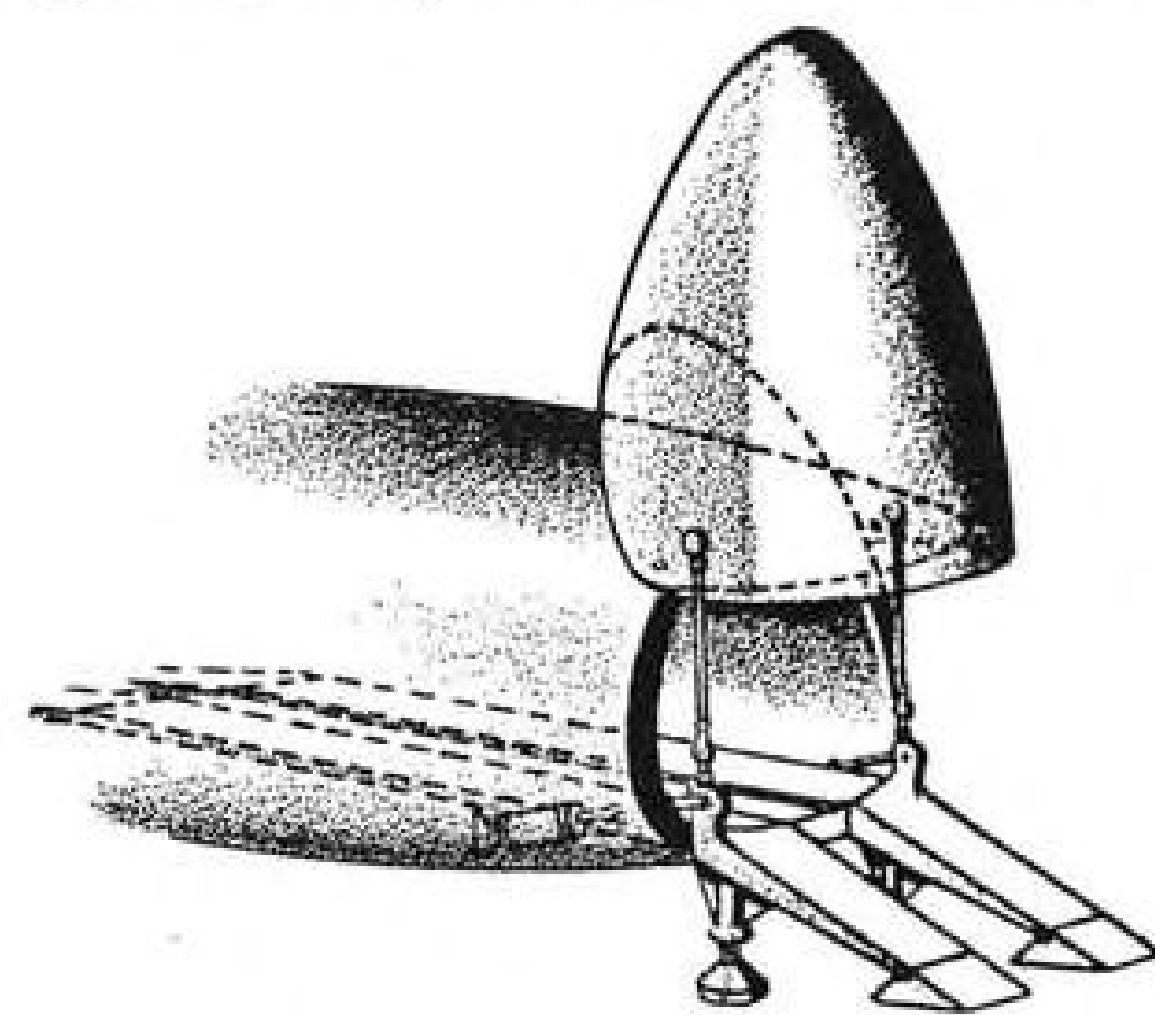
The Glenn L. Martin Co. is studying a new type cargo plane many features of which have been pat-



Martin Loading: Diagram showing how proposed Martin cargo carrier would be loaded at airport stops.

ented in the name of Willem D. van Zelm of the company's engineering department. There is not in the air at this time any airplane designed exclusively to transport and handle cargo. Several such planes are in the post-war plans of airplane manufacturers.

► **Two Versions**—The van Zelm cargo ship, for which designs have already been drawn, are powered with two and four engines respectively. Both have tricycle landing gear, and their tail assemblies are rigged on twin extensions of the engine nacelles, so that the aft end of



Door Closeup: Drawing of rear of fuselage, with cargo compartment door raised.

the fuselage opens for loading and discharge of freight.

► **Features**—The same hydraulic mechanism used to raise the cargo door also extends a collapsible loading ramp, which is adjustable to either the ground or a platform. Adjustable jacks under the ramp take weight of freight during loading. A winch is provided for stowing cargo so that service will not depend upon field facilities. The plane always stands in a level or flight position due to the tricycle carriage. Of course the structural members of the airframe have been arranged with freight loads in mind.

Cross weight of the two-engine plane is 60,000 lbs., which is larger than the PBM-3 *Mariner*. The four-engine version has a gross weight of 86,000 lbs., useful load 36,870 lbs., of which 27,000 lbs. are cargo.

CAB Acts on Rate Of Continental

Issues show cause order on proposed reduction.

Civil Aeronautics Board has ordered Continental Air Lines to show cause why its mail rates should not be reduced from 48.5 to 26.58 cents per airplane mile.

► **Base Rate**—The board found, tentatively, that the new rate should be effective on and after Aug. 15. It would be the base rate on a base poundage of 300 pounds, plus an excess poundage rate of .03 cent for each pound or fraction above the

base poundage, for any month in which average daily mileage is not over 4,972 miles.

Adjustments when average mileage exceeded that figure would be made in proportion to excess mileage.

Stanton Cites Post-War Need For Hangars and Service Facilities

Administrator says even our present airports lack necessary equipment for plane shelter and overhaul, and pilot comfort.

By MERLIN MICKEL

Administrator Charles I. Stanton of the Civil Aeronautics Administration has looked into the post-war crystal and sees a big building construction program for the nation's thousands of airports.

► **Critical Need for Housing & Service**—In a special statement on the probable picture after the war, he declares that "a great future program of constructing housing and servicing facilities is indicated, because existing accommodations are strained to house and service the less than 25,000 civil airplanes now in use."

► **3,000 Airports Not Enough**—He describes the United States as better off than most people imagine in its airport facilities. It has, he says, nearly 3,000 civil airports, or enough to accommodate half a million planes. Many airports, however, are in places where there are few or no planes, "and there are too few air-

ports where there are a great many planes."

► **One-stop Service Vital**—In this connection, he points out that "an airport as airmen see it is not just the prepared landing area. It includes hangars, service and shop facilities, weather and communications services and a place to eat, if not a place to sleep."

By way of statistics, Stanton recalls that only 6,669 towns in the United States have more than 1,000 population. Only 3,464 have 2,500 or more, and of these only, 2,042 house 5,000 or more. And in the top bracket, there are only 1,077 cities of 10,000 or more.

► **An Airport for Every Town**—The administrator says it seems reasonable that all places of 1,000 or more should be accessible by air. Besides, many larger cities will need more than one airport. Referring to Washington, he predicts that by 1950 it



NEWEST MUSTANG UNVEILED:

Army officials now permit publication of the first photographs of the new P-51 B, latest version of the North American Mustang. A 1,500 hp Rolls Royce Merlin replaces the Allison of corresponding power, while a two-stage supercharger guarantees superior performance at high altitudes. A four-blade propeller replaces the three-blade model. Army officers report the P-51B has "substantially better performance."

will need at least a second major air transport terminal "to help in carrying an estimated fourfold increase in the number of scheduled arrivals and departures."

Each aircraft, he added, will no doubt carry more than double the load of passengers, express and mail carried by the 1942 transport airplane.

► **Essential to Aviation Upsurge**—Airports constitute one of four factors he finds necessary to the anticipated upsurge in aviation. The others are airmen, aircraft and purchasing power. Stanton admits the last is "out of bounds for CAA people who are in no sense economists."

► **Post-war Models**—Basing his prediction on current designs clearing through CAA, he believes peacetime production will see three types of light planes in the post-war market. One, he says, will be greatly improved models of civil aircraft now being flown, another an "armchair" model for the family trade, and the third the helicopter, which he sees as a craft with "a vast field of utility closed to other types."

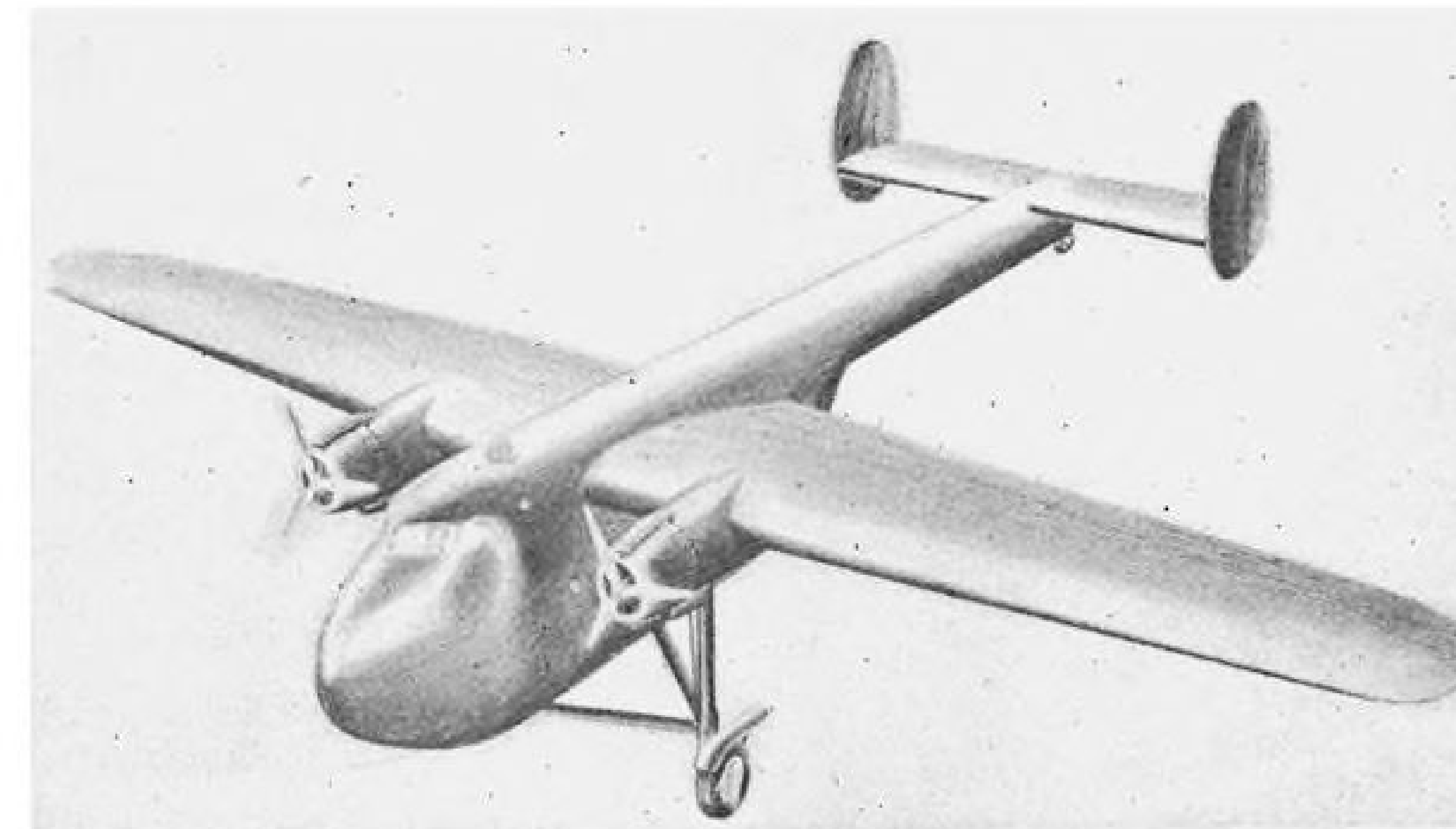
The supply of airmen is an "assured factor," he says, forecasting an after-the-war pilot potential of approximately a million men at the outset.

► **Plane to Compete with Train Travel**—Greatly reduced rates and increased services, he maintains, lie in store for those who have no desire to fly except as passengers, and traffic increases may be expected to put air transportation prices to a level with or even less than first class Pullman travel.

► **Latest Figures**—Pointing out that 85 percent of flying now is by the military, the administrator cites a few current figures. He says an average of 1,376,514 plane movements per month has been reached on federal airways alone. Of these, the Washington control center recorded 54,818, and of an "enormous number" of cross-country and local flights not flying along an airway, the Washington National Airport traffic control tower handles an average of 8,555 monthly.

In March, 1942, first month in which all 23 of CAA's control centers were in operation, the plane movement average, as he remembers, was about 800,000 or 900,000.

► **Post-war Predictions**—Stanton predicts that post-war growth in private flying will be "as phenomenal as the growth in automobiling after the last war," but expresses doubt that planes will carry heavy bulk freight "except where surface transport is non-existent."



WACO'S NEW CARGO PLANE:

Waco Aircraft Corp. shortly will begin production of a small number of the Wright-powered C-62, a twin-engine, wooden high-wing monoplane, designed as a cargo carrier. About 25 companies are cooperating to supply various parts and assemblies. Specially-adapted trucks will be necessary to transport some oversize sections to the Waco plant at Troy, Ohio, and special permits will be required from the ICC to operate some trailers with equipment nearly 17 ft. high.

The airplane will do its post-war job, he believes, by supplementing—not by supplanting—other forms of transportation, although "in its own proper field, the future of the plane, either as a form of bulk transport or as a pleasure craft, is practically boundless."

Army's Glider Show Convinces Officers

Night "attack" demonstrates power of airborne troops.

Army Air Force officials committed themselves to an aggressive combat glider policy in a two-day and night demonstration for the press and military observers at Maunbury Maxton Air Base, N. C., Aug. 4 and 5.

► **Questioned as Tactical Weapon**—For months the Army had been uncertain whether to exploit the glider as a major tactical weapon. The German glider attack on Crete was successful but losses were heavy. The British and American glider operations in Sicily have disclosed their lack of experience, although they were highly effective. Not only the public, but Gen. H. H. Arnold, Chief of the Air Forces, himself had been uncertain on glider value.

► **Show Sells Gen. Arnold**—The demonstration at Maxton Field was as much for Gen. Arnold as it was for the press and it apparently sold him. Months ago he visited Max-

ton Field and told the Command it would have to show him some killing power and that it would have to learn to attack at night or powerless flight might get the gong. All indications are now that strong forces of glider infantry will be behind the enemy at the right time.

Douglas C-47 and C-53 tow planes released 22 CG4A 15-place gliders which were put down in a small obstructed area. Troops rushed out and simulated attack all in ten minutes. One craft released a jeep.

► **Night Attack**—In the night demonstration six fully-manned CG4A's were released at a distance and at altitude. They came into a wooded area guided only by a dim ground lamp placed by "Fifth Columnists." Approach, landing, and attack were uncannily silent. Precision both by day and night were excellent and glider corps morale has gone from low to high.

► **Army Champions Glider**—The Army appears unimpressed by criticism of the CG4A. The ship lacks some refinements and is noisy inside, but it handles well, carries a good load, has a flat glide path, is rugged and gives its crew good protection in case of mishap. It has experienced some training fatalities, but none in troop maneuvers. The St. Louis accident is not held against this type. The Army, in addition, does have some developments on paper and in the air which cannot be mentioned but which are impressive.

Post-War Reserves Urged for Industry

Aircraft executives stress need for forward-looking taxes.

The need for adequate reserves to cushion the aircraft industry against a sudden halt in hostilities and the subsequent termination of contracts is being emphasized by industry executives in connection with studies now being made by the government on the possible effects of war's end on industry generally.

The aircraft industry is in general agreement with the views expressed on this subject by Francis A. Callery, financial vice-president of Consolidated Vultee Aircraft, who told the House Naval Affairs Committee of the need for reserves exempted from renegotiation.

► **Protection for Contractors**—Callery recommended that contract negotiations for the aircraft industry be made on profits remaining after taxes and that the tax law should provide for necessary reserves for post-war readjustment. At the same time, he suggested that termination of war contracts be spread out in such a way as to provide protection for war contractors and in turn for their employees.

► **Post-War Refund**—It is Callery's contention that the setting aside of

a post-war refund of the excess profits tax is not adequate to cushion the effects of the end of war production, the amount being too small and, further, it would not be immediately available.

A sudden halt in the production of aircraft, Callery said, would result in immediate confusion in communities in which aircraft plants are located, and steps should be taken now to avoid this situation.

Study Foreign Ships

U. S. Army putting other nations' warplanes through their paces.

One of Britain's four-engine Avro Lancaster bombers is the newest addition to a wide variety of foreign warplanes being scrutinized by technical officers of the Army Air Forces.

► **Tested and Compared**—A steady procession of craft which have been tested and compared with American types includes the *Spitfire* and *Hurricane* fighters, a Boulton-Paul *Defiant* turret fighter, a Bristol *Beaufighter*, several of the high-speed wooden de Havilland *Mosquito* fighter-bombers, and one of Britain's giant *Horsa* troop gliders, larger than any U. S. glider now in production.

► **Captured Enemy Planes Rebuilt**—Several captured enemy planes also



AAF Tests British Glider: The Army has received a big British *Horsa* troop-carrying glider for tests in this country. It carries from 21 to 25 men and is larger than any model now produced in the U. S., although we shall probably have a 30-place prototype soon. This photo shows a *Horsa* drifting to a landing in England.

have undergone tests by U. S. engineers. While many have been in fragmentary condition, several were rebuilt and returned to flying status. Two Messerschmitt 109's have been reassembled. Others brought in were a Junkers 88, a Jap Aichi dive bomber, a *Zero*, and parts of others.

Pogue Impressed By Airlines' Job

CAB Chairman returns from western tour and 25 speeches.

Air priorities are no bugaboo to L. Welch Pogue. He travels incognito in that regard—as much as a man can who happens to be chairman of the Civil Aeronautics Board.

Pogue is back at his desk after a trip on which he visited aircraft factories, modification centers, airline communication centers, studied flight operations and made 25 speeches. He describes it as a "route familiarization tour."

► **Without Priorities**—With one exception, he traveled the entire distance without plane priorities, and kept to his schedule. He used the flights least popular with priority passengers. The exception occurred when his itinerary was interrupted by a hurried return to Washington for a confidential conference with Mr. Roosevelt. Then he used priorities. One doesn't keep the President waiting.

The chairman thought he would be "bumped" several times—that his lack of priority would leave him stranded when his plane took off. But he was on hand at take-off time

and always succeeded in getting a seat. A few times the priority passenger to whom he would have sacrificed didn't appear, and once or twice a prospective passenger changed his mind and decided he couldn't go until later.

► **Off-Hour Flights**—Pogue admits modestly that he may have been recognized occasionally and perhaps that had something to do with his always getting a seat. But he insists he did nothing voluntarily to obtain preference. The trick to air travel without priorities nowadays, as he sees it, is to go on flights that leave at off hours—fly early and avoid the rush, as it were.

His journey occupied him from July 20 to August 9, and took him to Rochester, Minn., Chicago, Denver, San Francisco, Los Angeles, Fort Worth, Dallas, Oklahoma City and Shawnee, Okla., and St. Louis. On the planes, he sometimes sat up front with the pilots.

► **49% Less Equipment**—Pogue was frankly impressed. He told associates after his return that while he knew the airlines were operating on tremendous schedules with 49 percent less equipment than they had before the war, after riding on them he has an even deeper feeling of their contribution to the war effort. ► **Old Complaint**—All over the west he heard a complaint that's an old story by this time. "They need more planes," he said, "the same as everybody else."

One thing he found of particular interest. That was a general reaction among management and pilots that "although there is a great extent of military operations on the airways, the military people are doing their best to conform to safety regulations."

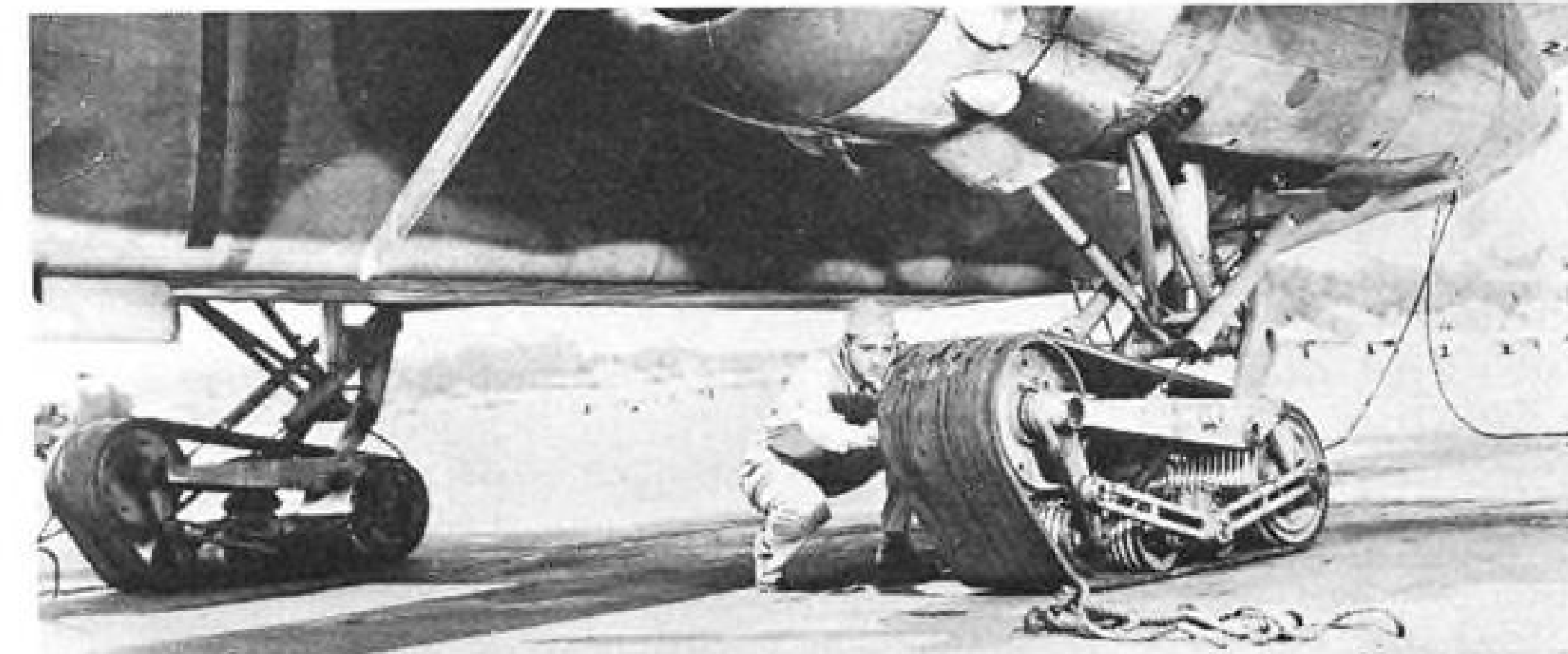
CAA Films Show Traffic Problems

Control operators shown tips on flying difficulties.

Colored films for use in training air traffic control workers for the Civil Aeronautics Administration are being produced by the CAA, following a preview showing at the Administration's recent policy-making conference on air traffic control and communications at Chicago.

► **Other Training Films Planned**—Plans call also for development of about 50 strip films for training classes on meteorology, radio aids to air navigation, and related subjects.

One of the first of the series is en-



RESEARCH PRESSED ON CATERPILLAR GEAR:

Research is continuing rapidly on the new caterpillar landing gear developed by the AAF, Firestone Tire & Rubber Co., and Dowty Equipment Co. Photo shows the first installation, on a Douglas A-20. Industry experts say the device can and probably will be made retractable, and adaptable to fighters as well as heavier craft. In its original announcement, Firestone said the gear has been landed at 120 mph, and has been successful on soft ground, deep sand, and on rough terrain. With the same amount of rubber that goes into a regulation landing tire, the new tread gives the plane from four to eight times the area of contact on the ground.

titled "A Typical Flight," and depicts, through pictures and sound, the direction of a plane in safe flight from before take-off at Washington National Airport to after its landing at La Guardia Field, New York.

War Complicates Air Safety Story

Difficulties arise in view of ATC-airline relationships.

However few accidents the airlines may have it will be difficult for them to give a true and reassuring picture to the public, in the opinion of sources concerned with the problem.

► **Wrong Impressions**—One difficulty is that many reports give the impression that military and civil accidents are somehow associated. Fatalities incident to American Airlines' crash at Louisville were lumped in with Army fatalities to make a total of 50 within a day or two. Such impressions are hard to correct in view of the relationships between the Air Transport Command and the airline system. ► **Airline Statistics**—Another problem is the dissemination of airline statistics. The Air Transport Association issued a statement intended to reassure the public after the American Airlines crash. Informed persons observed that the statement merely dealt in generalities.

► **What to Tell the Public?**—But ATA was facing at least two tough propositions. ATA cannot very well

say the airlines are doing fine in the circumstances, and then tell what the circumstances are. Telling the public that planes still left in the private fleet are flying 1,800 miles per day each might not help at all. No matter how excellent the maintenance, how adequate the supply of parts, people might mistrust equipment that is worked so hard. There is nothing the operators can do about it except get more planes, and that's up to the Army and other high officials in Washington.

► **Touchy Topic**—The other tough proposition is that, though the airline safety record is far better than that of the Army, the operators cannot use the fact to their advantage, because the Army is touchy on that subject and presumably would not approve release of such material.

At present the lines see nothing much to do but keep quiet and do their best.

Ford Expands

Ford Motor Company's Highland Park plant has started production of parts for Pratt and Whitney aircraft engines.

About 80 workers, half of them women, have started work on two shifts turning out propeller-shaft parts and about the same number are working on shafts. Production of gears is expected to start later this month.

A peak employment of 8,000 is expected by mid-October. Ford is operating a large glider plant as well as its B-24 lines.



CAA TRAINS TRAFFIC OPERATORS:

Students at an airport traffic control school at Atlanta, operated by Civil Aeronautics Administration, use a model airport to "bring in" a model plane (hanging from string above man on right). Standard approach patterns are practiced under the watchful eye of an instructor.

NWLB Adopts Public Hearing Plan; Rules on Solar, Douglas Cases

DPC authorizes increases in plant contracts with Edo Aircraft and Packard Motor Car Co.

National War Labor Board announces that hereafter all its dispute cases will be presented at public hearings, concerning which both parties will be given adequate advance notice. The failure of either party to appear shall not invalidate the decision made by the Board of Jurisdiction.

► **Wage Increases**—By an amendment to General Order No. 7, the Board is now authorized to approve wage or salary increases made in compliance with state minimum wage laws and orders when such increases do not result in rates above 50¢ an hour.

► **Solar**—Solar Aircraft Co. has been ordered by the board to hold elections within 30 days of July 31 for production and maintenance employees to vote for or against representation by IAM; and for welding department employees to vote for IAM, for United Aircraft Welders of America, or for neither.

► **Douglas**—The Board has amended the July 8 Direction of Election of Douglas Aircraft Co., Inc., at El Segundo, Calif. to exclude from the appropriate bargaining unit leadmen "A" and senior leadmen.

► **Precise and American Prop.**—Petitions filed by CIO for representation of employees at Precise Aircraft Industries, Inc., and by AFL, for representation of polishers and buffers at American Propeller Corp., Toledo, Ohio, have been dismissed by NLRB.

The Board has ruled that the International Brotherhood of Electrical Workers, AFL, will represent building maintenance electricians at Douglas Aircraft Co., Inc.

► **Brewster**—NWLb has approved an agreement between Brewster Aeronautical Corp., and the UAW-CIO providing for an increased vacation schedule for workers at three plants located at Long Island City, N. Y., Newark, N. J., and Johnsville, Pa. The new schedule provides for 20 hours vacation with pay for six or more months of service, one week with pay for one year's service and two weeks with pay for two or more years.

► **Bendix**—A seven percent wage in-

crease for 5,400 radio workers in five Bendix Aviation Corp. plants in Baltimore has been approved by the regional WLB. The increase followed a reduction in working hours from eight to seven and one-half with adoption of an around-the-clock production program.

► **Bell**—NWLB has granted a standard voluntary maintenance of membership provision and a check-off clause to the United Automobile Workers, CIO, representing approximately 30,000 workers at the Bell Aircraft Corp., Buffalo, N. Y. The union security clause provides for a 15 day period after August 4 in which members may withdraw from the union if they do not wish to remain members for the duration of the contract.

► **Arbitration**—The contract was amended to provide for arbitration as the final step in settlement of disputes within the plant under the contract. The board also ruled that the regular work week at the plant should not exceed 40 hours, nor the regular work day, eight hours, with time and a half for overtime. The question of extension of the bargaining unit to include inspectors, time-keepers, production control personnel, guards and watchmen was referred back to the parties for negotiation with the direction to refer it to NWLB if not resolved by collective bargaining within 10 days.

The question of wages was postponed until the situation could be thoroughly investigated and the request by the union for a more liberal vacation schedule was denied.

► **DPC** authorizes an increase in contract with Edo Aircraft Corp. to provide \$100,000-worth of additional plant facilities in New York, resulting in an over-all commitment of about \$1.175.000.

The Defense Plant Corp. also announced during the week an increase in contract with Packard Motor Car Co. to provide additional equipment at a plant in Michigan at a cost of approximately \$2,700,000, resulting in an over-all commitment of approximately \$48,000,000.

TELLING THE WORLD

► Edith Juell, for two years a member of TWA's public relations staff, has been promoted to cooperation advertising manager. In this capacity she will be in charge of all cooperative advertising projects for the company, including promotion and display tie-ups.

► Aircraft Accessories Corp. recently launched an extensive advertising campaign in business and trade publications. A four-color ad headed "Sugar and Spice" has appeared in several magazines. Current business-paper advertising of the firm is identified by a series of three-page ads printed in blue and black and tells of Aircraft Accessories war work under the caption, "Blueprints for Safety."

► The advertising account of Chrysler Division of Chrysler Corp., Detroit, will be handled by McCann-Erickson, Inc. Ads will appear in national magazines and automotive business publications.

► *Hangar Flying*, a new publication compiled and written by pilots for pilots, and largely cartoon-illustrated, is published by the service division of Lockheed Aircraft Corp., Burbank, Calif.

► Northeast Airlines has begun publication of *Minute Man*, an aerial daily newspaper. It contains news furnished by the Esso Reporter and will be released simultaneously at all the airline's commercial terminals in New England and Canada. First issue was handed passengers on flight from Boston to Canada.

► The manufacturing divisions of Curtiss Wright Corp. are running in national newspapers full page ads illustrated with photographs of Army and Navy aircraft equipped with Curtiss Electric propellers.

► Part of Hayes Manufacturing Corporation's promotional program is announcement of the organization of the "Skyhook Club," to which any person making an emergency jump in a Hayes chute is entitled to belong.

Glider Defect

Right strut fails, wing breaks off, investigators report.

Two of a group of agencies investigating the St. Louis glider crash that took ten lives August 1 have reported that a defective part in a strut to the plane's right wing gave way, allowing the wing to break from the fuselage. The report was made by the War Department and a House Military Affairs Committee investigator. Two inspectors were dismissed at least temporarily.

THE AIR WAR

★ ★

COMMENTARY

4 Types of U. S. Warplanes Helping Russians Smash Nazis

Cobra, Havoc, Mitchell and C-47 praised by Red officers, who have won control over Luftwaffe along eastern battle line.

THE Wehrmacht has shot its bolt on the eastern front. From now on anything can happen.

The enormous scale of the Russian fighting has tended to obscure a very important reason for the failure of the German drive to capture Kursk, which bogged down after ten days and which soon after went into disastrous reverse. Unlike earlier campaigns the *Luftwaffe* was simply not equal to the task of gaining the air superiority which is *sine qua non* for success in any ground action.

► **Size of Nazi Air Force**—The best estimates indicate an operating maximum of not over 2,500 German planes on the entire Russian front, from around Murmansk to the Caucasus, or a total of 5,000 in all, allowing 50 percent under maintenance and in reserve on the spot. Some 50 percent of these are first-line fighters, including the latest Messerschmitt 109G's and Focke-Wulf 190's, and the older Heinkel 113's; also twin-engine Me-110 and improved Me-210 fighter-bombers.

► **Not Enough to Do the Job**—Bombers include a fair number of older Ju-87 stukas and a more heavily

armed and armored version of this ship, now on the way out on all other fronts, and large numbers of the greatly improved two-engine dive or level bomber, Ju-88 (a special version of this is one of the most deadly night fighters in the world). Other bombers include the Dornier 217 and Heinkel 111. Ground cooperation planes like the heavily armed Henschel 129, and transports include the old Ju-52 and the big new Ju-290. It is doubtful if more than 1,200 to 1,500 planes could be concentrated for the Kursk offensive. Events proved that this was not enough to do the job.

► **Russian Master Plan**—During the working out of the Russian master plan of (1) defense in depth, (2) weakening the enemy by incessant combat, (3) realistic holding back of strategic reserves, and then (4) striking hard when the enemy thrust has lost its punch, the Red flyers used fighters and improved SB and DB bombers in close cooperation with the Army.

It is only within the past few months that they have been using their bombers strategically in long range raids.

► **More U.S. Planes in Fight**—Along with these Russian planes an ever-mounting total of American equipment has been throwing its weight around, including at least four well-known types, the Bell P-39 *Aircobra* cannon-carrying fighter, the Douglas A-20 *Havoc* and North American B-25 *Mitchell* twin-engine bombers, and the Douglas C-47 *Skytrain* cargo-transport. Large numbers of these are being delivered each month at a big Army base near the head of the Persian Gulf, and flown to the front by Russian flyers across Iran.

► **Factory-to-Front Delivery**—More recently, however, a majority of the planes, including the single-engine Airacobra equipped with drop-tank, are being ferried direct to a key point in Russia and from there flown to the southern, central or northern part of the long front. Numbers and exact routes are of course restricted information, but when it can be told it promises to be one of the outstanding stories of the war. It may be indicated, however, that this timely aid in supplying these planes has been far more responsible for enabling the Soviet Air Force to keep the upper hand over the *Luftwaffe* than is generally realized.

► **"Airacobras" to Russia**—According to all reports, Russians are enthusiastic about all four of the U. S. types mentioned. The Airacobras were the first to arrive in quantity, the earliest reports coming back in the late spring of 1942. It is generally understood that something like one-half of Bell's substantial production finds its way to Russia, and that considerable interest is being shown in the improved model. Returning correspondents tell of the splendidly organized defensive airfields



Somewhere in Iran: American warplanes are shown on the ground and in the air being tested before delivery to Russia. On the ground are Bell Airacobras and a

Douglas A-20 Havoc. "Large numbers" of four types of U. S. planes are being delivered monthly to Russia, says Navigator, the NEWS' air war commentator.

U. S. and Industry Studying Incentive Wages, Labor Priorities

Draft deferment move to help, but military inductions still represent small part of total separations.

Incentive wages plus labor priorities are now under consideration by high government officials attempting to break the manpower bottleneck which has replaced the materials bottleneck as the aircraft industry's most critical problem.

► **Pacific Pressure Eased**—Executives of the industry have seen the manpower crisis developing for some time and have been urging action to meet it. The draft deferment ordered for West Coast aircraft plants may ease the situation slightly, particularly so far as key personnel and skilled craftsmen are concerned, but the fact remains that job separations due to military inductions represent a small part of the workers leaving the industry.

► **Brynes and Baruch Order Surveys**—The Office of War Mobilization's director, James F. Byrnes, has called in his special adviser, Bernard M. Baruch, on the problem and various government agencies concerned are making surveys, particularly on the Pacific Coast where the problem appears to be most acute at the moment.

► **National Compulsory Service?**—The subject of national compulsory service is again being talked about in some government circles, although there is strong opposition to such a move and even a recommendation for it from officials dealing with the manpower problem would probably be a last-resort proposition.

► **Incentive Wage Plans**—Some manufacturers have shown a reluctance to institute incentive wage plans, but it is believed that most objections can be overcome. In a general way, it calls for specified percentage wage increases, extending throughout an entire plant, to reward specified production increases. Beech Aircraft has had good results from a modification of this plan and another proposal similar to the Beech set-up has been filed with the National War Labor Board for Grumman. Both plans provide safeguards against inflationary effects.

► **Labor Priorities Proposal**—The labor priorities proposal has been much discussed and has been tried in experimental areas. Under proposals now being studied, war in-

dustries of greatest importance to the production program would have first call on any available labor in any specified area. Thus, persons seeking work through the U.S. Employment Service would automatically be assigned to the priority industry in the area concerned.

► **"Exit Interviews"**—Officials also are studying "exit interviews" of various aircraft companies in an effort to keep workers in the plants. Military separations are easily checked and obvious, and are a small percentage of the total. There are many others.

Some workers leave aircraft plants for other war plants due to higher wages. Others leave because of unsatisfactory housing or transportation facilities or both.

► **Back to the Farm**—Large numbers leave to go back to the farm. Agricultural workers are less likely to be drafted than any others. The draft deferment for Pacific Coast aircraft workers may stop this exodus. Other workers from farms and small towns simply do not like life in an industrial center.

► **Pre-Pearl Harbor Daddies**—Selective Service's announcement that Pre-Pearl Harbor fathers will be drafted was seen in many quarters as an incentive for men in this classification to get into an essential industry, which also may be of help to the aircraft manufacturers.

► **Why Women Quit Work**—Women leaving jobs do so in some cases to follow their husbands in the armed services who have been transferred to new posts within the country. A few go into women's branches of the armed services. Others, particularly during the school vacation, go home to take care of their children. In other instances, the men of the family are making good wages and women decide there is no further need for them to work from an economic angle.

Whether incentive wage proposals will entirely meet these problems remains to be seen. Many officials in Washington are of the opinion it will aid greatly.

► **Advantageous Use of Skilled Labor**—Management may expect some suggestions from government on utilization of skilled labor. There is a feeling in some government circles

that workers are not always being used at their highest skills. Management, however, feels that it has been working on the manpower situation, as it affects them directly, longer than some government officials and contend that they have utilized the skill of their workers to the best possible advantage under the circumstances.

Prop Blade Output Up

Three models of hollow steel type in production, compared with '43.

Aircraft propeller blade production by the American Propeller Corp., subsidiary of Aviation Corp., more than doubled in the first six months of this year over the production in the last six months of 1942. Three models of the hollow steel type propeller blade manufactured at Toledo are now in production as compared to a single model being made in May, 1942.

American propellers are used in the Martin Marauder B-26 bomber, in the Republic P-47 Thunderbolt fighter and the Bell Airacobra P-39 fighter.

Hamilton Extends Licensing Rights

Remington, Frigidaire and Nash now augment production.

United Aircraft's home Hamilton Standard propeller plant at East Hartford is now concentrating further on new and advanced propellers, as licensing for regular models is extended to other concerns.

► **Textiles to Propellers**—Idle for 18 years, one of the world's largest silk weaving sheds, the former Royal Weaving Co., at Darlington, R. I. is now a Hamilton Standard production unit. Two other former textile mills located at Westerly, R. I. and Norwich, Conn., already are at work building propellers.

In addition, Remington - Rand, Frigidaire and Nash - Kelvinator have been licensed to build Hamilton Standard propellers.

Bolts Power-Driven

Ranger develops new time-saving method. Day's work cut to 1 hour.

The development of the first practical method of driving aircraft engine stud bolts with power has been

announced by Harold H. Budds, vice-president of Fairchild Engine and Airplane Corp. and general manager of the Ranger Aircraft Engines division.

► **Tremendous Savings Possible**—Budds says this development can be applied to all aircraft engine production lines with a saving of millions of dollars and thousands of man-hours and he has offered it to all aircraft engine manufacturers. ► **Breaks Bottleneck**—Power driving of stud bolts, he says, has broken a bottleneck at Ranger where formerly, as elsewhere in the industry, they were driven by hand. The power machinery used at Ranger was designed by Ranger production engineers, Phil Kilian and Frank Lucian, in collaboration with the Chicago Pneumatic Tool Company and Stud-Craft Associated.

► **Day's Work Cut to One Hour**—Ranger officials say that today one man can drive in one hour all the studs he formerly drove in a full day with hand tools, that he can do the job with less spoilage and closer adherence to tolerances. In addition, whereas the job formerly required considerable physical strength, it can now be done just as handily by women.

Grumman Pay Plan Filed With NWLB

Adaptation of Beech proposal covers all workers.

A newly-developed wage incentive plan for Grumman Aircraft Corp. has been filed with the National War Labor Board for approval.

► **Pay Increase Basis**—The plan, an adoption of the Beech Efficiency Incentive Plan now operating successfully at Beech Aircraft, establishes a base of a pound of airframe per pay-hour production by Grumman employees, based on the output of the preceding quarter. For every increase in percentage in succeeding quarters, employees would receive an increase in pay of one-half of the percentage increase in volume production during the quarter.

► **All Plant Workers Benefit**—The proposed plan covers the entire plant, with both productive and non-productive employees participating. Those with a base pay of \$5,000 to \$7,500 would have a smaller participation, while those with pay above \$7,500 would be excluded.

► **Inflation Safeguard**—Charles Kingsley, Grumman counsel, and

Henry L. Knight, Washington counsel for Beech, explained that a safeguard against inflationary effects was provided in the operation of CMP which puts a lid over the program.

The program has the approval of the Navy and of WPB's Management Consultant Division.

Aeronca Wins Army-Navy "E"

First light plane firm to get award holds ceremony on "E" anniversary.

Aeronca Aircraft Corp., Middletown, Ohio, is the first light plane company to receive the Army-Navy "E" Award.

Presentation ceremonies were held on the company grounds on August 10, which was the first anniversary of the presentation of all Army-Navy production awards.

► **Nearly 2,000 Awards**—The Army and Navy announced that a total of 1,910 plants and projects have been granted the "E" for excellence in production of war materials since the program was inaugurated twelve months ago.

While no official compilation has been made of the total number of plants, both prime and subcontractors, producing war materials, it is estimated that less than two and one-half percent of the eligible plants have received the award to date.



FIRST CANADIAN-BUILT LANCASTER:

Here's the first Canadian-built, four-engine Lancaster bomber, christened "The Ruhr Express" at the government owned and operated Victory Aircraft, Ltd., and immediately flown to England by the crew shown above.

TRANSPORT

Flying Tank-Car Service Sought; Applications Pour in on CAB

Truck and bus operators, and airlines file petitions for regular and unscheduled services over feeder and trunk routes.

Transportation by air of liquid commodities in 3,500-gal. lots is contemplated in an application filed with the Civil Aeronautics Board by Coastal Tank Lines of York, Pa. The company now carries petroleum products in tank trucks in a dozen eastern and southern states.

The proposed operations would start on a non-scheduled basis for "any commercial, military or emergency requirement," the application stated, not to supplement the firm's existing operations. The company stated it has studied the development of a compartment tank with necessary pumping devices, designed for air transport. It proposes to operate cargo aircraft with a proven ability to transport pay loads of about 24,000 lb., or 3,500 gal.

The application was one of nearly a score filed with CAB. A summary follows:

Interstate Transit Lines, Omaha, Neb. Scheduled air transportation, persons, mail, baggage and light express, by helicopter or similar aircraft, 26 routes via intermediate points, among them Chicago to Omaha; Omaha to Salt Lake City; Salt Lake City to Los Angeles and Portland, Ore.; Portland to Spokane, Wash.; Grangeville, Idaho, to Spokane;

Salt Lake City to West Yellowstone, Mont.; Kansas City to Cheyenne, Omaha and Excelsior Springs, Mo.; Omaha to Sioux Falls, S. D.; Sioux City, Iowa, and Norfolk, Neb.; Omaha to Lincoln, Neb.; Kansas City to St. Joseph, Mo.; Omaha to Fairmont, Minn.; Ottumwa, Iowa, to Des Moines, Iowa; Des Moines to Fort Dodge and Waterloo, Iowa; Cedar Rapids, Iowa, to Dubuque, Iowa, and Dubuque to Davenport, Iowa, and Dixon, Ill., to Rockford, Ill.

Bowen Airways, Fort Worth, Texas. Scheduled air transportation, persons, property and mail, over 28 routes via intermediate points, including Amarillo to Houston, Tex.; Houston to Tulsa, Okla.; Fort Worth, Dallas to St. Louis, El Paso, Houston and New Orleans; Beaumont, Tex., to Tulsa; Oklahoma City to Memphis; Kansas City to New Orleans; Oklahoma City to Dallas—Fort Worth and San Angelo; Amarillo to Shreveport, La.; Dallas—Fort Worth to Salt Lake City; New Orleans to Brownsville, Tex. (water route), and others.

Knowles Vans, Inc., Omaha, Neb. Property over regular and irregular routes, including call and demand service in interstate and foreign service.

Engel Air-Feeder Lines, Escondido, Calif. Persons, property and mail by conventional planes and/or helicopters between San Diego and Los Angeles, San Diego and San Bernardino, and in northern San Diego County circuit, and intermediate points.

Northeast Airlines, Inc., East Boston, Mass. Persons, property and mail between New York City and Chicago, via routes between New York and Newark, N. J., and Pittsburgh; co-terminals of New York and Newark and Chicago, via Binghamton, N. Y., Buffalo, N. Y., and/or Niagara Falls, Erie, Pa., Detroit and

Grand Rapids; and between New York and Newark and Chicago terminal via Atlantic City, Philadelphia, Harrisburg, Pittsburgh, Akron, Cleveland and Toledo.

Aircar Service Company, Pittsburgh. Scheduled air transportation, persons, property and mail, by helicopter between Pittsburgh and Erie, Pittsburgh and Uniontown, and Pittsburgh and Ligonier, Pa., all via intermediate points; also shuttle service between principal airports and landing areas in metropolitan districts of Pittsburgh and Philadelphia, Pa.; Youngstown, Cleveland, Columbus, Toledo, and Cincinnati, in Ohio; Detroit, Mich.; Chicago; St. Louis, and New York City.

Union Airways, Inc., Hagerstown, Md. Scheduled air transportation, persons, property and mail, seven routes from Hagerstown to Scranton, Pa., Rochester, N. Y., Annapolis (two routes), Raleigh, N. C., and Lynchburg, Va., and Pittsburgh to Hagerstown.

Lincoln Air Lines, Inc., New York City. Scheduled air transportation, persons, mail, baggage and express by helicopter or similar aircraft, six routes; all via intermediate points: New York to Livingston Manor, N. Y., Catskill, N. Y., Binghamton, N. Y., Atlantic City, N. J. (alternate route via Philadelphia); Binghamton to Catskill, and Atlantic City to Washington.

John C. Van Son, Kenmore, N. Y. Scheduled air transportation, persons, property and mail by helicopter between Buffalo, N. Y., and Niagara Falls, Ontario, Can., via Grand Island, N. Y., and Niagara Falls, N. Y. Also between Buffalo and Niagara Falls N. Y., via Grand Island, N. Y.

Logan Williamson Bus Company, Logan, W. Va. Scheduled air transportation persons, property and mail, three routes: Charleston, W. Va., to Kingsport, Bristol, Tenn. via intermediate routes; Huntington, W. Va., to Bluefield, W. Va., via intermediate routes; Welch, W. Va., to Pikeville Ky.

Coastal Tank Lines, Inc., York, Pa. Non-scheduled air transportation of liquid commodities between any and all points in United States, Alaska, Canada and Mexico.

Pierce Auto Freight Lines, Inc., Medford, Ore. Non-scheduled air transportation, persons, express and freight, between points in Oregon and points in California, north of line east and west through Redding, Calif., also between points in such area and points on U. S. Highway 99, Redding to San Francisco.

Mohawk Lines, Inc., Oreskill, N. J. Air transportation, persons, property and mail, helicopter or similar aircraft, seven routes: New York City to Glens Falls, N. Y. (two routes), via intermediate points; New York City to Atlantic City, N. J., via intermediate points; Atlantic City to Washington, via Baltimore; New York City to Livingston Manor, N. Y., via intermediate points; New York City to Carbondale, Pa., by intermediate points.

Transcontinental & Western Air, Inc., Kansas City. Amendment of certificate for Route 2 to include Wilmington, Del., as intermediate point between Harrisburg and Philadelphia, Pa.

Braniff Airways, Inc., Dallas, Tex. Exemption order authorizing air transportation persons, property and mail to and from Nuevo Laredo, Mexico, as co-terminal on Route 50.

Transcontinental and Western Air, Kansas City. Amendment of certificate for AM-61 persons, property and mail between Dayton and Washington, to include Morgantown, W. Va., as intermediate point.

Frisco Transportation Co., St. Louis. Scheduled and non-scheduled air transportation of persons, mail and property (express-air freight) by helicopter glider, or other aircraft, 10 routes via intermediate points: St. Louis to Fort Worth; Springfield, Mo., to Fort Worth and Wichita; Kansas City to Springfield and Birmingham, Ala.; Tupelo, Miss., to Pensacola, Fla.; St. Louis to Memphis; Wichita to Fort Worth; Tulsa to Fort Worth and Tulsa via Vernon, Tex.

LeFors Brothers, Phoenix, Ariz. Non-scheduled air transportation of persons

and property, four routes, Nogales, Ariz., to El Paso, San Diego and Los Angeles, and to other than fixed points.

American Airlines, New York City. Temporary or permanent authorization, persons, property and mail between Syracuse and Ottawa, Canada, either by extending present Route 7 from Syracuse or by new certificate; also amendment for Route 7 to extend from Syracuse to Montreal, Canada, via additional intermediate points Watertown and Massena, N. Y., or for new certificate permitting extension.

Ray Petersen Flying Service, Anchorage, Alaska. Amendment to permit transportation of mail on route between Platinum and Anchorage, Alaska.

Texas Airlines, College Station, Tex. Scheduled air transportation, persons, property and mail over six Texas routes, via intermediate points: Amarillo to Brownsville; Dallas to Brownsville; Texarkana to Beaumont; Big Spring to Texarkana; Big Spring to Beaumont; Del Rio to Beaumont.

All States Freight, Inc., Akron, Ohio. Air transportation, mail and property, five routes, via intermediate points: Boston to Washington, Boston to Minneapolis, New York to St. Louis, Boston to Louisville, New York to Davenport, Iowa.

Delta Air Corp., Atlanta, Ga. Persons, property and mail between Cincinnati and Norfolk, via Charleston, Roanoke, Lynchburg and Richmond; extend route 24 from Meridian, Miss., to present terminal of New Orleans via Hattiesburg, Miss.; extend from Atlanta to New York via Asheville, N. C., Roanoke, Va., Washington, Baltimore and Philadelphia; extend from Savannah terminal to Miami via Brunswick, Ga., and Jacksonville; extend from Columbia, S. C., to Washington via Charlotte, N. C., Winston-Salem, N. C., Roanoke and Richmond; extend Route 54 from Knoxville, Tenn., to Jacksonville terminal via Asheville, Greenville and other points, and designate Louisville, Ky., as intermediate stop alternate to Lexington, Ky., between Cincinnati and Knoxville.

Delta Air Corp., Atlanta. Amendment for Route 24 to authorize extension from Birmingham, Ala., intermediate point to proposed terminal at Kansas City, via intermediate points to proposed terminal at Kansas City, via intermediate points of Tupelo, Miss., Memphis, Tenn. and Springfield Mo.

Sunshine Airlines, Amarillo, Tex. Scheduled air transportation of persons, property and mail, helicopter or other aircraft, over eight routes via intermediate points: Amarillo to Fort Worth—Dallas, Pecos and San Angelo; Dalhart, Tex., to Carlsbad, N. M.; Santa Fe N. M. to Austin, Tex.; Amarillo to Bartlesville, Okla.; Wichita, Kan., to San Antonio; San Angelo to Enid Okla.

Marvin R. Jackson, J. Perry Jackson and Edward E. Drapela, co-partnership, Grand Junction, Colo. Scheduled transportation of persons, property and mail between Grand Junction and Albuquerque, N. M., via intermediate points; Grand Junction and Salt Lake City, via intermediate points; Grand Junction and Craig, Colo., via intermediate points, and on call and demand between all points.

Braniff and TCA Traffic Spurts

Passenger and cargo figures reflect big gains.

An increase of almost 32 percent in passenger load factor has been reported by Braniff Airways for June this year, as compared with the same month a year ago. Respectively the percentages were 92.63 and 70.25. Number of revenue passengers carried was up from 10,056 in June, 1942, to 13,182 last



BRITON ON INSPECTION TRIP:

Lord Burleigh (center), of the British Ministry of Aircraft Production, London, as he began a recent inspection tour of air facilities in this country. With him are J. H. Carmichael (left) and J. J. O'Donovan, Pennsylvania-Central Airlines vice-presidents. O'Donovan is recovering from an eye infection.

June. Revenue passenger miles were up 45.09 percent.

► **123% Increase** — Increases also were reported by the line on mail and express, in comparison of the two Junes. In mail, the boost was more than 125 percent; mail pound miles flown last June were 182,982,440, where in June a year ago they had been 81,767,851. Gross poundage increased 98.09 percent to 439,716 last June.

Express pound miles increased 85.3 percent from 33,217,796 in June, '42, to 61,553,461 in June, '43.

► **Air Mail Doubled; Express Tripled** — Another report, from Trans-Canada Air Lines, showed that carrier's air mail during the first six months of 1943 more than doubled over the same period a year ago. More than three times as much express was carried, and passengers increased by more than 17,000.

Mail load for the first half this year was 1,732,227 pounds, compared with 864,095. Air express was 332,212 pounds, against 107,834, and passengers were 64,747, compared with 47,650 in the first six months of 1942.

President Hears Plea of Domestic Lines

Solomon and Nichols urge Independent foreign routes.

The domestic airlines had their conference with the President last week on their five-point declaration of international post-war aviation policy but received no definite comment from the White House on their report.

They were represented by Sam J. Solomon, president of Northeast Airlines, Inc., and Jack Nichols, vice-president of Transcontinental and Western Air, who read the five salient points in the policy statement to Mr. Roosevelt and reviewed the rest of it in the 25 minutes they spent with the Chief Executive. ► **Secret Map** — They also submitted a confidential map—a map Nichols said was "so darn confidential we were afraid to carry it around." The



SWEDISH VISITOR:

Karl H. Larsson (right), chief engineer of the Swedish government airline, A. B. Aero Transport, is greeted at Winnipeg by O. T. Larson, Trans-Canada Air Lines vice-president. On a visit to Canada, Larsson dropped in to exchange ideas with TCA executives.



TWA-ATC CREW SCHOOL:

Using a modified Lockheed Lodestar, with extra windows for observation purposes, this crew school is shown ready to start a training flight. Full complement includes a TWA captain and first officer, radio operator and radio instructor, and five student navigators. This is one of TWA's contract services for the Air Transport Command.



CAP OFFICERS TOUR BASES:

A photographer for Western Air Lines caught three top officers of the Civil Air Patrol during their recent inspection trip of CAP squadrons in the West. Left to right are Col. Earle Johnson, national commander of CAP; Maj. Harry K. Coffey, regional assistant to Johnson and a well known aviation figure; WAL stewardess Jane Willey, and Maj. Bertrand Rhine, California wing commander of CAP.

document was left with the President, whom they found in an "amiable mood."

The visit at the White House had been scheduled previously, but was postponed. It was one of several being held with high administrative officials by the Airlines Committee for United States Air Policy, as the signatory airlines call themselves.

► **Global Air Commerce**—Interviewed by news men after the conference, Solomon repeated the prediction that most domestic airlines will file applications with the CAB to engage in international post-war air commerce, explaining that "I know of no domestic airline that doesn't have ambitions to engage in international service."

► **Open Market**—Free competition is one of the points stressed in the agreement, the others dealing with private ownership, federal support for world-wide air transportation, freedom of transit in peaceful flight, and civil and commercial outlet acquisition.

A spokesman indicated that despite the harmony prevailing in the signing of the policy statement by all but one of the major domestic airlines, when it comes to the competition for routes each line will be on its own.

► **Overseas Certificates**—This source said that the understanding is that the CAB "naturally will preserve the same discretionary power in granting overseas certificates as in domestic," adding that while all the lines have international ambitions,

no one expects all applications for overseas certificates to be granted.

"It would be economically unsound," was the comment, "to have wildcat competition. Competition must be regulated, with the CAB the selector."

► **United Still Holds Out**—United Air Lines continued to withhold its signature to the statement as the week wore on, though reports persisted it would join the group before the month was out. Unofficially, word was that negotiations were continuing, with a compromise in sight. United was said to desire agreement by the other airlines to certain provisions not on the original statement.

Pan American Airways who, with American Export Airlines, did not sign the declaration, has written a letter to CAB stating that the fact it had not filed applications for post-war extensions of its international operations was not to be construed as meaning it did not intend to do so.

The letter was confidential, but was reported to contain a description of the general territory Pan American will seek to cover in its network after the war, without a description of specific routes.

Wolf Transferred

Brig Gen. K. B. Wolf has been transferred from Wright Field to Marietta, Ga., where he is heading up the B-29 Industry Committee.

CAB Completes Alaskan Survey

Changing conditions may bring reconsideration of territorial regulations.

Changing air transportation conditions in Alaska and the fact that the Civil Aeronautics Board has no office there has necessitated another trip to the Territory by a board representative. Raymond W. Stough, director of the board's Economic Bureau, completed the first CAB investigation there since before Pearl Harbor.

► **No Funds for CAB**—Alaska lines themselves, as well as the board, are said to favor establishment of a CAB office there. Last May the board asked Congress for \$32,000 to do so, but the money was not appropriated.

► **Stough Discovers**—Stough found that since the old days, when an Alaskan pilot's log book, check book, and nickel notebook frequently constituted his only operational record, progress had been made toward systematic and standardized accounts.

As a result, it was easier than it had been in 1941 for the director and Roland P. Monson, chief of the bureau's audits and rates division, who accompanied him, to obtain a clear picture of the situation as it stands.

► **Business Doubled Since '39**—They learned, in informal conferences with the Alaska carriers at Anchorage, Fairbanks, Ketchikan, Juneau, and Nome, that operations and business volume has about doubled since early board investigations in 1939. They were in the Territory from May 25 to July 24.

► **Busy Cross-Roads**—They also discovered a growing expectation among the Territory's operators that post-war international operations will make Alaska a busy cross-roads and a natural desire to see further development of flying facilities in that area to prepare for that situation.

► **Fast Freight**—With little surface transportation, fast scheduled movement of freight virtually has been dependent on air operations since the days of dog teams. The men who "flew the bush" in the old days expect it to become increasingly so.

► **Fifteen Air Lines**—Fifteen air lines are operating in the Territory. Nineteen have authorization certificates, but four have applied for suspensions because owners or pilots have been called to service, or for other reasons.



Raymond W. Stough

► **Alaska's Different**—The board has indicated that conditions peculiar to Alaska may require special regulations, as apart from those governing air lines in the United States. There has been no feeling, on the other hand, that the Alaska lines should not be regulated, or should operate under a relaxation of the rules applicable to lines within the states.

► **Happier Landing**—A number of factors bear on this. For a time, there was little or no regularity of service in Alaska, though that condition has undergone favorable change. Landing areas have been improved.

► **One-Way Traffic**—A characteristic of Alaskan air traffic is that it is seasonal and often jurisdictional. The lines carry all classes of mail and also fly more property, in proportion to total operations, than is the case in the States. Moreover, while better fields exist in the interior than formerly, some summer operations still are conducted with float ships, and skis occasionally are used in winter.

U. S. Chamber Studies Future Transport

International air and surface carriers are committee members.

Proposals for a basic national policy in conversion of the nation's world-wide ship and airplane transport networks to peacetime systems will be discussed at a meeting in the near future of a special committee set up by the Chamber of Commerce of the United States.

The committee, appointed by Eric A. Johnston, chamber president, includes representatives of

steamship lines, ship builders, importers, exporters and seven representatives of international and domestic airlines and aircraft manufacturers.

► **International Study Only**—Chamber officials emphasized that only international transportation problems would be considered and that the domestic field was not in the purview of this committee.

Johnston, in announcing the committee, pointed to our international air systems now serving war necessities and the numbers of war-built cargo planes and surface ships engaged in these services.

► **"How Shall We Operate?"** "We



FIRST TRANS-CANADA MAIL FOR BRITAIN:

These men are loading the first batch of mail carried in Trans-Canada's new overseas air service. Lieut. E. R. Knightley (center), of the Canadian Army Postal Corps, is supervising. The plane took 2,600 pounds of mail over in half a day.



READYING FOR OVERSEAS RECORD:

A moment after posing for its picture, this big Lancaster took off to inaugurate trans-Atlantic service by Trans-Canada Air Lines in the Canadian govern-

ment's new wartime service for mail and military personnel. The plane set a 12 hr. and 26 min. record for non-stop flight from Montreal to Britain.



United Air Lines appoints W. A. Bouve (left) and S. T. McDermott (right) to head departments opened in connection with the new route into Washington. McDermott goes to Washington from LaGuardia Field, and will be manager of passenger service. Bouve, former Philadelphia Station manager, will be Washington station manager. Richard F. Dorsey, former assistant station manager for United at Cleveland, will be assistant station manager in Washington, and Richard Rupp, former senior passenger agent at Omaha, has been named chief passenger agent.

Changes in United's personnel department at Chicago include appointment of Charles W. Field, former office manager, as assistant to the director of personnel in charge of procedures and of H. W. Furman as his successor. Furman has been in charge of Selective Service matters for the personnel department and will continue this work in addition to his new duties. L. A. Neil, Victor Shawe and D. H. Robinson have been named personnel representatives at Seattle, San Francisco and Chicago, respectively. New women's counselor for the company's personnel department in the east is Clara M. Parker. Mildred R. Howard will hold a similar position in the west.

Frank Shugert, formerly industrial relations director for Ranger Aircraft Engine Division of Fairchild Engine & Airplane Corp., has been appointed director of industrial relations for Elastic Stop Nut Corp., according to an official announcement released by the latter corporation.



Mrs. Janet Campbell Green was recently appointed assistant to Jack Bailhe, Washington representative for Hill and Knowlton, which handles public and industrial relations for Consolidated Vultee Aircraft Corporation.

Ed Sullivan has returned to Pennsylvania-Central Airlines as director of sales, a position which will be concerned largely with post-war planning. Associated with the company since 1934, Sullivan was loaned 17 months ago to the Air Transport Association to aid in coordinating military and civilian needs in air transportation. His positions with PCA

have included an assignment in the Washington traffic office, Pittsburgh district traffic manager, and chief of stations. Prior to receiving his leave of absence he was in charge of sales.

New general manager of the Allison division of General Motors is E. B. Newill, filling a position vacated by F. C. Kroeger, General Motors vice-president, who, due to illness, has been granted a leave of absence.

Capt. John Cassidy, formerly director of training, Bureau of Aeronautics, Navy Department, has been detached. He is replaced by Capt. F. T. Ward.

Harry O. Smith, McDonnell Aircraft Corp. consultant since '41, has assumed the post of



director of industrial relations. He was engaged in the practice of law after completing his studies at the University of Missouri and the Kansas City School of Law and for eight years did industrial relations work for the National Lead Co.

C. E. Liersch has been appointed chief resident auditor of the Miami division, Consolidated Vultee Aircraft Corp.

E. J. Steichen, distinguished photographer who directs the photographic unit in the Navy Bureau of Aeronautics' training literature section, has been promoted from lieutenant commander to commander. He was recently retired but almost simultaneously recalled to active duty. Steichen's staff is receiving compliments from all over the country for the excellence of Navy photography.

Henry P. Nelson, formerly assistant director of CMP, has joined the Aircraft War Production Council (West Coast). With International Harvester before the war, Nelson will advise the council on materials, particularly CMP products. He will work in Washington, Wright Field, and Los Angeles.

Two personnel changes have taken place at Lockheed and Vega Aircraft Corps. with the loaning of R. Randall Irwin (left) to War Manpower Commission and the naming of William M. Aulepp



as the company's industrial relations director. R. B. Robertson will continue

as assistant industrial relations director. At the request of the government and of the aircraft industry, Irwin has become executive assistant to the management members of WMC's policy committee. He has served as a member of this committee since its inception, dividing his time between Washington and Burbank. In addition, Irwin has been appointed the companies' assistant to the administrative vice-president, in which position he will advise the managements on industrial relations policies.

John H. Bartol has been made assistant to the New England Traffic Manager, American Airlines. A Harvard graduate, Bartol joined the company in October, 1936. He has been in the district sales office in New York, in the reservations department, a New York traffic representative, assistant to the manager of passenger sales, and assistant to the general traffic manager.



A. C. DeAngelis, former manager of the Red Bank, N. J., plant of Bendix Aviation Corp., has been promoted to general manager of the Friez Instrument Division at Baltimore.

Name of Dowty Equipment Corp. of Long Island City, N. Y., has been changed to Hub Industries, Inc., according to an announcement by Alec E. Ulmann, president. There are no changes in the directors or officers of the corporation and it will continue in its experimental work with the U. S.



Army Air Forces and aircraft manufacturers. Henry Breckinridge will remain as chairman of the board of directors; Maj. Gen. Walter A. DeLamater (Ret.), as vice-president; H. A. Goldstein, as vice-president; and Thomas F. Hanley, as treasurer and general manager.

J. Edwin Jones, former flyer for the Navy and several airlines, has been appointed flight supervisor by Consolidated Vultee Aircraft Corp. for Consairways, Trans-Pacific air transport line in foreign service for the Air Transport Command. Jones has operated his own airport and flying school at Armonk, N. Y., and has been accident investigator with CAA's air safety board.

Henry Drefuss, industrial designer, has been appointed consultant in the design of aircraft by Consolidated Vultee Aircraft Corp.

FINANCIAL

Renegotiation Element Demands Close Scrutiny of Statements

Settlements with government bringing widespread revisions in 1942 reports of aircraft manufacturers.

By ROGER WILCO

Aircraft earnings "don't mean a thing" unless they have that renegotiation. This is becoming increasingly evident with the disclosure of revised 1942 earnings by many companies as a result of renegotiation processes.

► **Consolidated**—For instance, Consolidated-Vultee reported net earnings equivalent to \$3.04 a common share for the fiscal year ended November 30, 1942. It is now revealed that the Consolidated end of the merged enterprise has just concluded its renegotiation of contracts for 1942 which requires the return of an additional \$20,000,000 to the government. Allowing for 80 percent of this amount to be taken up by reduced excess profits taxes, net income would be reduced by only \$4,000,000. This would adjust the per share earnings to a little under \$5 per share. (This excludes post-war rebates due on excess profits taxes).

► **Vultee**—The Vultee end of the combined enterprise has yet to conclude its part of the renegotiations—thus making a composite figure for the company impossible at this time. While the management, at the time of the release of the last annual reports, noted that results were subject to renegotiation, little attention was attached by the public to this statement, and generally earnings of \$6.04 per share were accepted as being "official" and final. It is now clear that the sights must be lowered.

► **Lockheed**—Similarly, Lockheed completed its renegotiation of contracts for 1942. In this instance, an adjustment of about \$46,000,000 to be returned to the government was agreed upon.

► **Liability Increase**—This amount exceeded the reserve of \$30,927,180 provided for this purpose in the financial statement for the year ended December 31, 1942, by \$15,572,820. After tax adjustments,

however, the company's net liability was increased by \$3,099,274. This net amount is being charged against 1943 income. More properly, however, this figure should have been used to reduce the 1942 reported earnings of \$7.59 per share by about \$2.90. It was 1942 operations that were being adjusted.

► **Before or After?**—These examples illustrate the necessity of making certain whether earnings reports are before or after contract renegotiations and recognizing the surrounding implications.

Interim earnings reports for a number of aircraft companies are now being released and are qualified by the renegotiation element.

► **United Aircraft**—United Aircraft Corporation reported for the quarter ended June 30, 1943, a net profit of \$4,070,163 after charges and federal income taxes, equivalent to \$1.4 per common share. This compares to \$3,478,048 or \$1.18 per share for the similar quarter a year ago. Current earnings, however, are subject to renegotiation of contracts thus qualifying the final figures to some extent.

Bearing this possible adjustment in mind, net earnings for the six months ended June 30, 1943, totaled \$8,120,913, equal to \$2.81 a share on the common. This compares with a net profit of \$6,954,988 or \$2.37 a share for the first half of 1942.

► **Post-War Reserves Growing**—The post-war reserves for United Aircraft are also mounting steadily. During the first six months of 1943, an addition of \$2,114,351 was made to the reserve to provide for costs incident to transformation to post-war conditions. This amount is equivalent to the post-war refund of excess profits taxes to be funded by bonds receivable from the U. S. government. The total amount of this reserve, including post-war tax rebates, aggregated \$26,011,622 as of June 30, 1943.

► **Northrop Aircraft**—Net income of Northrop Aircraft, Inc., after all charges and taxes for the fiscal year ended July 31, 1943, was estimated at about \$1.6 million or about \$4.00 a share by LaMotte T. Cohu, chairman of the board. However, these earnings are before any reserves for contract renegotiations. As a matter of contrast, net profits for the fiscal year ended July 31, 1942 amounted to \$3,044,741 equal to \$7.93 a share.

The renegotiation factor is a complicating element but for accurate appraisals, a second look is required at earnings reports currently being released.

Reporting Firms Show Profits

Northeast to issue stock; Bendix, North American announce.

► **Northeast Airlines, Inc.**, to provide funds for contemplated expansion, will offer to stockholders 200,000 shares of authorized, unsold stock. Although it has no pre-emptive subscription rights, additional shares will be offered on the basis of two additional shares for each three shares now held. The issue will be underwritten by Lee Higginson Corp., associated with Paine Webber, Jackson & Curtis.

► **Bendix Aviation Corporation's** net sales and operating income for the nine months ending with June rose 116 percent to \$643,148,412 from \$297,684,361 for same period last fiscal year. After provision for federal taxes and estimated price adjustments, net income for the nine months was \$11,995,931, equal to \$5.67 a share on the capital stock. Net income for 1942 period was \$11,035,022, or \$5.22 a capital share, after provision for federal taxes, but before renegotiation price adjustments. Unfilled orders at close of June aggregated \$1,042,000,000, showing little change from the level three months before, despite increased deliveries.

► **Edward G. Budd Manufacturing Co.** has been admitted to the New York Stock Exchange.

► **North American Aviation, Inc.**, after renegotiation of contracts announced a revised net income for 1942 fiscal year from \$10,436,413 to \$7,370,626. The original figure represented 4.3 percent of sales as reported for the year ending Sept. 30, 1942, whereas the revised figure represented 2.9 percent of sales. The revised report also announced a bank credit of \$75,000,000 under a V-Loan.

Let the People Know

THE AIR TRANSPORT COMMAND continues its unwarranted and strict censorship of information on the airlines' contribution to winning the war. Conferences between airline officials and a small group of ATC officers on the subject have been washouts to date.

Now the ATC claims it has drafted and redrafted liberalized regulations. But none has been approved after weeks of dilly-dallying, and realistically minded air transport men doubt if they ever will be as long as ATC stops all news material before it ever gets to the War Department's Bureau of Public Relations.

Nearly all of the lines are performing vital tasks for the Army. They are operating cargo routes, on schedule, all over the United States, into Canada and Alaska, to Latin America, to Australia and to England. They are training crewmen by the thousands, on the ground and in the air. They are operating huge bases for maintenance, repair and overhaul of Army craft.

They are flying the world's leaders everywhere—Davies, Stimson, Willkie, Madame Chiang. They flew the President to North Africa and back. They are performing other tasks rightfully secret.

Nevertheless, much information being withheld by the ATC is not secret. Much can and should be told.

Every other industry from automobiles to refrigerators, pianos and pickles has been permitted to release lengthy and lavishly illustrated descriptions to the press on their conversion to war. Lists of war services by individual companies are sanctioned daily by the Army and Navy public relations officers for advertising in the press.

Time after time the President in his press conferences and addresses to the nation has dwelt at length on enthusiastic recitals of the great job being done by the men and women at work in tank and airplane and munitions plants.

Worker morale has been a top concern of the Administration since the start of the old national defense program.

Yet the employees of the nation's airlines so far have been pretty well ignored in all these speeches of appreciation. They can't understand it. Neither can a lot of others.

Comprehensive and accurate reports to the people have been emphasized recently by the Administration's high command. As we have made progress censorship has been relaxed continually by the public relations divisions of the armed services and the Office of Censorship. We are now even permitting monthly publication of exact production figures for combat aircraft.

"Tell the people as much as possible about their own war" is an avowed principle of the important war agencies. The people are being told more

month by month, and rightfully so.

Yet there still remains posted on the wall of the public relations officer of the ATC this outworn and boastful legend:

"Never have so few kept so much from so many." It's time the ATC wakes up.

It it doesn't, the War Department's Bureau of Public Relations should take the situation over. And when that happens Elmer Davis' OWI should be called in to prepare a complete and factual summary of what the airlines have done, line by line, and bring the people up to date.

Workers Make War Plans

ONE OF THE NATION'S INDUSTRIALISTS in a high war production job in Washington last week was puzzled. Entire campaigns are based on estimates of bomber and fighter production two, three and six months from now. Why, he asked, isn't this fact fully realized?

One answer is that the all-important aircraft workers don't realize it.

They should be told that every plane leaving an assembly line today has already been assigned to a theater of war, and that an impatient officer somewhere in Europe or the South Pacific is awaiting the planes he has been promised.

They should be told that although we are winning the war, we can't continue to do so if worker absenteeism prevents us from replacing *tomorrow* the warplanes we lose over Germany *today*.

Furthermore, we must not only *replace* every fighting plane we have in the field; we are committed to more and more new planes to batter the Axis *tomorrow*, next month and next year.

Morale-building lectures to workers so far have been limited mainly to Army and Navy desk officers from Washington talking in uninteresting generalities, or flyers back from the battle fronts who flew planes the workers built six months ago or more.

The workers need to have a sense of immediacy. They need to know how the planes they are working on at this moment affect the war plans being made in Washington, or in Quebec, at this moment. They need to know how aerial onslaughts are born, and how some are still being revised because absenteeism July 4 cut bomber production. A concentrated effort by the Army, Navy and OWI in dramatizing the birth of war plans (without giving away military secrets) and, specific instances of how reduced output prevented operations, would do more for morale than any number of dry speeches given at Army-Navy "E" presentations or "pep" sessions resembling football games. War plans being made now are up to the workers. Let them know about it.

ROBERT H. WOOD

CONVOYING SKY-HIGH!



Hansen

AIR HOSE COUPLINGS AND HOSE CLAMP SOCKETS

Hansen air hose couplings and hose clamp sockets have been one of the big contributing factors in the tremendous production records now being set in the aviation industry, shipyards, large and small industrial plants throughout the world.

Designed, engineered, and built for speed and ease of operation, Hansen air hose couplings and hose clamp sockets will take the rough, tough going, day in and day out without air leaks or air wastage. They more than save their cost in time, air, and upkeep.

Simple and easy to operate. Push plug into socket, it is connected, air is automatically turned on; slight pull on sleeve, plug is ejected, air is automatically turned off, and it is disconnected. Handles pressures well over 12,000 pounds.

Hansen hose clamps have two grips instead of one, inside and outside of hose—a two to one advantage over other clamps. Easy to install, requires no special tools, can be used many times over.

Send for free catalog on Hansen Industrial air line equipment.

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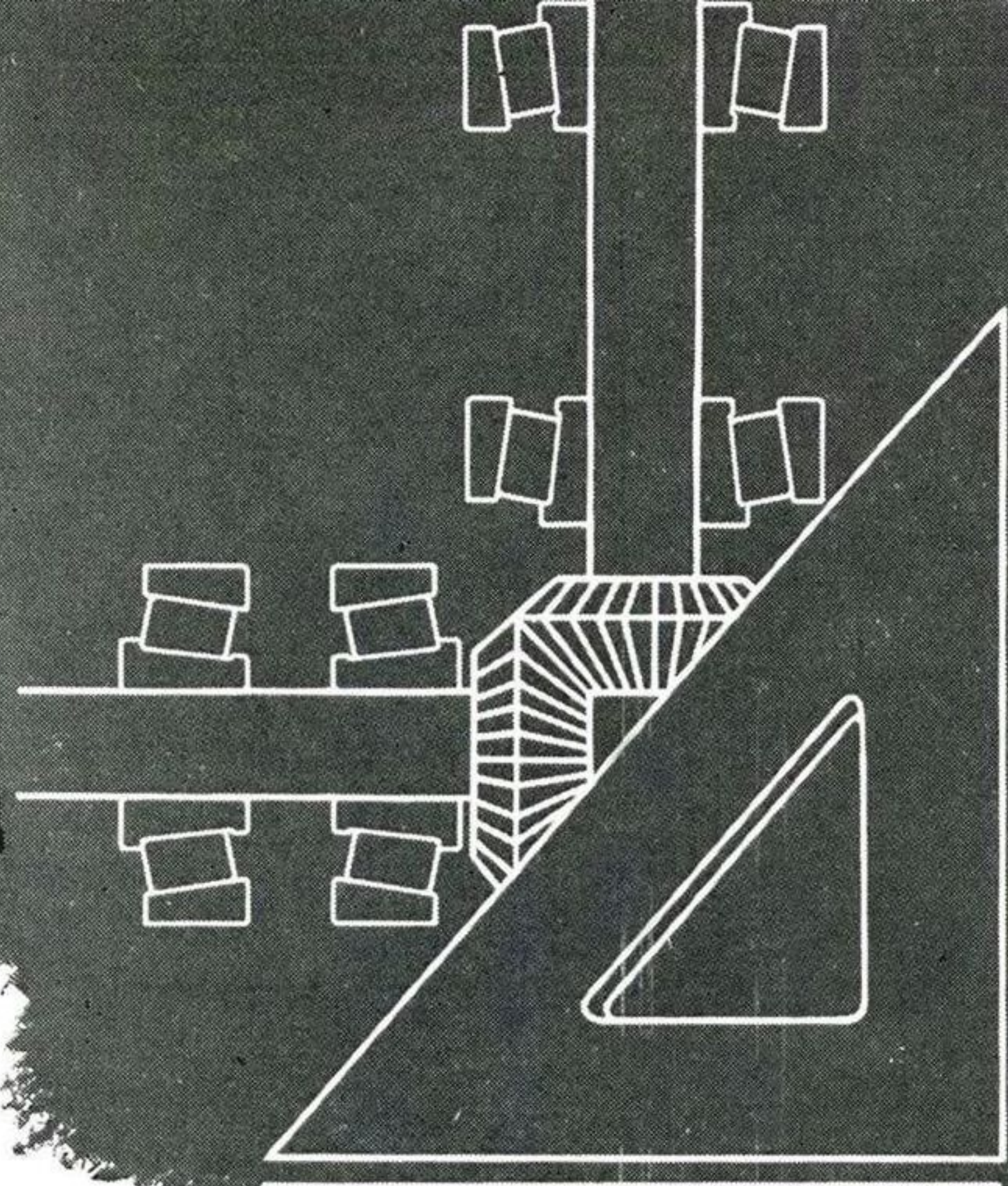


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Here's Why

PAST PERFORMANCE. There are actually millions upon millions of Timken Bearings in service in industrial and automotive gear applications. Their performance has been outstanding and in these thousands of different *kinds* of applications you find every requirement in bearing design, mounting and performance that will be necessary in your particular field.

SMALL SPACE, LIGHTNESS. The Timken Bearing is a tapered roller bearing. Since load carrying elements form a line contact you get maximum load carrying ability in a given space.

THRUST LOADS AS WELL AS RADIAL. The tapered construction of the Timken Bearing, whereby lines drawn coincident with the tapered surfaces of rollers, cup and cone, meet at a common point, results in not only true rolling motion but also enables the bearing to carry thrust loads as well as radial loads or both together in any combination. This is important in any spiral bevel gear application since gear operation in itself sets up thrust loads. Moreover, Timken Bearings are made in such a wide range of sizes and tapers that you can select the most desirable combination for any given set of loads.

GEAR SETTING AND ITS MAINTENANCE. With Timken Bearings you can achieve in assembly any desired gear setting and the setting achieved can be maintained indefinitely.

QUIETNESS. Quietness is thought to be just as desirable in airplane as it is in automobile service. Moreover, quietness in bearing performance implies smoothness and that is desirable wherever wheels, shafts or gears turn. It was Timken Bearings and our knowledge in applying them that overcame the tremendous bearing problems foreseen by the automotive industry when it decided to use hypoid axles. The Timken Roller Bearing Company, Canton, Ohio.

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