

# Aviation News

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NOVEMBER 29, 1943



**"Lightning" Producer:** Robert E. Gross, president of Lockheed Aircraft Corp., and director of the vast production expansion program to meet accelerated demands for the P-38 Lightning long-range fighter which has distinguished itself in combat. New and important subcontractors are being added.

## **Renegotiation Foes Gain in Committee**

Report provides for appeal of decisions to U. S. Tax Court; minimum to be raised from \$100,000 to \$500,000.....Page 9

## **Industry Eyes Capital Reconversion Moves**

Nelson, Byrnes or Wilson expected to be selected to head government efforts in shifting to peacetime basis.....Page 20

## **Airlines Face Rails' Traffic Challenge**

*Railway Age* survey reveals great program to speed services, cut fares, improve coach comforts in bid for postwar traffic....Page 7

## **AAF Supplies in China Remain Major Problem**

Commentator sees no great air offensive in China until Allies recapture Rangoon and re-open Burma Road.....Page 16

## **Reserve Bank Analyzes Transport Future**

Survey forecasts that streamlining and modernizing of ground systems will keep much of anticipated new traffic out of the air. Page 25

## **Unification Steps Seen in Chamber Meeting**

Some progress toward reorganization of Aero Chamber is expected, despite delay in working out details.....Page 13

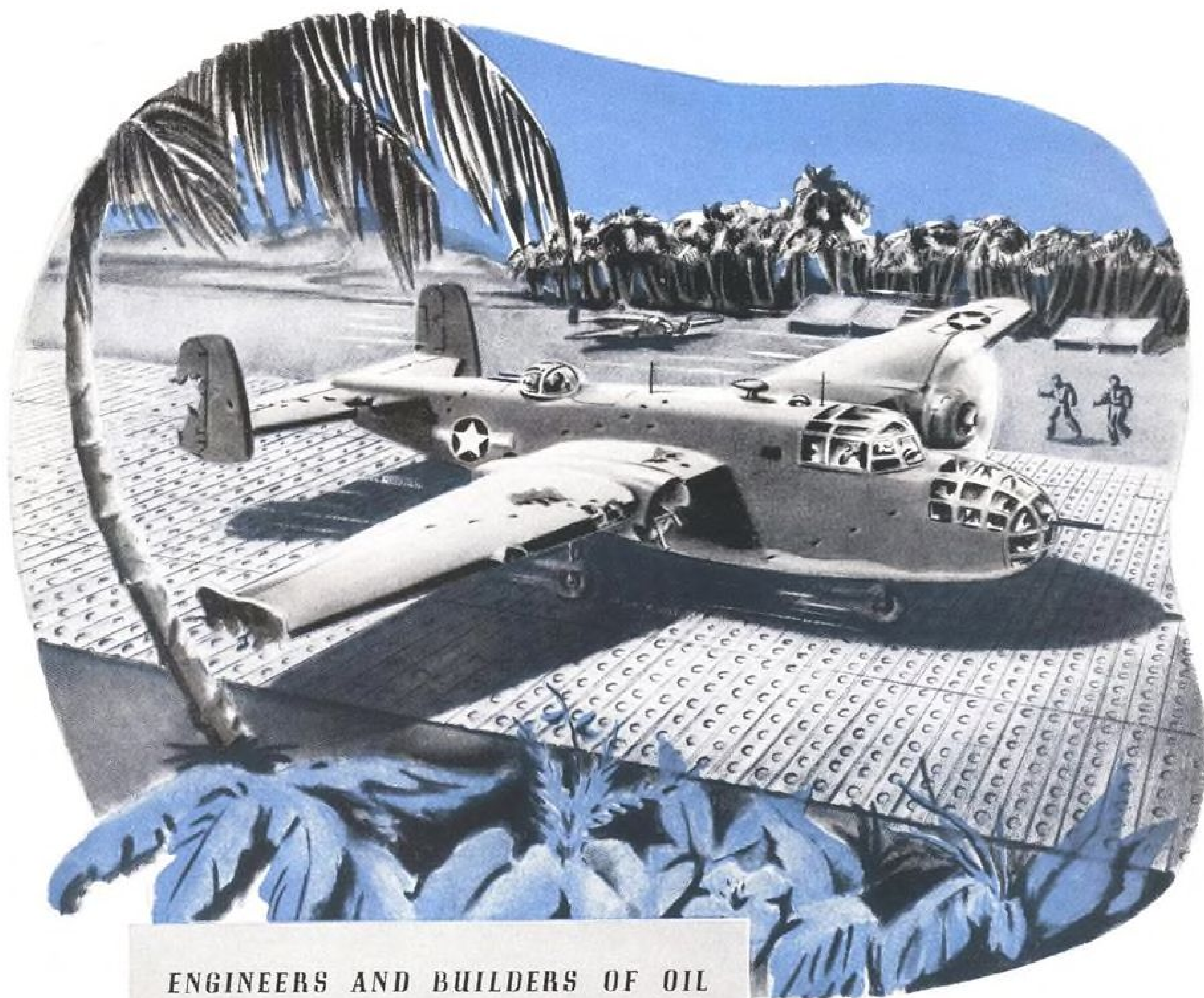
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THE AVIATION NEWS

*Washington Observer*

**NO CONTEST**—The proponents of private flying and those of scheduled air transport differ in their feelings on the Lea Bill. In the opinion of sage observers in Washington the object of both should be to get people up in the air in the strict sense of the phrase.

★

**PULLING TOGETHER**—Both of these groups of earnest gentlemen are right. A study of the situation shows that to date they have not had an opportunity to see eye to eye. If the transport group is trying to stifle private flying—which it isn't—or if the proponents of private flying are trying to discourage people from flying in airliners—which they are not—then there is a quarrel. But neither has said anything to support these views despite various statements of their common enemies. It is the view of sound aviation people that these two groups can and should get together for their mutual good, working toward their common aim, which is to get America into the air when peace comes.

★ ★ ★

**AAF SURPLUSES**—AAF officers knew before they issued a unique catalog of surplus materials for sale that complaints would be made. If they kept the goods in stock they would be charged with hoarding. If they put them on the market it was a cinch that some manufacturer would complain about GI competition—which indeed happened. If they kept the goods until peace comes, Congress might have said that the excess stocks should have been sold earlier at prevailing prices. The 32-page catalog, printed in color, offers 441 items like fuel tanks, gas hoses, movie projectors, air compressors, tools, pumps, clothing, glass, cranes and other items. Prices are not quoted; purchase is by negotiation. Some of the products are no longer required because of strategic and technical changes in the war; some are militarily obsolete. Most are offered for industrial use. Somewhere in this brief outline is a lesson for war contractors.

★ ★ ★

**HENRY FORD'S PLANS**—Recent announcement by Henry Ford that he plans to build transport planes in the Willow Run plant after the war was greeted with some skepticism by several automotive observers who believe that aviation competition will be pretty formidable in the transport plane market and that it is more likely Willow Run will be used either for automobile or light plane production.

**POST-WAR PLANNING**—It is the opinion of a high authority in Washington whose views will weigh heavily in the determination of post-war plans, that the same government agencies that mobilized the nation for war should demobilize it for peace. This authority holds that government owned plants should be sold at a fair price and that under no circumstances should the government operate any of them. He holds further that there will be enough demand in the world for all surplus materials and that they can be judiciously disposed of without hurting either manufacturers or labor.

★ ★ ★

**PRECISION FLYING**—The Vought-Sikorsky *Kingfisher*, which has done yeoman duty ever since Pearl Harbor, with scant recognition, went up with some of her fellows the other day and gave this remarkable demonstration of almost cheek to cheek flying. The *Kingfisher*, also known as the OS2U, demonstrates something



out of the ordinary in aerial maneuvers and reminds us of the *Kingfisher* which was at Pearl Harbor and lived to fly and fight again.

★ ★ ★

**GRASSHOPPER PILOTS**—The battle between the Army Air Forces and the Army Ground Forces over control of pilots of liaison

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**THE DEMANDS OF THE**  
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observation planes apparently has ended in a draw. The Ground Forces put over their point that the pilots must be Ground Force officers and under command of the Ground Forces rather than the AAF. However, the AAF in conceding that point canceled contracts for specially designed and rather expensive observation planes in the class of the Stinson L-5, and are giving the ground forces less costly planes such as the Piper and Aeronca. Army Ground Forces train their own men, preferring those who have had private flying licenses, to fly liaison planes on artillery spotting and similar missions.

MANPOWER—War plants generally are finding it necessary to hire 17 workers monthly to get a net increase of three for every 100 employed. Statistics seem to indicate that workers are not being hired fast enough generally to replace those leaving. There is a good prospect that war production will be hampered unless the trend is reversed and Washington officials are expressing some concern.

AIR WACS—Even aviation people sometimes forget the contributions which the WACS are making to aviation. For example, here is the first of some 500 WAC technical and administrative personnel to begin work at Wright Field, near Dayton. Sgt. Mary Jane Carr, is assigned



to the miscellaneous equipment laboratory as a soldering technician. She's been a member of WAC for about eleven months and in civilian life, prior to enlistment, was a solderer. She used

## Washington Observer

to live at Bluffton, Ohio and was transferred to Wright Field from Brooklyn.

SUBCONTRACTING—New pleas have gone out from the War Production Board to war manufacturers urging them to place their subcontracts in the less critical labor areas. This new plea is another attack on the manpower problem which still remains the principal obstacle to increased production, although Washington officials continue to insist that better labor utilization will go far toward a solution.

INDUSTRY LOCATION—The National Resources Planning Board has prepared a most interesting report on the location of industry in the United States. The studies are primarily concerned with a review of the various factors that influence plant location decisions and which, therefore, are shaping the geographic pattern of American industry. The report, "Industrial Location and National Resources," is available from the Superintendent of Documents, Washington, D. C., for \$1.50.

HELP WANTED—To accomplish the aircraft production now scheduled for the industry, it is estimated that the peak employment requirements of the manufacturers of airplanes, airplane engines and propellers will be 1,650,000 employees. In addition, the many subcontractors and suppliers who are of the highest importance in maintaining aircraft production are estimated to require over 1,400,000 employees, making a total for the entire industry of 3,050,000. Many Washington officials look to the hiring of more women to ease the situation.

THE BRITISH "YORK"—Britain's new 36- to 50-seat airliner, known as the York, recently flew from Montreal to England in 10 hours and 25 minutes, an average of 213 miles an hour. Little is known of the "York's" design, except that it utilizes the wings and power units of a "Lancaster" bomber. Efforts to obtain additional data have been met with the response that no information is being given out on instructions from the British Air Ministry.

GUNS WITH WINGS—Fire power developments which have been reported from time to time from Wright Field indicate that "literally, we are designing guns and putting wings on them." Somebody in an aircraft plant the other day, looking at a complete model remarked that "it seems an awful lot of work just to carry a few guns, but it's worth it."



LENGTHENING SHADOWS  
OF PROGRESS..

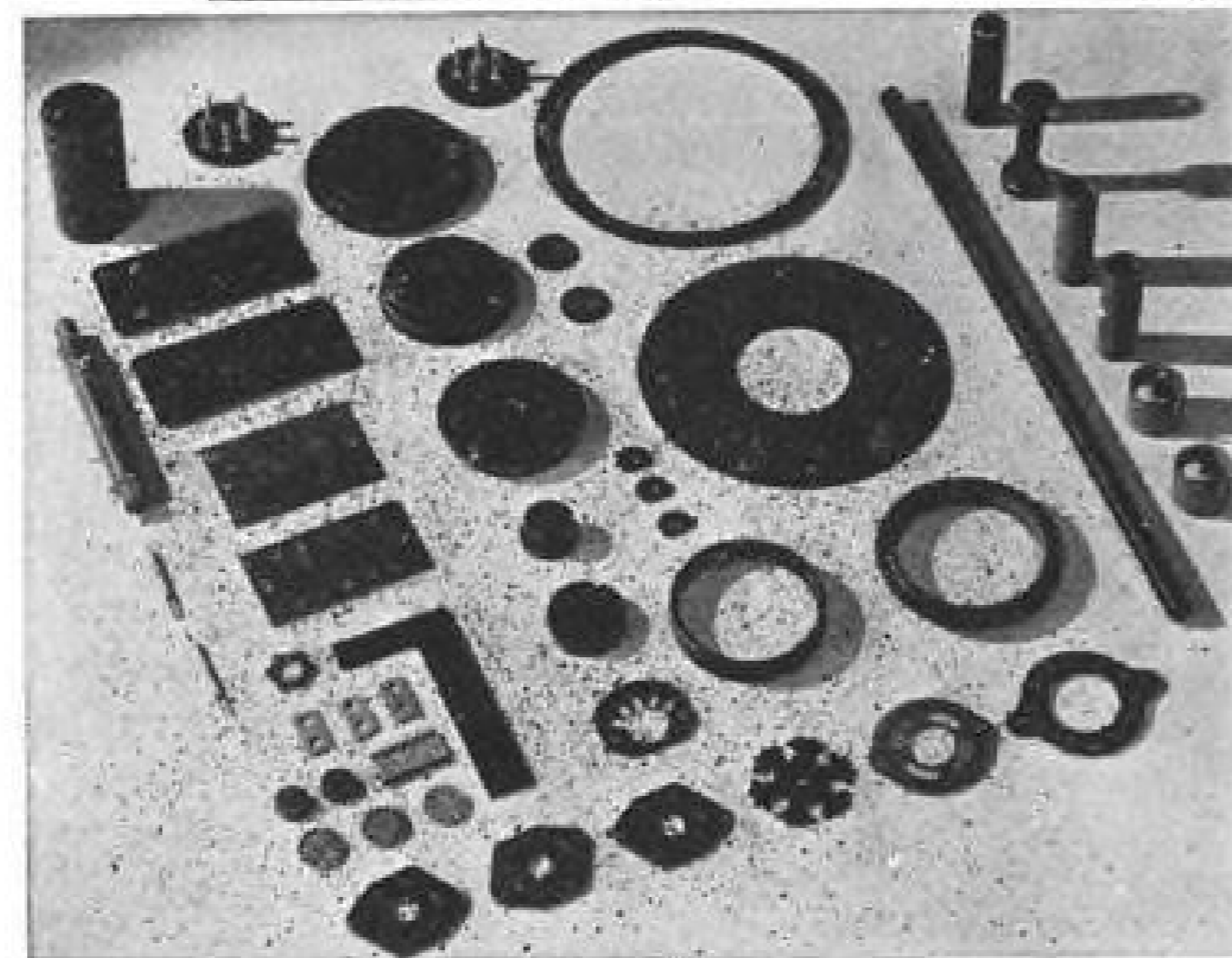
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## Airlines Face Rising Challenge Of Rails in Postwar Traffic Race

*Railway Age* survey reveals program for general speed-up in all services, fare cuts and addition of comforts in coaches as reply to airlines' bid for passengers.

By MERLIN MICKEL

The airlines have been challenged by the railroads in the race for postwar traffic. Cognizant of the temporary nature of much of their war traffic, and aware that the airlines already are giving close attention to postwar possibilities, railway executives are shown by a survey to be planning new methods and equipment.

The survey was published in *Railway Age*, a leading spokesman for the industry. The magazine, after a check with top officials of major roads throughout the country, concluded that these men, "optimistic about the postwar outlook for their industry, already are well advanced in plans for lower fares, new streamlined equipment, new services and modern merchandising to meet the peacetime challenge of airlines, buses and private cars."

► **Proposals**—The program of "nine out of ten rail executives" boiled down into nine points:

- Reduce passenger fares, coach and pullman, right after the war.
- Introduce lightweight, streamlined coaches and pullmans; scrap old cars.
- Modernize merchandising techniques, with more money for institutional and product advertising.
- Greater consideration for passenger comfort and convenience.
- Simplify rate structures with a common base rate for the entire family, and simplify accounting methods.
- Restrict union rules which will nullify, as airlines grow larger, much of their prewar personalized service sales appeal.
- Restore passenger service at many points.
- Greater comfort and better service from local all-coach trains to extra fare trains.

► **Speed up** passenger schedules and improve mail and express loading and unloading.

Other comments:

► **Sales Appeal**—"So long as there were only about 350 passenger-carrying planes in the country, carrying about 20 passengers each, the personalized service created a tremendous sales appeal. When the airways go after mass passenger traffic, they will find this type of selling impossible."

► **Postwar**—"We were suffering materially from airplane competition prior to the war, but I do not expect it to be much worse in the

postwar period because I hope to combat such competition with streamlined trains and I am confident that we can hang on to a considerable share of the business."

► **On Speed**—"The present snail's pace of some trains will have to be improved—by days, not merely by hours. . . . By speed I mean an overall schedule of at least 70 miles per hour."

The survey was reported to indicate rail executives are not alarmed at postwar air passenger competition but are concerned about first-class mail. The rail men said railroads normally surpass airplanes (and motor vehicles) in passenger comfort, and added that they intend to increase this advantage after the war.

► **Rate Reduction**—One proposed an immediate reduction in coach rates to 1¼ cents a mile and in first-class rates to 2¼ cents a mile, while another, declaring "merely nibbling at fares will do no good," said coach fares should be a flat cent a mile.

The railroads acknowledged that



### INSPECT PAA HEADQUARTERS:

*Pan American's Atlantic Division Headquarters at La Guardia Field are visited by two Navy men, one of whom used to be with PAA. Left to right are John C. Leslie, Atlantic division manager; Capt. J. P. Whitney, then director of the Naval Air Transport Service; Division Engineer Edward McVitty, and Capt. C. H. Schildhauer, former operations manager of PAA's Atlantic and Pacific divisions and assistant director of the NATS. The visitors inspected PAA's hangars, shops and flight mechanics' school on North Beach, and met other Atlantic division officials at a reception in Pan American's passenger service dining room.*

a large percentage of the 80 billion passenger miles they expect to run up in 1943—more than 50 percent above the 1942 total—was due to troop movements.

The airlines, deprived of a large share of their equipment when the war began, have a passenger mile expectancy for 1943, said one air traffic expert in commenting on the survey, of 1½ billion—5 or 6 percent over the 1942 figure. Rail lines, on the other hand, not only did not lose equipment but were even permitted to complete that started in 1941.

► **Reshuffle**—This source contemplates a reshuffling of the passenger market after the war, with the large proportion of that type of traffic which has been the so-called pullman class turning to the air.

One rail development seen as a threat to the airlines is a coach sleeper, a car of revolutionary design of which only four have been built and equipped. These, however,

were used for a time between New York and Chicago with impressive results.

► **New Bid for Passengers**—This observer pointed out that although only eight or nine of the railroads have had a major interest in passenger traffic in the past, the interest is growing, and the industry is in a rapidly improving financial position to better its equipment.

The item of comfort was cited as one to which the airlines definitely must give consideration if people are going to fly in large numbers. First glamor of air travel may yield to monotony, and this will be particularly true on overseas planes. Furthermore, because frequency of service and maximum load factor will be heavy factors in this type of operation, large planes, where passenger comfort would be at a maximum, probably will not be practical for several years after the war. A 60-passenger plane was forecast as the limit in size if frequency of

service and economy are to be maintained.

## British Convert Bomber to Airliner

Avro York is modified version of commercial Lancaster used by Trans-Canada in Atlantic Service.

The Avro York, Britain's commercial transport version of the Lancaster, is more of a modification of that famous bomber than is the commercial Lancaster Trans-Canada Air Lines uses to fly official passengers and mail across the Atlantic.

British information sources say the Canadian plane is a simpler adaptation of the bomber, which is being built at government-owned Victory Aircraft, Ltd., near Toronto. The British ship, on which details have just been announced, is a complete modification.

► **Four-Engine Monoplane**—Air ministry describes the York as a high-wing four-engine monoplane (wing span 102 ft.; over-all length 78 ft.), powered by four Rolls-Royce Merlin liquid-cooled engines. External differences between the York and the Lancaster in the main are shape fuselage and the York's triple tail unit.

## Carbon Steel 'Tight'

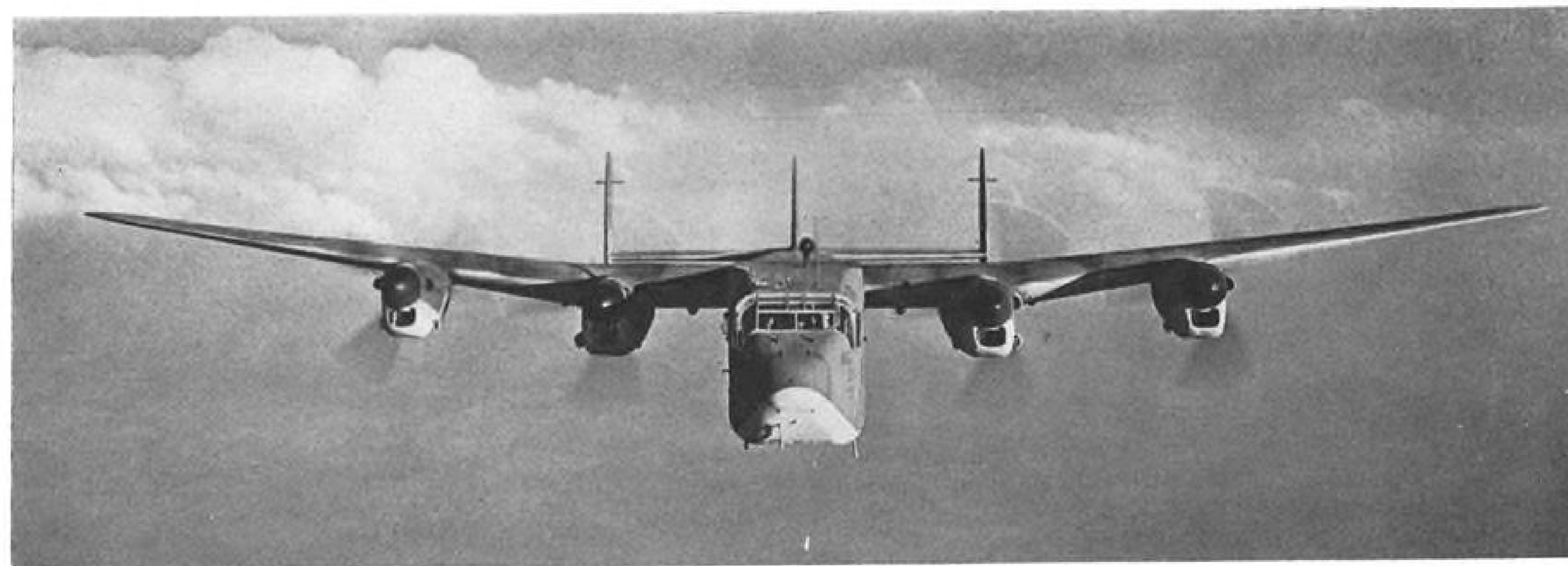
Item is only difficult raw material, Krug reveals.

WPB's Controlled Material Plan is given credit in a statement by J. A. Krug, who says of the three controlled items, carbon steel remains the only difficult raw material. While some carbon is used in the manufacture of aircraft, alloy steel, not in the bottleneck class, is utilized in far greater quantities.

The WPB Requirements Committee, of which Krug is chairman, has completed the task of allotting available materials to military and civilian agencies for the first quarter of 1944. He indicated that a sufficient quantity of alloy steel, aluminum and copper to insure completion on time of all essential programs will be on hand.

► **Certain Forms Tight**—“Although certain forms of copper and aluminum are tight, this situation represents fabricating difficulties and not over-all shortages in these metals,” Krug said.

It is estimated that some 14,470,000 tons of carbon steel will be needed during the first three months of the coming year.



## BRITAIN'S NEW AVRO YORK IN FLIGHT:

This late picture of the York, manufactured by Avro Avion Co. in Great Britain as a transport modification of the four-engine Lancaster bomber, shows the 36 to 50 passenger ship in the air. Although performance details have not been disclosed by the British Air Ministry, the plane appears comparable to this country's Douglas DC-4 and Lockheed Constellation, which are 40-42 and 55-60 passengers respectively. The Boeing 307B Stratoliner is a 38-place ship. External

differences between the York and the Lancaster in the main are shape, fuselage and the former's triple tail unit. British information sources say the commercial Canadian-built Lancaster used by Trans-Canada Air Lines to fly official passengers and mail across the Atlantic is a simple adaptation of the bomber, while the York is a complete modification. The York's fuselage is intended for passenger or freight, and internal equipment makes the ship convertible.

## Contract Renegotiation Foes Win Some Ground in Committee Fight

Report provides for appeal of decisions to U. S. Tax Court; minimum to be raised from \$100,000 to \$500,000.

By BLAINE STUBBLEFIELD

Opponents of war contract renegotiation no longer hope to win the fight but they now have good prospects of winning a few rounds. The House Ways and Means Committee last week issued its report on the 1943 revenue bill, including provisions that: (1) war contractors and subcontractors may appeal renegotiation decisions to the Tax Court of the United States; (2) a War Contracts Price Adjustment Board to act jointly for all procurement agencies shall be established; (3) the minimum contract that can be renegotiated shall be raised from \$100,000 to \$500,000; uniformity of procedure to be attained by use of seven standards as basis for calculation; (4) all profits recovered, whether in cash or credit on future deliveries, shall go to the Treasury.

► **Revenue Device**—Committees on Capitol Hill which had held hearings on renegotiation agreed that because it is a revenue device it should be handled by the Ways and Means Committee, which is in charge of the tax measure.

Opponents of renegotiation have contended that procurement agencies have no right to recapture disbursed funds, thus adding to their appropriations from Congress. Army officers and price control board executives argued, on the other hand, that all recaptured funds do go back to the Treasury.

► **Compromise**—Inquiry reveals that both are wrong. It is true that cash refunds are paid into the Treasury for reappropriation. But the major portion of recaptures are accepted by the procurement agencies in the form of reduced prices on future deliveries. Thus, the agencies' appropriations are increased by the amounts of their commitments on future deliveries. From April, 1942 to July 31, 1943, cash refunds totaled \$1,800,000,000 and commitments totaled \$2,200,000,000 or \$4,000,000,000 in all.

The revenue bill just reported to the House says commitments against future deliveries must be deducted from the agency's appropriations in hand and authorized, so that rene-

gotiation cannot increase the funds allotted by Congress.

► **Concessions**—Charles E. Wilson, WPB vice-chairman, whose resignation has been postponed by the President, told the Truman Committee last week that concessions in renegotiating fixed-price contracts would constitute a desirable incentive to management. But a majority of contracts in aircraft are in the cost plus category.

Army officials claim renegotiation is a good thing for manufacturers, and that many of them admit it. They revealed the name of a leading war-production firm whose president said that, had his rate of profit been allowed to continue, he would have faced possible prosecution on the recommendation of a Congressional committee.

► **Profits Listed**—Officials read from records, showing enormous profits, increasing by several hundred percent since 1940, in many cases multiplying original investment many times over. They said that 70 percent of recaptured funds and credits would have been taken by excess profits taxes anyway.

## PAA in Curacao

Pan American Airways was granted landing rights in Curacao for its Miami-Venezuela service, for three trips weekly in both directions. The company also was given permission to bring in a technical staff.

## Rules Committee Studies Lea Bill

Prospects that the Lea Bill (H.R. 3420) to amend the Civil Aeronautics Act will come up for debate about Nov. 30 were waning a few days ago, although the House Rules Committee, under Chairman Sabath (D. Ill.), started hearings on the measure.

Customarily the hearings are confined to members of Congress familiar with legislation under discussion. In this case first witnesses were Representatives Bulwinkle (D. N. C.), Crosser (D. Ohio) and Hinshaw (R. Calif.) of the House Interstate and Foreign Commerce Committee majority favoring the bill. Bulwinkle is chairman of an aviation subcommittee.

Minority members were yet to be heard, and a spokesman for the rules committee, which must give the bill the go ahead before it can be debated on the floor, said it was doubtful that the hearings, which lasted less than two hours on their opening day, would be resumed before this week. The House convened an hour early at 11 A. M. Wednesday, and many members were away for the Thanksgiving weekend. Indications were that the Legislation, even with favorable rules committee action, would not reach the House itself before the first full week in December.

There was no lack of confidence on the part of sponsors that a rule for the measure would be obtained, although the matter probably won't be hurried.

Meanwhile the controversy over

the legislation grew in strength with the airlines leading the fight for favorable action. In a last-of-the-week development, Representative Lea (D. Calif.), chairman of the committee that reported the bill bearing his name, circulated among his colleagues a pamphlet describing that measure and the minority bill (H. R. 3491) by Representative Reece (R. Tenn.).

Major point of issue as the rules committee hearings started appeared to be not the question of state's rights expected to rise over the point of the bill giving the federal government complete supervision of air regulation, but the argument whether surface carriers shall be permitted to enter the field of air transportation.

This point was omitted from the Lea Bill but the provision in the present act has been interpreted as precluding surface carriers from that field would be given legislative force in a separate measure (H. R. 3421) introduced by Bulwinkle, on which hearings yet are to be held. The Reece Bill, on the other hand, would permit such participation.

Recently the suggestion came from the Maritime Commission that steamship lines be allowed to operate air services as an aid to them in postwar foreign competition. Chairman Bland (D. Va.) of the house committee on merchant marine and fisheries, was understood to have called Lea to lend his influence to this recommendation.

## Changes in Contract Renegotiation Voted

House group streamlines procedure to curb excess profits.

Principal features on contract renegotiation, as approved by the House Ways and Means Committee, include:

Reduction of the area of renegotiation, one, by increasing existing exemption of \$100,000 to \$500,000; two, by exempting agricultural products; three, by narrowing the definition of subcontracts to include only those articles to become a component part of the final product; four, by exempting all subcontracts under exempt prime contracts and subcontracts and five, by providing for the discretionary exemption of standard commercial articles as defined in the bill where competitive conditions have been restored.

► **Standards**—On validation, the bill validates the renegotiation process by requiring inclusion in all contracts and subcontracts of a clause providing for renegotiation and sets up standards for consideration of the War Contracts Price Adjustment Board and the Tax Court of the United States in determining excessive profits.

The bill requires that the proper appropriation be reduced to reflect the contract price reductions and excessive profits recaptured will be paid into the Treasury as miscellaneous receipts as under the existing law.

► **Procedure**—On renegotiation procedure, the bill establishes the War Contracts Price Adjustment Board of five members, one from each of the contracting departments. This Board will review, on petition of the contractor, decisions of the departmental boards. It also provides for the determination of excessive profits de novo by the Tax Court of the United States and, as under existing statute, excessive profits are to be determined without regard to taxes payable thereon. The bill requires computation of profits in the same manner as for income tax purposes, including amortization.

Contracts made after cessation of hostilities are to be non-renegotiable.

Amendments affecting area of negotiation, validity and distribution of proceeds are to relate to contracts entered into in 1943 or later. Amendments granting review are to relate to renegotiations had after Apr. 28, 1942.



**Rubber Transport:** One of the Rubber Development Corp.'s Catalinas, used to carry rubber out of South American interior, is shown here on a repair ramp at Manaos, Brazil.

## Planes Aid Solution Of Rubber Problem

Ford Studebaker reveals role of aviation in speeding equipment, personnel to South America.

With need of rapid transportation vital, and confronted with the problem of inadequate shipping to South America, the Rubber Development Corp. turned to aviation with the result that at present a dozen airplanes are used in the rubber procurement program, according to Ford Studebaker, head of the corporation's aviation division.

He disclosed that the main links of the scheduled and non-scheduled services throughout the Amazon basin are between Manaos, Brazil and Miami; also from Iquitos, Peru, to the Pacific Coast. Other South American centers are accessible by airlines already in operation, he added.

► **Contracts**—RDC contracted with

Pan-American Airways to service Manaos while Panair do Brasil contracted to run from Belem, on the Atlantic, to Manaos and Iquitos, Peru.

PAA uses Sikorski S-42's while the Brazilian line flies S-43's. Companhia de Aviacion ("Faucett") operates between Iquitos and the Pacific with Consolidated PBV-5As provided by RDC, he said.

► **RDC Personnel**—In addition, RDC utilizes eight PBV's, one Grumman amphibian and one Lockheed 12-A. To keep these planes in condition and to fly them, RDC has a staff of six senior pilots, two co-pilots, eight ground mechanics, five flight engineers, six flight radio operators, six ground radio operators, six meteorologists and 24 other helpers.

Personnel and vitally needed equipment must be flown into the rubber country of South America. Rubber must be flown from inaccessible parts of the interior to transportation centers where it is transferred to river boats and launches. Rubber is flown to the U. S. only when planes are returning empty.

► **Equipment Flown In**—Meteorological, radio and power plants have been built in the interior and all materials for these plants was brought in by air. Once a 6,000-lb. diesel engine for a power plant was flown in knocked down and then reassembled, one RDC official said. Even gasoline for the planes must be transported to the jungle by aircraft.

Studebaker said, the U. S. Navy allocated three amphibian PBV's and five land PBV's. The Catalinas were transformed from military to cargo craft by replacing the blisters with hinged hatches, by adding cargo platforms and tiedown devices, and by stripping the interior of the military gear. After these changes, Studebaker said, the planes are capable of carrying loads of more than five tons.

## Carnegie Heroes

Carnegie Hero Commission has awarded medals and \$500 each to Charles R. Marchant, Jack R. Bassett and Loren H. Sasseen, Alaskan employees of Civil Aeronautics Administration.

They rescued a crew of four Canadians in September, 1942, when a Bolingbroke bomber crashed about 150 yards from their CAA headquarters at Metlakatla, Alaska. They disregarded the danger of the flames and an unexploded bomb still in the plane.

Marchant is now chief radio electrician and Sasseen is a senior general mechanic at Ketchikan, Alaska. Bassett has resigned from CAA service.

## New Warplanes Soon

Gen. Echols alludes to more combat types to be in action shortly.

Several new types of combat planes are "coming along" and will be in action in several months, Maj. Gen. Oliver P. Echols said in a review of his recent tour of front line air bases.

The Assistant Chief of Air Staff, Material, Maintenance and Distribution, was careful to note that these new types were in addition to the Boeing super bomber, the B-29, announced recently by Gen. H. H. Arnold, but he did not amplify further.

► **Studied Equipment**—He was mainly interested during his trip in the performance of the aircraft tested at Wright Field and ordered from his office, and in the logistics of the air war. It is his job to supply spare parts, air fields, air depots, and supply bases for the AAF.

As an instance of the difficulties encountered in the south and southwest Pacific, he cited the Salamaua-Lae area where it was necessary to survey airdrome locations from the air, drop air-borne engineers and equipment. Eventually a *Cub* went in, and as the field grew a C-47 transport landed. Several companies of airborne-engineers were dropped from planes in the begin-



Maj. Gen. Oliver P. Echols

ning in order to build the field large enough to land fighters. Anti-aircraft and materials were dropped along with troops. When the field was finally ready to accommodate bombers, Echols stated, all equipment had arrived by air.

► **To Retain Bases**—Certain well established bases will be kept in Australia for the duration, even though the front lines move away constantly, because skilled civilian labor in that area must be utilized, he told the press.

Echols said air strength in India, China and Burma had been pushed as fast as possible. The chief prob-

lem remains one of supply. New planes sent, of course, increase the amount of necessary supplies to keep the planes flying.

► **Praises Planes**—The P-39 has proven itself on the Russian front, he pointed out. Air Marshal Conyngham, tactical fighting force commander in North Africa and Italy, told Echols that he could build a tactical force with 80 percent planes of the P-39 and P-40 types, and 20 percent as high altitude fighters for cover.

In addition, he said the three most difficult classes of supplies to transport were fuel, bombs and steel landing mats. He commended the work done by the aircraft assembly lines reassembling for lend-lease to Russia in the Persian Gulf area.

## New Lycoming Jig

Lycoming Division of Aviation Corp. has developed a special drill jig which makes possible the drilling and reaming of all small holes in crankshafts for its R-680 radial air-cooled engines in one operation.

This operation formerly required five separate jigs and the new device reduces set-up time by 80 percent and loss of critical material, from nicks and scratches to crankshaft surfaces caused by handling, has decreased at least proportionately.



## AIRCRAFT STANDARDS CONSULTANTS:

Officers and representatives of conferring organizations are shown at the recent Sixth National Meeting of the National Aircraft Standards Committee in New York. Seated, left to right: C. J. Rowe, Wright Field; Capt. J. P. Vidosci, AAF, Wright Field; Lt. J. J. Tigert, USN, Army-Navy Aeronautical Board; W. Mulock Brown, RAF, British Air Commission; Flight Lt. D. G. Moffitt, RAF, British Air Commission and Wing Comdr. J. A. Bennett, RAF, British Air Commission. Standing, left

to right: J. W. Le May, Australian War Supplies; Eric Dudley, Curtiss-Wright, past national chairman; Maj. J. M. Miller, AAF, Army-Navy Aeronautical Board; Squadron Leader C. H. Skelton, RCAA; Carl Stryker, Aircraft Resources Control Office, WPB; Charles Sardou, Jr., Consolidated Vultee Aircraft, West Coast chairman; Jack F. Cox, Vega, National chairman; Lt. Col. G. R. Gaillard, AAF, Army-Navy Aeronautical Board, G. W. Baughman, Cessna, East Coast chairman.

## Aircraft Components Scheduling Unified

New general order issued is one of numerous actions taken during week by federal agencies.

Scheduling procedures for aircraft components have been standardized by a new general scheduling order, M-360, which will be administered by the Aircraft Scheduling Unit at Wright Field, Dayton, Ohio, under the direction of Aircraft resources Control Office. Aircraft Production Board has approved this move.

ARCO says the procedure will be that purchasers will state requirements to ASU on Form WPB-3362 with detailed information of requirements and procurement schedules for each component; ASU then checks requirements against available bills of materials in light of schedules established by the Joint Aircraft Committee. At the same time, WPB says, requirements will be checked with suppliers.

► **Sees No Conflict**—Only components assigned to ARCO—components peculiar to aircraft—enter into this “frozen” schedule, and no conflict should arise with other WPB Industry divisions, the Board states.

Final authority, over all other orders, ratings or directives rests with ASU.

► **Ask Speed-up in Gas Output**—Urgency of speeding up completion

of 100-octane aviation gasoline plants now under construction was emphasized by War Secretary Stimson and Navy Secretary Knox in letters to PAW Administrator Ickes, in order to carry out the increased air war in the Atlantic and the Pacific. Of the 72 major 100-octane plants in PAW's 1942-43 construction program, 32 have been completed and 40 will be completed during the next four months, according to Ickes. Forty-four thousand skilled construction workers are employed in completion of these plants. Schedule for 1944 calls for 22 additional plants.

► **Cut-Back**—OWI revealed that the cut-back in gasoline in the West Coast and Rocky Mountain areas was necessitated by the heavy attacks on Bougainville and the bombings of Rabaul. East Coast gasoline users have been cut to the minimum for some time to provide fuel for the North African and European war theatres.

► **War Production Drive** Headquarters has issued a 38-page booklet containing 100 statements from management officials on operation of their Labor-Management Committees. The publication, *100 Industrialists Report*, is being mailed to all L-M committees, as well as to plants where no committees have been formed.

► **Further easing** of aluminum restrictions was announced by WPB in an amendment to Order 1-114.

Now, either primary or secondary aluminum may be used for protective safety hats; low grade aluminum sand castings may be used for specified types of machine guards, hazard measuring devices, inhalators and resuscitators, oxygen-breathing apparatus, reducing value housings and supplied-air masks and hoods. Materials hitherto used as substitutes for aluminum in these items are not satisfactory or are currently more critical than the type of aluminum now permitted, according to the Safety and Technical division of WPB.

► **Defense Plant Corp.** executed a contract with Nash-Kelvinator Corp. for additional facilities at plants in Wayne and Kent counties, Mich., at a cost of about \$830,000. Good-year Aircraft Corp. came in for an increase in its contract of \$620,000, for additional plant facilities in Summit County, Ohio. DPC's overall commitment to Goodyear now stands at about \$9,100,000. An increase also was granted to Brewster Aeronautical Corp., to provide additional equipment at its plant in Queens County, N. Y. This increase of \$50,000 brings the over-all commitment to approximately \$675,000.

► **UAW-CIO** was certified by NLRB for hourly rated clerical employees at the Flint Buick plant of General Motors. It was certified also by a 100 percent vote of the Adjuster-Pyrometer and heat control instrument, metallurgical physicists, metallurgical physicists' helpers, chemists and pyrometer men employed in the laboratory at Leeds Station, Oldsmobile division, General Motors, Kansas City. After a cross-check of union membership records against pay roll of Consairway division, Consolidated Vultee Aircraft Corp., San Diego, it was revealed that 266 of the 414 production, service and maintenance employees had authorized Aeronautical District Lodge 1125, International Assn. of Machinists, AFL, to represent them for purposes of collective bargaining. NLRB, accordingly, certified this union.

## Air Heat Regulator

Peacetime possibilities seen in new device used on *Havoc* cabins.

A new device called Temp-Turb, which automatically controls temperature of air flowing into ducts, is now being installed as standard equipment on at least one type of warplane, the *Havoc* A 20 being equipped with the apparatus for regulating air temperatures in cabin

warming and windshield defrosting. ► **Product of G. E.**—Engineers for General Electric Co.'s appliance and merchandise department, which manufactures Temp-Turb, said automatic control of the temperature of flowing ducted air as provided by the device can also be used to advantage in conjunction with de-icing equipment, and carburetor air intakes for passenger airplanes as well.

J. R. Campbell, a design engineer, who before Pearl Harbor worked on heat controls for G-E automatic household irons, is credited with the development of Temp-Turb, which is an ingenious application of the bimetallic thermosensitive element used in automatic household irons. Engineers foresee a peacetime application in such developments as air conditioning and heating.

## Unification Step Seen In Chamber Meeting

Some reorganization progress expected despite delay in working out details.

Annual meeting of Aeronautical Chamber of Commerce this week could well mark a step forward in the unified action of the aircraft manufacturing industry but there are indications that all details of the reorganization program have not yet been worked out, despite the time that has intervened since the plan was proposed.

There are few industry executives who deny the value of a strong national trade association for the aircraft industry.

Nevertheless, there still is said to be some difference of opinion as to how this association shall be organized and operated.

► **Exclusion Move**—A strong group within the membership — which numbers more than 200—favors excluding all members who are not actually aircraft manufacturers. Present membership includes not only airframe and engine manufacturers and accessory makers, but others whose industrial relationship to the industry is not so closely related as some industry executives would like to see it.

Proposals for a change of name have been under consideration in various industry circles, but Chamber executives point out that the name is the property of the members and consequently cannot be changed without a vote.

In addition, a related factor enters into this phase of the program



### TEMP TURB:

This device regulates air temperatures in cabin warming and windshield defrosting. Automatic control of the temperature of flowing ducted air can also be used to advantage with wing de-icing equipment and carburetor air intake for planes.

in constitution of membership in the organization.

► **Budget**—So far as a budget for the Chamber is concerned, there appears to be little difficulty. It is expected to run between \$500,000 and \$600,000 a year.

The special committee seeking a strong executive director to carry out a revitalized program was reported to have several persons in mind, but had not reached any definite conclusions.

At least two departments of the Chamber appear set in their present operation, the Technical Department, which has done yeoman service with the complete cooperation of aircraft engineers and technical men, headed by Eugene Norris, and the Traffic Department, of which Harry Brashear is manager.

► **Renegotiation**—The Economic Development Department, so-called, is due for an overhauling, with emphasis on such projects as contract renegotiation, termination and other legislation as well as government liaison services which the National Aircraft War Production Council can not handle, but which applies to Chamber members who also are members of the Council.

It was understood that public relations and publicity, eliminated under the reorganization directive of last spring, probably will be handled by an outside organization on a retainer basis.

## Safety Records Set By Air Industry

West Coast plane factories credited with lowest war plant accident rate.

Borrowing a phrase from the Aircraft War Production Council, West Coast, the industry most dangerous to the Axis is the safest for American workers.

The Council deduces this in an analysis of the recent report of the U. S. Department of Labor on industrial accidents insofar as it applies to warplane plants. These plants are credited with the lowest accident rate of any comparable industry.

► **Efficiency Raised**—Frequency rate of injuries among airplane workers in 1942, the government report showed, was 11.4 percent. Council commented that streamlining of warplane plant operation and production methods, embracing work simplification, labor utilization and general raising of plant efficiency all contributed to establishment of this record.

It is interesting to note that the record was achieved concurrent with changes in model design, re-scheduling to meet accelerated demands of the armed forces and a critical manpower situation with turnovers and new workers, all of which made maintenance of safety controls a more involved operation.

► **Comparison**—The Labor Department report showed the injury rates were 33.1 for shipbuilding, 40.7 on structural steel fabrication, 17.4 percent on railroad equipment manufacture and 89.6 percent on logging. The aircraft industry's record was attained, the report showed, in face of a general rise in accidents during 1942, due partly, of course, to greatly increased employment.

Most injury rate increases, it was indicated, were due to the introduction of large numbers of new workers in all lines of work and shortage of trained supervisors and safety engineers and the fact that war plants were under pressure for more and more production.

► **Challenge**—Aircraft companies interpreted the record as a challenge to even greater efforts in behalf of safety. On the West Coast it was pointed out that, low as the injury and accident rate has been, it still cost the warplane production effort 108,191 man-hours in West Coast plants in a recent month, equivalent to loss of 13,523 employees working an eight-hour day.



### CAP NATIONAL COMMANDER:

Lt. Col. Earle Johnson, former Ohio aeronautics director, now national commander of the Civil Air Patrol is shown at the third war conference of the CAP Oklahoma Wing, meeting in Oklahoma City, with two Oklahoma City high school girl CAP cadets, Mary Jean Buzbee, left, and Beverly Ann Willis, right. Representatives of 16 wings throughout the country were present at the three-day session, held in conjunction with the First National Domestic Aviation Clinic, sponsored by the National Aeronautic Association.



#### ENGINEERING AIDE:

Mildred Strelitz, Wright Field engineering aide, is the first woman employee at Wright Field to make an official test flight at the Army testing center. She is shown above with the pilot, Capt. L. S. Johnson, as they entered the hatch of a B-25 bomber.

### Du Pont Wins DSM

Medal awarded posthumously for military glider development.

Richard C. du Pont, outstanding authority on gliders, has been awarded the Distinguished Service Medal posthumously for his work as special assistant to the commanding general, AAF, in charge of the Glider Program. Du Pont held that post when he was killed Sept. 11, at March Field, Calif., while participating in an experimental flight of a new type of glider.

The War Department citation read in part: "Under his skillful direction, full exploitation of the large glider for airborne operations was rapidly attained. . . . Charged with over-all supervision of research in the field of unpowered flight, he maintained close coordination with civilian contractors in their efforts to improve glider equipment."

A pioneer in gliding and holder of soaring and altitude records, one of the outstanding points of du Pont's career was the successful demonstration of a system for pick-up of military gliders by an airplane in flight.

Du Pont's job of glider experimentation and production in the AAF has been taken over by Maj. A. E. Blomquist, who is being assisted by Maj. A. Felix du Pont,

brother of Richard and until recently with the Air Transport Command.

### Planes and Gliders To Move a Division

Army maneuvers regarded as hint of airborne invasion in offing.

The aviation industry generally will be watching for signs of things to come in the combined maneuvers of elements of the Airborne Command and the Troop Carrier Command scheduled at Camp MacKall, N. C., Dec. 6 through Dec. 11, which will include movement by transport plane and gliders of an entire airborne division, involving 8,000 to 9,000 men and all equipment.

Plans call for participation of combat teams, operating in daylight and night landings by both parachute and glider.

▶**Test Operations**—Troops on maneuvers will be supplied entirely by air. A demonstration of air evacuation of sick and wounded will be given.

These air maneuvers, putting into practice lessons relayed back from combat zones, will have important bearings on our future air operations, it is felt in Washington. Brig. Gen. Frederick W. Evans will be director of the maneuvers, with Brig. Gen. Leo Donovan as co-director.

### BRIEFING

▶A year of war against the North African Air Forces has cost the Nazis nearly 6,000 airplanes. Allied losses during the same period were estimated at about 1,500 planes.

▶Army airplanes used at home will resume their natural color with issuance of an order to remove the olive drab paint job put on as wartime camouflage to the Air Transport Command and to airlines operating army planes in domestic service. The move appeared to be limited to planes in transport work.

▶The War Department is taking steps to expedite publishable information concerning airplane accidents, and reduce delay between the time of an accident and the release of information.

▶War Dept.'s recently established New Developments Division to develop and apply new weapons and devices of war will not affect aircraft manufacture, according to AAF officials. The new division is a general staff division and AAF experimentation will continue to be done at their laboratory at Wright Field, Dayton, Ohio.

▶A new aviation fuel to produce "the greatest possible power" has been announced by Sun Oil Co. The new fuel, Dynafuel, is reported by Sun's president, J. Howard Pew, to be 50 percent more powerful than present 100-octane test fuel.

▶Brig. Gen. Edward H. Alexander has been named commanding general of the Caribbean wing of the Air Transport Command to succeed Brig. Gen. Vincent J. Meloy, detached and re-assigned.

▶By the processing of spraying molten metal on worn surfaces and then machining to original diameters, hundreds of machine tools have been rescued from the scrapheap and restored to work at Douglas Aircraft plants. Details of the metalizing process, which can be applied to drum shafts, piston cylinders, bearings and other moving parts subject to great wear, are outlined in a recent report by Roy Bruemmer, Douglas plant maintenance foreman.

### Plastic Conference

Three sessions of papers and discussions on rubber and plastics will be held Dec. 1 and 2 at the American Society of Mechanical Engineers, annual meeting at the Hotel Pennsylvania in New York, of which the first will be a joint session with the Aviation Division.

Principal speakers will be Charles F. Marschner, McDonnell Aircraft Corp., who will discuss current ap-

plications and future possibilities of paper-base laminates in aircraft; William M. White, Douglas Aircraft Co., Inc., who will discuss plastic tubings and fittings, and Albert H. Dietz, Massachusetts Institute of Technology, and Henry Grinsfelder, Resinous Products and Chemical Co., who will discuss behavior of synthetic urea-resin assembly adhesives under alternating stresses.

### AWPC Group Studies Incentive Pay Plans

Tentative program submitted by Douglas to Wilson may be a guide.

The Wage Incentive Committee, of the Aircraft War Production Council, West Coast, of which H. O. West, Boeing executive vice-president, is chairman, is intensively studying incentive plans in an effort to halt turnover on the Pacific coast which is running about 22,000 monthly.

Douglas Aircraft may be a guide on the situation with an as yet unpublished plan which has been submitted to WPB Executive Vice-Chairman Charles E. Wilson for approval. It is known that Wilson favors incentive programs as a means of increasing production.

▶**Postwar Bonus**—The plan proposes a company postwar readjustment period bonus to employees whose salaries range upward to \$6,500, affecting those who stay with Douglas for the duration.

▶**Douglas Retirement Plan**—At the same time, Douglas announced stockholder approval of a retirement pension plan for employees whose salaries are more than \$3,000 annually. Workers to participate must have been with the company five years and have reached the age of 65. The Douglas Company will create a fund without employee contributions and on ratios very close to the Social Security Plan. Severance and death benefits will be effective July 1, 1944.

### Say Industry Should Inform Its Workers

J. H. Kindelberger, President of North American Aviation, agrees with a statement by WPB Executive Vice-Chairman Charles E. Wilson that "one of the chief shortcomings of the aircraft industry is its failure to keep its employees properly informed as to what is going on."

▶**Should Know What Firms Do**—

Kindelberger further quotes Wilson that "North American has made this mistake as have most of the defense plants. Almost daily I have found strong indications that workers have not been given sufficient factual information for them to form intelligent opinions about what their plants are doing or trying to do."

▶**Should Know Strategy**—Wilson was further quoted: "In the last three years, the aircraft industry has gone through an expansion greater than any other industry has in a similar period. The pressure has been so great that managements have not had time to take their employees into their confidence as they should have. And you can't expect a soldier to fight his best, or a worker on the production front to work his best, unless he knows the strategy by which he is fighting and working."

### C. & S. Ad Row Settled

Dispute with CAB over expenditures believed closed incident.

Probable end of what turned out to be a teapot tempest came last week with an explanatory exchange of letters between C. Edward Leasure, chief examiner of the Civil Aeronautics Board, and Elisha Han-

son, counsel for the American Newspaper Publishers' Assn.

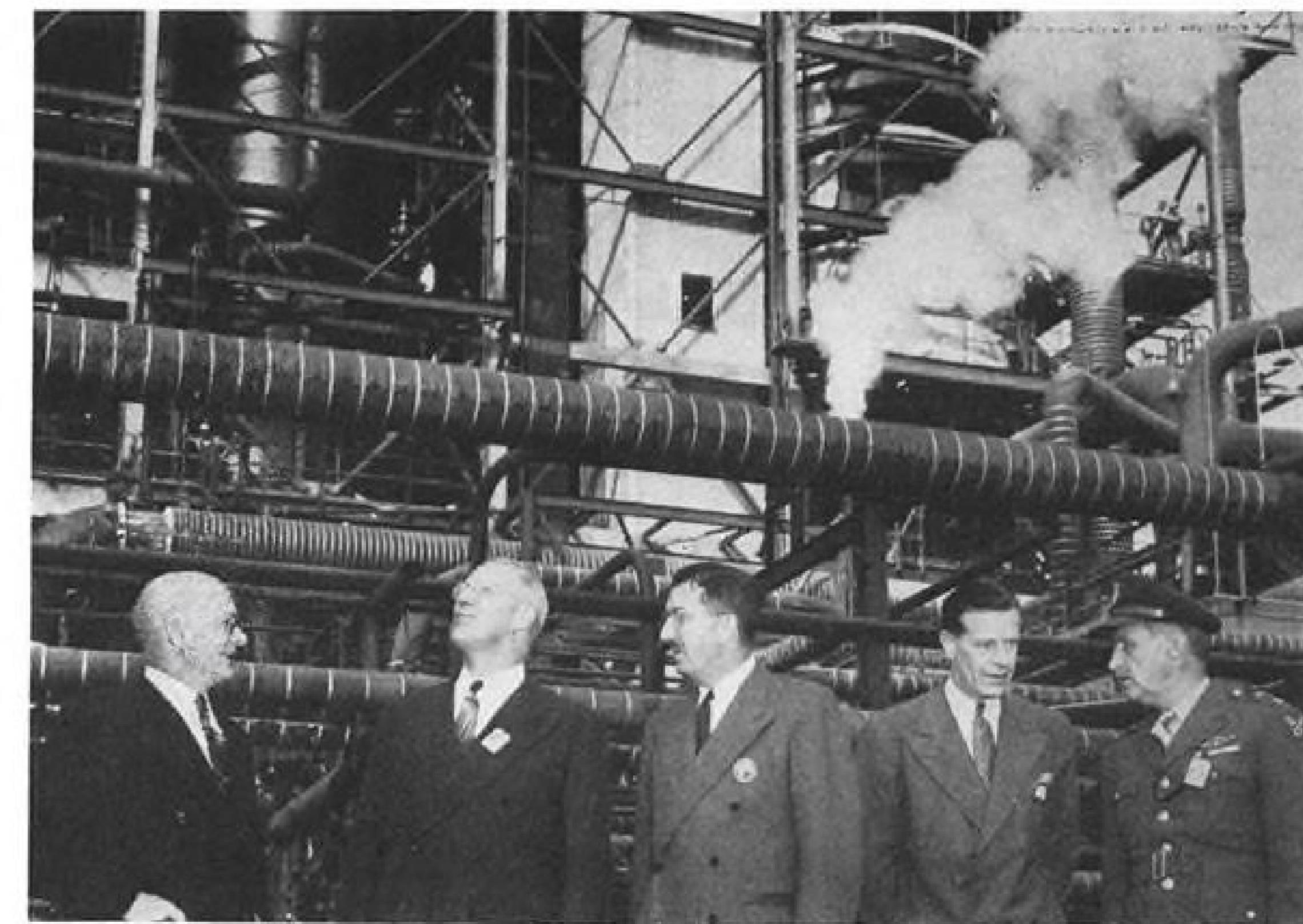
The tempest was caused by what was presumed to be an objection by the CAB to Chicago and Southern Air Lines' expenditure of \$100,000 for advertising, included in figures of a show cause order on mail compensation reduction to .3 mill per pound mile.

▶**Intervention Asked**—"Taking into consideration the scope of respondent's operations," the order said, "we find advertising and publicity expense of respondent should not exceed \$40,000 annually." ANPA had asked to intervene.

CAB later denied this was an order to limit Chicago and Southern's advertising outlay, but said that in considering air mail compensation, it could recognize only this amount as justifiable.

▶**Objection Withdrawn**—After oral argument before the Board, Chicago and Southern withdrew its objection to the show cause order. ANPA likewise asked to withdraw its petition to intervene.

As there is now no argument between the airline and CAB on this matter, Examiner Leasure will recommend that the ANPA petition be denied. It is expected that the final opinion of the Board will follow the show cause order verbatim.



### NEW CRACKING PLANT DEDICATED:

A. H. Calderwood, Shell refinery manager, discusses Shell's new 30-acre catalytic cracking plant near Los Angeles with Gov. Earl C. Warren. The new plant, costing \$20,000,000, is the first major 100-octane aviation gasoline unit of this type started and completed in America since Pearl Harbor. It was dedicated by the governor. Left to right: Calderwood, Gov. Warren, S. Belither, chairman of the board of Shell Oil Co.; F. S. Clulow, vice-president in charge of manufacturing; Maj. Gen. R. P. Cousins, commanding general Western Flying Training Command.



# THE AIR WAR

## COMMENTARY

### Job of Supplying AAF in China Likely to Continue Major Problem

Commentator sees little chance of real Allied offensive in the Republic until Allies recapture Rangoon, reopen Burma Road.

How to keep his American fighters and bombers in action so as to keep the enemy constantly on the jump, hitting him as often and as hard as possible in the places where it hurts most, provide support for the Chinese armies, blast Jap shipping and protect his own scattered air bases—all this with the gas station 14,000 miles away—is Gen. Claire Chennault's problem in a nutshell. It is likely to remain a major problem for many more months.

► **China Cut Off**—The fall of Mandalay and capture of Lashio, southern terminal of the Burma Road, exactly 19 months ago completely cut off China from the western world, or so Japan thought. As a matter of fact it did so, practically, for several months. The President, in a radio

address, immediately promised that the United States would fly supplies in to China, and everybody began figuring as to how many airplanes it would take to make up for the loss of the Burma Road, in itself providing a mere trickle of the supplies China really needed to carry on. Generalissimo Chiang Kai-shek is reported to have said at that time, "Give me 100 Douglas DC-3's and the Japs can have the Burma Road!"

► **Aerial Burma Road**—A couple of weeks before the fall of Mandalay, under the direction of Col. Earl Naiden and Maj. Emmett O'Donnell, Jr., a small start already had been made. A handful of recently arrived Air Force pilots, headed by Col. Caleb Haynes and Col. Bob Scott, was ordered to report to a small RAF

base near Sadiya, Assam, flanked on three sides by high mountains and tea plantations. On this tiny airfield, with about a dozen transport planes to be flown by AAF and CNAC pilots, the Assam-Burma-China (ABC) transport service began. This was the aerial Burma Road, which was to be flying China's meager source of supplies for two long years.

► **China's Early Airline**—CNAC, of course, is the China National Aviation Corp., formed in 1928 by Curtiss-Wright and the Chinese government. In 1933, Pan-American brought out Curtiss-Wright's 45 percent holdings, part of the agreement with China being that by 1945, when Pan Am's operating contract expires, the Chinese government may exercise the privilege of taking over entire control of the company if sufficient trained Chinese personnel are available.

According to recent reports, the Chinese government is so well satisfied with Pan American's operation that there is every likelihood of the contract's being renewed for at least a limited period. And well it may be. This outfit has had a vital part in Chinese resistance since the Japanese attack in the summer of 1937, a thrilling story which will have to be told elsewhere and later. After carrying the ball nearly five years they teamed up with Army Air Force pilots in April, 1942, to fly in supplies for Gen. Chennault's Flying Tigers, then the China Air Task Force and now the U. S. Fourteenth Air Force.

► **Heroic Flying** — After the Casablanca conference and a further conference in Chungking, Gen. Arnold announced at a mass tribute meeting in New York for Mme. Chiang Kai-shek that China's strength in the air would be increased, but called attention to the tremendous difficulties involved. Bombers and fighters can be flown over the southern Himalayas into China, but to keep them in operation, every drop of gasoline and oil, every bomb and bullet, and all the spare parts have to be ferried in by air. The weather is terrible; 17,000-foot mountains have to be cleared by instrument flying on the southern route over Jap-occupied upper Burma. Keeping to the north to avoid the enemy means having to clear peaks some 5,000 feet higher. Icy conditions, no charts, no landing fields, no lights, no beam. But the stuff kept coming through.

► **Stepped-up Service**—However, in accordance with Gen. Arnold's promise, the air supply route has been strengthened, more medium bombers and fighter planes (includ-

ing some *Lightnings*) supplied, and a heavy bombardment group flying *Liberators* was sent over to China. Several additional airfields in Assam have been completed, and in addition to many more Douglas *Skytrains* (C-47's), a number of Curtiss *Commandos* (C-46's) have been added to the fleet.

As the activity increased, Japanese reaction was swift. From their bases in upper Burma they raided the airfields in Assam until the P-40's detached from the Tenth Air Force to protect the ABC air transport service made it too hot for them. A great secret of the success of our fighter interception was the unique air warning system, patterned after the one Chennault set up in China, part of which itself has to be supplied by air.

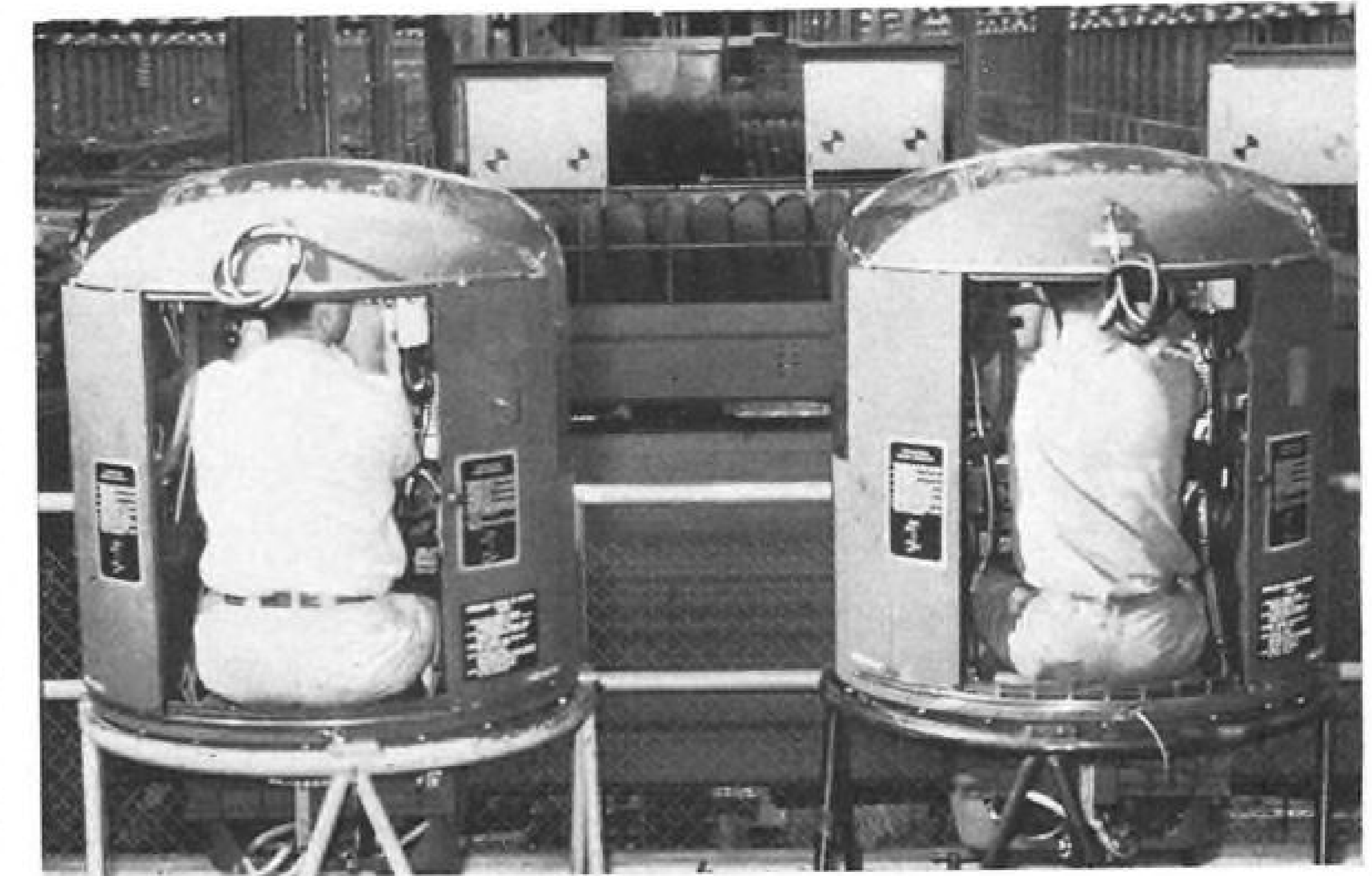
► **Is Air Supply Sufficient?**—Despite the fact that our air carriers are delivering quantities of freight which a year or two ago would have seemed fantastic, it is little more than a trickle compared to the requirements of the Chinese theater. These include the necessity of keeping both the Fourteenth Air Force and the Chinese Air Force (including a recently organized composite Group) in constant operation.

In addition to this, new bases are needed and improvement of some present ones for operation of heavy bombers, requiring more airborne supplies. Besides these air operations, certain essential items for the Chinese ground armies have to be flown in. These forces have to be kept in the fight for many reasons, not the least of which is to keep them strong enough to hold off the Japs to protect the present bases and eventually drive them back far enough so that air operations on a sizable scale in eastern Chekiang province may begin.

► **"Liberators" Ferry Own Supplies**—As an example of the difficulty of maintaining adequate air operations, take the heavy bombardment group which reached China last April. The vitally needed long range operations of this *Liberator* group have been severely hampered by the fact that the same crews and planes which do the bombing also have to fly in their own gasoline, bombs and ammunition.

It takes the utmost effort on the part of the Air Transport Command and the China National Aviation Corp. (the scope of the former heavily predominating at present) to fly in the supplies needed for a bare minimum of other air and general operations.

► **Eight-Week Ocean Trip**—And it's not only a problem of ferrying the



INSIDE LIBERATOR TAIL TURRETS:

Unusual photo of armament workers in final assembly at Consolidated Vultee's Fort Worth, Tex. plant as they prepare to boresight the .50 caliber machine guns mounted inside these two tail turrets. They align the barrels of each gun on the targets seen beyond.

stuff in over the mountains—tough as that is. To get it up into Assam in the first place means an ocean trip of eight or nine weeks from New York to Calcutta, plus several weeks more from there over two or three railroads of different gauges, crossing the un-bridged Brahmaputra River by ferry, etc.

The sooner the port of Rangoon can be conquered, the Japs thrown out of Burma, and the Burma Road and new Ledo Road opened up for supplies, the sooner can a really substantial offensive from China be launched, and one of the skyroads to Tokyo utilized.

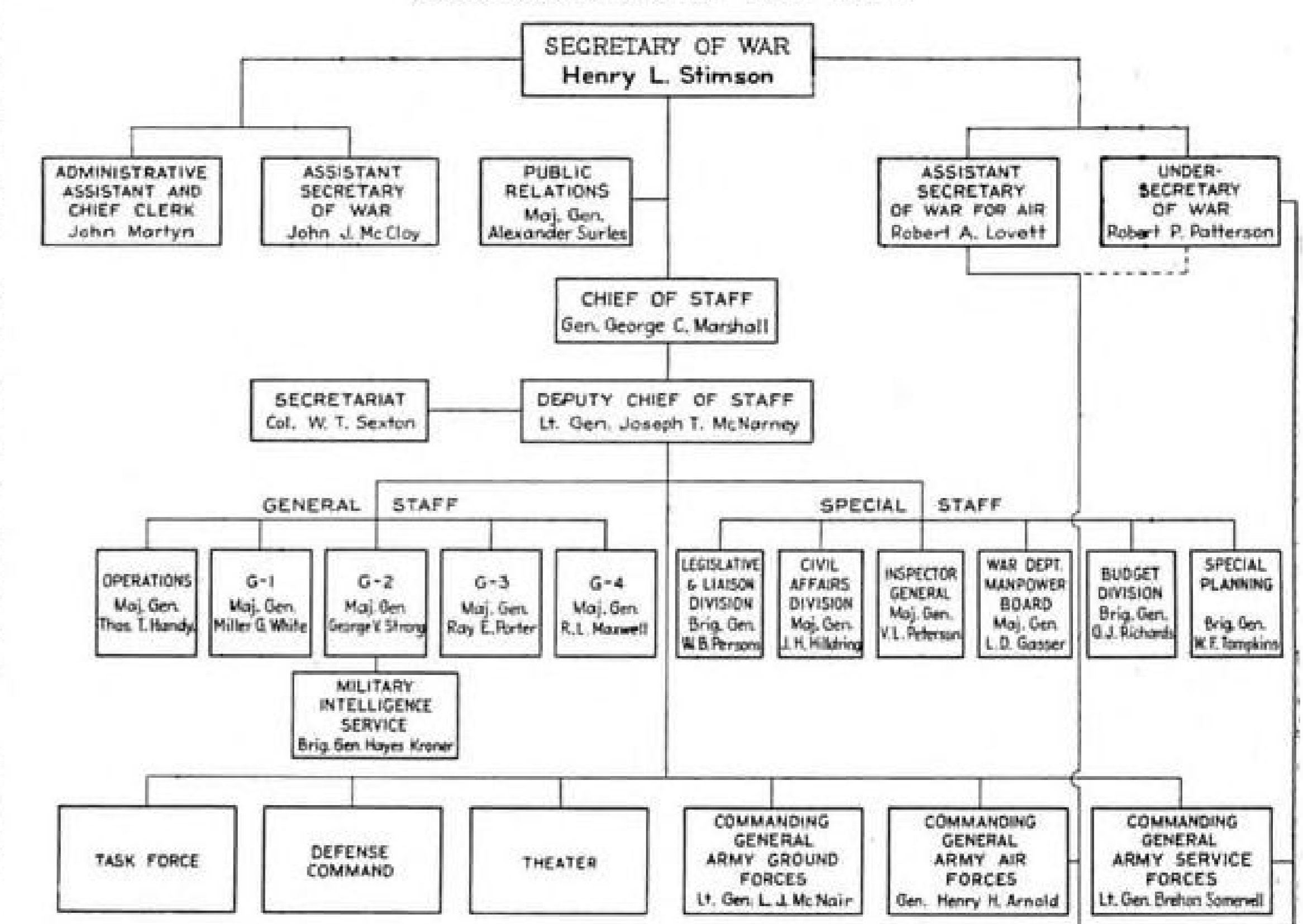
—NAVIGATOR



BATTLE SCARS GLORIFIED:

This Liberator participated in 75 raids over North Africa, Sicily and Italy, as well as the low level attack on the Ploesti oil fields. Crew members, proud of the performance, painted the hundreds of pock marks on their Liberator. Workers at the Oklahoma City Air Depot went to work and when the armorers finished all fack and machine gun holes had disappeared and the skin of the bomber was solid again.

#### ORGANIZATION OF THE ARMY



#### LATEST ARMY ORGANIZATION CHART:

Outlined above is the organization of the Army with current officials and officers in top positions and commands. The chart has been approved by the War Department Bureau of Public Relations.

## AIRCRAFT PRODUCTION

# November Plane Production Heads for New Monthly Record

Most Washington officials expect unit output to exceed October and all sources are confident that total weight will be up.

By SCOTT HERSHEY

All indications point to an aircraft unit production in November which will exceed even the record-breaking October output of 8,362 airplanes.

Some production experts estimate the November total at just less than 9,000, but others say that if the aircraft industry tops the October figure only slightly, it will have accomplished what the skeptics said a few months ago was the impossible. **► Pounding Jumps**—Regardless of the unit production this month there is no question but that the weight of aircraft produced will set an all-time high. The public generally, used to units in this battle against the Axis, sometimes forgets that the poundage output really tells the story.

Production experts say that unit output goals are easily reached and

that the 10,000 a month goal could be reached this or any month in the future if that were the ultimate schedule. Since unit output isn't the ultimate goal, except so far as the announcements of public officials and the ideas of the public are concerned, it is unlikely that the 10,000 number will be reached before the middle of next year, if then. **► Nelson's October Report**—Donald M. Nelson, WPB chairman, in his report on October production, just released, notes that plane production was 8,362, was up 10 percent in numbers, 9 percent in airframe weight and 10 percent in dollar volume, which actually gives a clearer picture than the unit output.

The increase in aircraft dollar value, Nelson said, accounted for more than half of the total gain in munitions production. The showing

in the aircraft category was especially impressive relative to schedule as was pointed out in AVIATION NEWS two weeks ago. For the first time in 1943, the number of combat models meeting or exceeding their goals was higher than the number that failed to do so.

**► Experience Counts**—Nelson said that undoubtedly one of the chief factors in October's 29 percent gain in munitions, and including aircraft, was experience—experience which can come only with time, practice, and constant effort. Better management, better effort by labor, better trained workers—in a word—"know how"—can be seen clearly in October's performance.

## Big Spurt in Output of P-38 Scheduled

Convair's Nashville plant and Hudson Motor Car figure in new Lockheed program.

The strategic position of long-range fighter planes in the bombing picture is emphasized by developments under which nation-wide subcontracting is expected to make possible the production of Lockheed P-38 fighters at a rate of "hundreds of planes a month."

There has been so much emphasis and publicity on the accelerated output of the big *Liberator*, *Flying Fortress* and Boeing super-bombers that the long-range fighter escorts are eclipsed.

**► Big Increase**—Figures on the fighter production and the Army's schedule are, of course, restricted, but Lockheed's President, Robert E. Gross, said the net quota for his company will be "five times the Army Air Forces requirement of one year ago.

The present daily production rate was given as "greater than the monthly production rate at the time of Pearl Harbor.

**► Convair Joins**—In connection with the program, it may now be disclosed that the Nashville Division of Consolidated Vultee has started production work on the Lockheed P-38 *Lightning* long-range fighter. It was about two months ago that the plant was instructed to halt production planning and tooling on the A-20 twin-engine *Havoc* attack bomber, scheduled for production there, and go into immediate preparation for mass output of the P-38.

It was coincidental with the appearance of the long-range P-38 over Germany that Lockheed was

permitted to announce its vast expansion program.

**► Vultee Field to Aid**—Consolidated Vultee's plant at Vultee Field, Calif., will also participate in the accelerated P-38 production program, building wing sections. As the Nashville plant gathers momentum on the new project—meanwhile continuing to turn out the *Vengeance* A-35 dive-bomber in quantity for the AAF and RAF—it will assemble complete *Lightnings* and during the expansion program assist in supplying major subassemblies to Lockheed in Burbank for assembly there. A convair office has been set up near Burbank to coordinate the work of the Nashville division and Lockheed technicians.

Other Lockheed subcontracts have gone to Hudson Motor Car Co., Detroit; Rheem Manufacturing Co., and several Los Angeles plants.

## Wage Incentive Plan Urged by WPB Aide

J. W. Nickerson, heading management consultant division, sees 35 percent more output possible.

The question of wage incentive plans—several of which are now under consideration by various aircraft companies—has been raised again and endorsed by a high official of the War Production Board who sees them as a means of increasing production with no increase in personnel or facilities.

John W. Nickerson, director of the WPB's Management Consultant division, believes war production could be increased as much as 35 percent through better utilization of existing facilities and labor.

**► Incentive Plans**—He contends that a good share of this potential increase in production can be secured through sound wage incentive plans and in support of his position said a detailed study of 17 typical cases in the New York region, covering group, individual and plant-wide incentive pay plans, showed increases ranging from 10 to 100 percent above past performance.

In nine of the cases—all of which had been submitted to and approved by the Regional War Labor Board—the increase over past performance was more than 50 percent. Plants making such items as aircraft parts, electronic tubes, die castings, paper containers, lubricating coils and precision optics were included in the study.

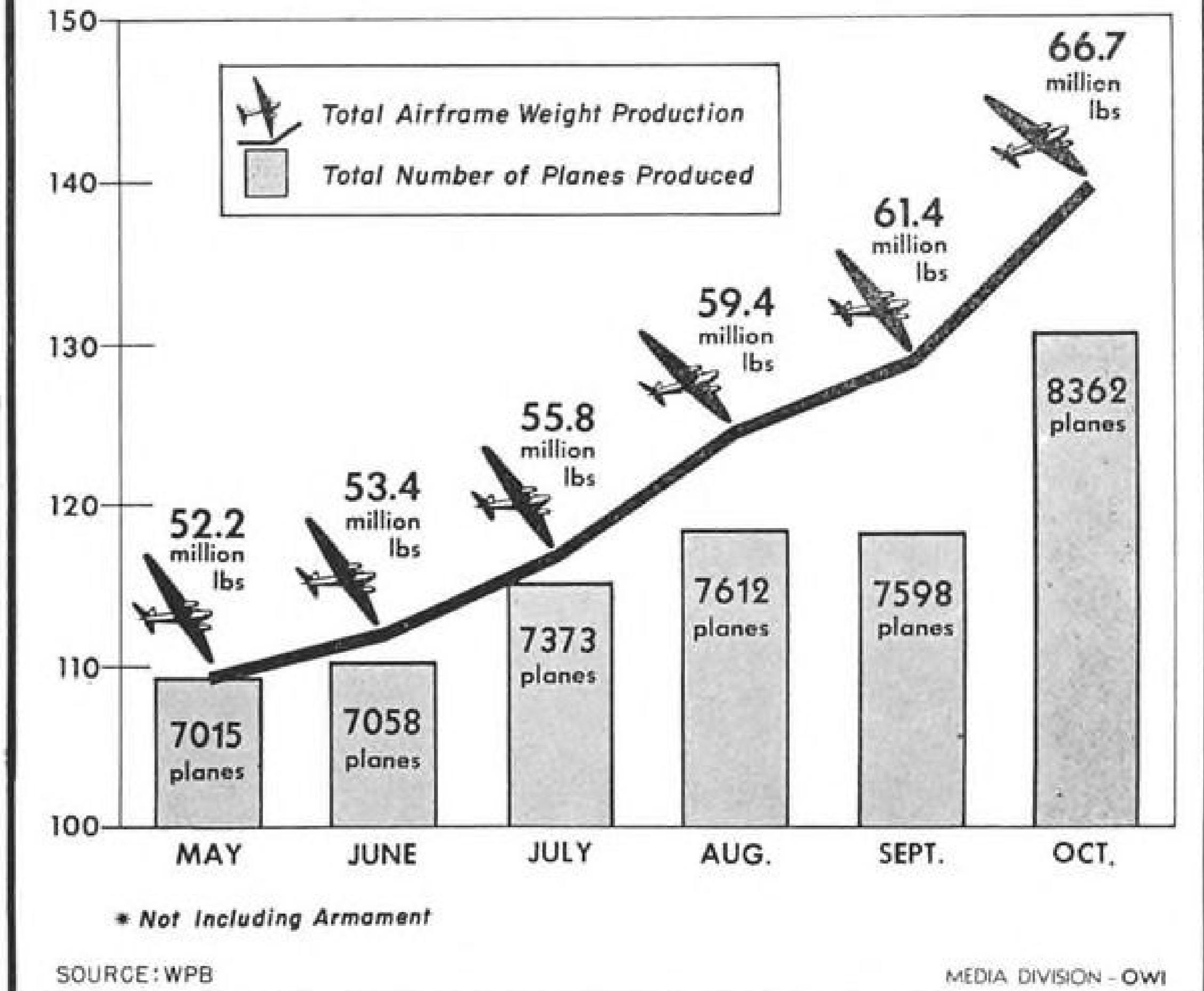
**► Favored by Wilson**—Charles E. Wilson, WPB executive vice-chair-

## MILITARY PLANE PRODUCTION

SHOWING MONTHLY OUTPUT & INCREASE in airframe weight\* and number of planes

MAY-OCTOBER 1943

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### ATTEND HIGGINS PLANT DEDICATION:

Andrew J. Higgins, Sr., president of Higgins Aircraft, Inc., is shown here with Brig. Gen. K. B. Wolfe, Army Air Forces, ranking Army guest at the dedication of the Higgins Aircraft plant at New Orleans. The photograph, made in Higgins' home, shows a picture of one of the Higgins PT boats in the background.

man, has long been an advocate of incentive wage plans and has plugged them hard to the aircraft industry, which is now considering ways and means of adopting equitable plans. Reports from the West Coast indicate some type of wage incentive programs will be in force in some plants there around the first of the year.

As Nickerson pointed out, and as Wilson has said repeatedly, WPB's interest in wage incentive plans flows strictly from its interest in increased war production. He said more than 1,000 managements of all types have applied to the management consultant division for assistance. This assistance takes the form of engineering advice and there is no dictation, no exercise of authority, no veto power.

**► Fundamentals**—Nickerson said that for completely satisfactory results, he believed two fundamentals were necessary in any wage incentive plan:

1. Proper technical principles and practices.
2. An understanding and cooperative attitude between management and labor.

He believes that, while much of the difference between current production rates and those reasonably attainable is due to lack of incentive plans, a good deal also is due to faulty incentive programs set up without consideration for these fundamentals.

**► Treatment**—"Such conditions need cure," Nickerson said in discussing this subject before the Autumn Production Conference of the American Management Association in New York, "and in adding to our wartime incentives, where often the necessary time for conservative study is unavailable, we all the more need the best scientific thought to bring about the optimum soundness consistent with the needs of the hour.

"So in case of incentives, in plants from which we are desperately in need of production, we may need to pass over some of the technical details which in other times we would insist on, and call on management and labor to provide greater shares of leadership and cooperation. We should still use the ultimate of engineering knowledge but perhaps work to broader tolerances.

Much care, of course, should be given to see that our correlation between effort and our measure of effort is positive and sufficient and that the reward is in reasonable proportion to this effort."

► **15 Percent Veterans**—He said there are 7,972 former employees of the Santa Monica plant now with the armed forces, 8,765 from the Long Beach plant and 3,458 from the El Segundo division.

Porter estimated 15 percent of all men now employed at Douglas are veterans of World Wars I and II, and that about 60 percent of this number are ex-service men of the present war.

## 17,000 Ex-Servicemen Employed by Douglas

But more than 20,000 other workers have been lost through draft.

Douglas Aircraft has approximately 17,000 honorably discharged service men of World War II now working on its production lines.

S. O. Porter, Douglas personnel director, said this group, representing men wounded, injured, or otherwise incapacitated for combat duty, as well as those released from the armed forces because of age limitations, largely replaced the thousands of Douglas employees drafted.

## Aircraft Industry, Busy on Orders, Eyes Capital Reconversion Moves

Nelson, Byrnes or Wilson expected to be selected to head government's role in gigantic task of shifting business back to peacetime pace.

By SCOTT HERSHEY

The problem of reconversion of the aircraft and other industries is becoming less and less academic and that is one of the reasons the aircraft industry has more than a passing interest in the present

somewhat puzzling and controversial goings on in the nation's capital.

This interest, of course, takes into account the fact that, despite cut-backs in some war munitions items, the aircraft industry probably will be up to the hilt in production right up to the final bugle. At the same time, the aircraft industry occupies an unenviable and recognizedly disadvantageous position in this regard because of its unprecedented expansion as compared with other industries.

► **Nelson, Byrnes or Wilson**—Just who is going to direct this headache-producing reconversion job so far as the government is concerned is still a matter of conjecture. There is still a war to be won. But there are strong indications that Donald Nelson, chairman of the War Production Board may be tapped to head up this gigantic task. There are others that James F. Byrnes, director of the Office of War Mobilization, may become the director of war demobilization. And in any conjecture of this kind, it is impossible to leave out the name of Charles E. Wilson, WPB executive vice-chairman, who would like to go back to General Electric, but who may find himself so pressed by the demands of a grateful government that he may not be able to go back to private industry as soon as he would like.

On the Congressional side, the committee headed by Senator George, who is also chairman of the powerful Senate Finance Committee, probably is the group to watch. This committee has recommended, in a preliminary report, an over-all administrative body to unify procedure for contract terminations and related matters with Congressional guidance.

► **Free Enterprise**—At the bottom of this and other recommendations of

the George committee is the basic principle that reconversion and contract termination proceedings should always bear in mind the restoration of the free enterprise system at the earliest possible moment and avoidance so far as possible of any interruption in production and also large-scale unemployment.

In connection with reconversion, Wilson told the Senate Truman Committee that it was too early for the aircraft industry to divert manpower to postwar aviation designs, but he added significantly, that the time for such a move might come in 1944.

► **New Setup Hinted**—Wilson also indicated there might be a new setup with the backing of WPB for a cooperative program of management and labor to increase production, now at an all-time high and going on up. The management-labor group hinted by Wilson would consider many of the problems now plaguing the aircraft industry and, with proper cooperation and support, the results undoubtedly would be constructive.

Wilson knows, as does everyone connected with the industry, that the whole structure will be substantially reduced when the manufacturers finish their wartime job, but he has indicated that he fully believed the industry will be in a position to further finance operations if termination policies are carried out on a common sense basis.

► **Reconversion Steps**—Just as industry leaders advocate careful and definite plans now for peacetime production, so does Wilson believe cautious steps should now be taken looking toward orders and markets for the reconversion period—without, of course, diverting from war production. Wilson and aircraft industry leaders have indicated they believe this can be done without affecting war production.

Wilson's views before the Truman committee were given coincident with those of K. T. Keller, president of the Chrysler Corp., who held that government plans for the disposition of war plants should be made known and definite immediately if industry generally is to be aided over this difficult period.

► **Postwar Needs**—While both Wilson and Keller believe top personnel cannot or should not be diverted at this time, Keller held that the government should notify war manufacturers as soon as possible just which plant facilities will be for sale or available and an estimate of war production needs after the European phase of the war is ended.



### SPERRY DEDICATION:

These officials dedicated the Frederic Blin Vose Memorial High Altitude Laboratory, Great Neck, Long Island, at the plant of Sperry Gyroscope Co. Study of man-instrument team performances at high altitudes will be made. Left to right: R. E. Gillmor, president Sperry Gyroscope; Brig. Gen. Frank T. Hines, administrator of Veterans' Affairs and principal speaker; Midshipman F. H. Vose, son of the late Frederic Blin Vose, and T. A. Morgan, chairman of the board, Sperry Gyroscope.

About this time, in St. Louis, Henry J. Kaiser, proposed a vast private credit pool backed by banks, insurance companies, industry, government and organized labor to finance reconversion of industry to peacetime work. Kaiser contended that we have no constructive program for financing peace, but there are definite indications in many quarters that the top brains of industry are giving increased attention to this problem, while at the same time, diverting nothing from wartime production.

► **Baruch Forms Staff**—Meanwhile, Bernard M. Baruch, who heads the strategic position in postwar planning, was gathering about him business-minded men. As pointed out by some Washington observers, just as the war production program was turned over largely to business men like Nelson and Wilson, the job of getting the nation back on a peacetime basis, once the victory is won, is being placed in the hands of men with experience in industry and finance.

Baruch took occasion to deny that



### STOUT AND GUIBERSON TALK SHOP:

William B. Stout, famous designer now with Consolidated Vultee Aircraft, is shown, left, with Allen Guiberson, president of Guiberson Diesel Corp., of Dallas, carrying on a discussion of the installation of Diesel engines in helicopters which received attention at the recent Clinic of Domestic Aviation Planning, Oklahoma City. Guiberson said his aircraft engine has been lightened to 1½ lb. per horsepower and that weight savings for fuel would be 100 percent over the weight of regular aviation gasoline. Stout said 1,000 of his Skycars, which will have detachable wings for highway use, will be available a year after the war, at a cost below \$3,000.

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he advocated the selection of Nelson to direct the task of converting America to peacetime production, emphasizing that that decision is in the hands of President Roosevelt and Byrnes. He remarked, without amplification, and adding somewhat to the confusion, that he thought Byrnes was already appointed by the President to be in charge of postwar demobilization as he is of war mobilization. Baruch emphasized that he had not advocated the selection of any individual.

Wilson, apparently prevailed upon to remain on his job for the time being, after a conference at the White House, then went into a huddle with Nelson. Wilson declined comment on his conversations with either Nelson or Byrnes or the White House, but there were indications that he still is of a mind to return to his private job with General Electric as soon as he can get a release.

## AWPC Pushes Drive To Curb Job Shifting

Estimates industry needs 13,000 new workers plus 22,000 replacements.

Aircraft War Production Council is in the midst of an intensive campaign to reduce labor turnover, probably the greatest limiting factor in aircraft production.

Council estimates the aircraft industry is now short about 22,000 replacements, in addition to 13,000 new workers needed to meet increased production schedules.

► **Crux of Turnover**—A report by



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### MASEFIELD AT WRIGHT:

Peter Masefield, editor of *The Aeroplane*, British aviation magazine, and London newspaper writer, discusses construction of a Cyclone 9 with a woman worker at Wright Aeronautical Corp. plant in New Jersey. He is also a contributor to Newsweek. Masefield lauded the work American-made airplane engines are doing around the world.

the Council shows the crux of the turnover problem lies with workers who leave their jobs because of "personal affairs," this category constituting 55 percent of turnover. Health reasons were cited in 16 percent of the job terminations and 7.8 percent were for military reasons in a recent survey.

The aircraft industry is constantly at work trying to remove the causes of unnecessary termination and the question is one of major concern to the Council. There has been considerable progress in the improvement of working conditions, living facilities and transportation facilities, but there is still more to be done.

► **Recommendations** — The report said strenuous efforts must be made by the industry generally, by management, employees and the public to encourage men and women to stay on their war jobs.

Seven recommendations are made, designed to reduce turnover.

1. That employers hire no one without an availability certificate and give certificates only for good cause.

2. That stores arrange hours to give all employees a reasonable opportunity to shop.

3. That school boards arrange for all-day care of war workers' children.

4. That milkmen, laundrymen and

other community services wherever possible give war and other essential workers and their families first consideration.

5. That housewives rent spare rooms to war workers and arrange to care for children.

6. That those persons who are in a war job stay on the job and encourage others to follow their example.

7. That those persons not in a war job get one.

## Awards

All but five of the 24 awards from War Production Drive Headquarters were won by workers in aircraft last week. These honors go to employees whose practical suggestions, submitted through labor-management committees, have quickened production pace. Winners were:

► Goodyear Aircraft Corp. and UAW-CIO, Akron; One certificate, six honorable mentions.

► Curtiss-Wright Corp., Airplane division and UAW-CIO, Columbus, Ohio; Four certificates.

► Curtiss-Wright Corp., Propeller division and International Assn. of Machinists-AFL, Indianapolis; Two certificates, two honorable mentions.

► Republic Aviation Corp., Farmingdale, N. Y.; Three honorable mentions.

► Bendix Aviation Corp. and UAW-CIO, South Bend; One certificate.

## Fairchild Gunner Passes AAF Tests

Craft believed to be first plywood ship used in quantity by Army.

Fairchild has disclosed that its A-21 *Gunner* has successfully passed the rigid Army Air Forces static tests at Wright Field, Dayton.

This plane is the only plywood ship, so far as is known, to be used in quantities by the Army. Predominance of molded plywood in construction of the *Gunner* made some experts skeptical of its ability to take the same punishment to which metal ships are subjected in such tests, but she stood well and as a result has been structurally accepted.

The plane flown to Wright Field for the tests was made at the Burlington plant and first took the air last May 20.

## THE NEWS VIEWS —



Richard C. Palmer

A crisis arose in a West Coast aircraft factory one day recently. Two thousand paper cups were needed immediately or the night shift would not get its coffee, and extensive search could not locate any paper cups in the area. The problem seemed insoluble.

As a last resort, a call was put through to the National Aircraft War Production Council in Washington, to see if anything could be done. There was. The War Production Board was contacted; lists of dealers who had paper cups were produced; and orders from WPB to release the cups to the aircraft factory went out over the wires. The night shift had its coffee.

► **All in Day's Work**—Easing this crisis was all just part of a day's work to Richard C. Palmer, Washington-wise secretary of the National Aircraft War Production Council. Dick Palmer knows his way around. Shunning publicity, and feeling pleased that NAWPC is not well known outside the industry, he is willing and ready to help on all aircraft problems that have to do with wartime production. "Looking after people's Washington troubles is my forte," he says.

Born in Cleveland, forty years ago, Dick Palmer was the youngest of four children, the closest of whom was his senior by twelve years. He was the only American in his family, the rest having been born in England or Canada, where his father conducted an engineering business.

► **Honor Student**—He was educated in public schools, received a PhB from Denison University, an LLB, cum laude, from Denver University and did post graduate work getting background in Property and International Law at Oxford, in England. During his school days, Palmer worked on Saturdays and during the summer for the Cleveland News, as cub reporter and in the editorial room, an experience he considers invaluable.

When the senior partner of the law firm with which he practiced in Den-

## PERSONNEL

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ver was elected to Congress, he took Palmer along as secretary. This was Rep. Lawrence Lewis, Democrat. Later Palmer worked in the same capacity for Senators Alva B. Adams and Eugene Millikin. As the former was a Democrat and the latter a Republican, Palmer says that any "partisan slant was thereby removed forever from my escutcheon."

Scores of people bring knotty problems to Dick Palmer every week and the newcomers are always amazed at his ability to solve their problems himself or to direct them to the one official in the confusing welter of government offices who can take suitable action in a matter of minutes. He holds firmly to the belief that it is possible to get things done in Washington honestly, effectively and quickly without recourse to subterfuge, high pressure or other unusual methods, and the results bear him out every day.

► **Drafted for Council Job**—After several years on Capitol Hill, and four years in the office of General Counsel of the Bureau of Internal Revenue, the West Coast Aircraft War Production Council drafted Palmer to represent them in Washington. Last April, when the West Coast and East Coast Councils joined forces, Palmer was made secretary of the national organization. There, as right-hand man to Chairman Frank F. Russell, he quietly works on the myriad problems of wartime production.

William Taylor, an executive with various mining and manufacturing enterprises in this country and Latin America, has been elected president of Lineas Aereas Mineras, of Mexico. A native of Ohio, Taylor also spent over nine years in Panama on government engineering projects. His headquarters will be in Mexico City.



Named assistant to the Western region manager of Transcontinental & Western Air was Clancy W. Dayhoff, public information head of this division. He formerly had managed TWA's news bureau system in New York and Kansas City. Before that, he was employed by Eastern and Western Air Express.

Harry S. Murry, formerly with the Chicago office of the War Manpower Commission, has joined Braniff Airways as assistant to the president. He will be in charge of personnel and training departments and be located at Love Field, Dallas.



### ELECTED AT AIR TRAFFIC CONFERENCE:

Charles E. Beard (left), traffic vice-president of Braniff, was elected president of the Air Traffic Conference at its recent meeting in Kansas City. Other officers are (left to right) Nelson B. Fry of United, first vice-president; Thomas Wolfe of Western Air, second vice-president; V. P. Conroy of TWA, retiring president and M. F. Redfern of ATA, executive secretary.

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J. E. Romais (left), supervisor of sheet metal at Douglas Aircraft's new Chicago plant, has been named chairman of the Employee-Management War Production Committee of that plant. Romais joined Douglas after seeing a newsreel of its Santa Monica plant and the B-18 Army bomber it was then building. After four years with the company he was assigned to the experimental department to work on the B-19, and later worked at the Long Beach plant. Kingdon Kerr (right), member of the Douglas engineering department, has been named special project engineer. He joined Northrup Aircraft Co. in 1933, and became a member of the Douglas staff automatically when Douglas took over the Northrup dive-bomber plant in El Segundo.

Marian McClintic, Pennsylvania-Central Airlines hostess since 1941, has been promoted to the position of assistant chief hostess of the western division of PCA. She will have her headquarters in Detroit, where she will supervise the activities of hostesses based there.

Robert Aldrich, new director of the Minneapolis-St. Paul Metropolitan Airports Commission, has settled down to his new duties. Formerly supervisor of airways and airports for American Airlines, his first task is to conduct a survey of air facilities in the Twin Cities area, on which a program of expansion will be based. The survey must be submitted to the two cities and the state by December 31, under the Minnesota law creating the Airports Commission.

Rear Admiral Charles E. Rosendahl, Navy's outstanding authority on lighter-than-air craft, has been given a certificate of honorary membership in the John Ericsson Society in recognition of his "contributions to the aeronautic science and his distinguished achievements in the United States Navy."

Within the next two weeks Rear Admiral Elliott Buckmaster will take command of the San Diego Naval Air Base. He was skipper of the aircraft carrier Yorktown, sunk at Midway.

Two promotions and an addition to the staff were announced by Continental Air Lines. S. B. Redmon (left), has been named assistant to R. J. Moulton, Jr., director of research, schedules and tariffs. Holder of a law degree from Kansas University, Redmon joined the airline last May as a station agent at Tulsa, with the promise of eventual employment in the research department. He had been in the title department of Stanolind Oil & Gas Co. and with a commercial banking firm. Horace Gates



(right), was appointed CAL district traffic manager at Denver. He formerly held the same position at Tulsa and has been city traffic manager in Denver since August. He relieves Arthur C. Smith who has been both district and mail, express and freight traffic manager for the past six months. Smith will devote all his time to the latter job, as well as to research on CAL's new route applications. Latest addition to Continental's hostess staff is Betty Jane English (center), who comes from Vega.

W. H. Hunt, general supervisor of flight operations at the Santa Monica plant of Douglas Aircraft, recently received his 15-year service pin. He started out as a helper in final assembly and, working through various departments, now has complete charge of A-20 fighter bombers and C-54 Skymaster transports through all tests until they are delivered to the Army.



**NEW ASSISTANT CHIEF:** Rear Admiral Ralph E. Davison, left, was assigned to sea duty after serving with the Bureau of Aeronautics since 1941. He is being replaced by Rear Admiral Lawrence Baxter Richardson.

## FINANCIAL

# Transportation Systems Analyzed In Federal Reserve Bank Report

Speeding-up and streamlining by railroads will keep much of anticipated new traffic on the ground, survey predicts.

BY ROGER WILCO

As air transportation continues on its way toward new accomplishments, there is a strong inclination to overlook the major strides constantly being made by other transportation media. For a proper perspective, it would be well to focus attention on the relative positions of all passenger carriers.

The Federal Reserve Bank of New York, in its current monthly review, presents a short analysis of the country's commercial transportation system. The accompanying chart shows clearly how the separate transportation agencies have fared during the war period.

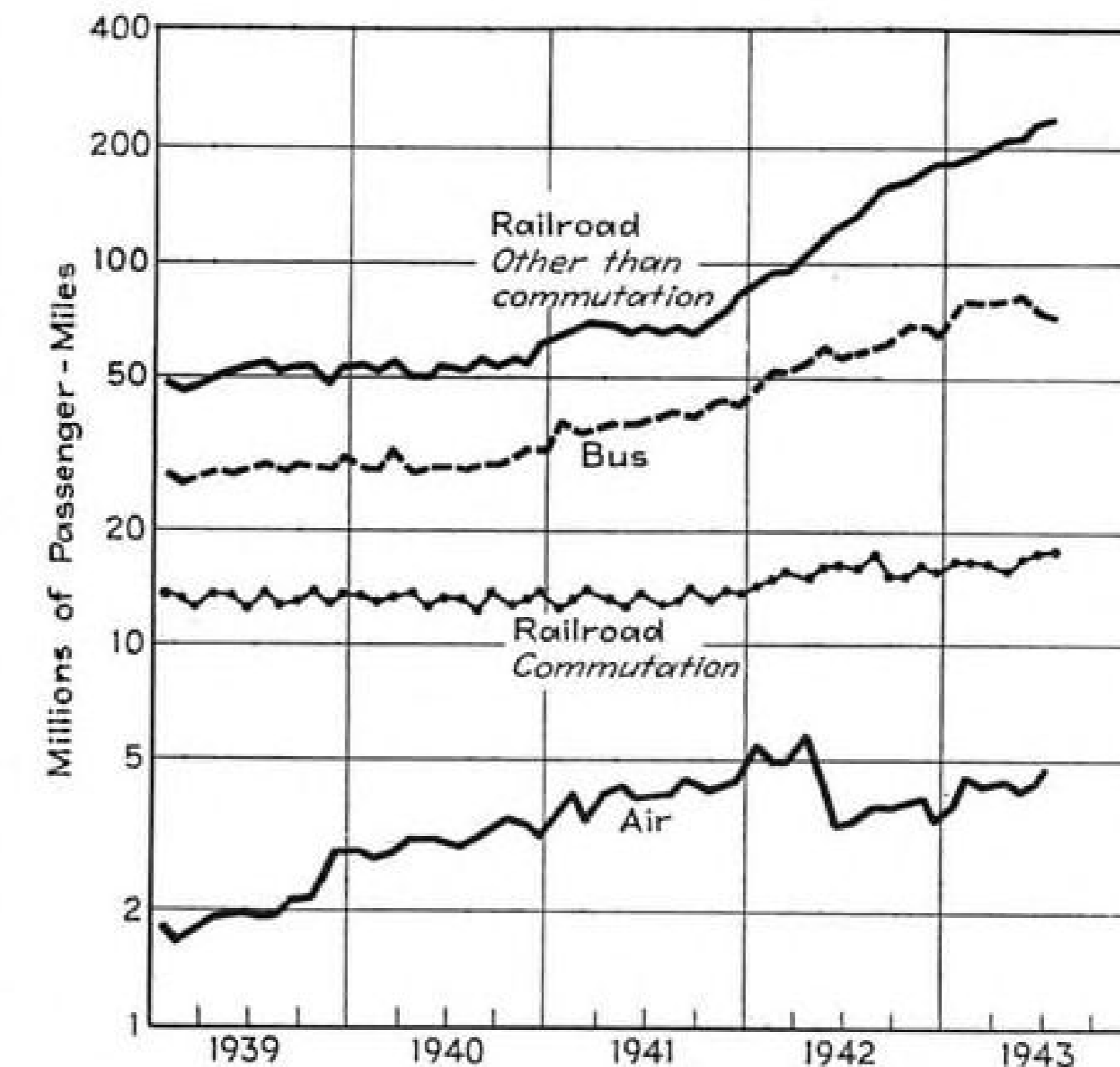
**Steady Progress** — Airline travel progressed steadily until May, 1942, when the industry lost almost half the number of planes in operation and, as a consequence was forced to reduce the number of flights. While a sharp contraction in airline passenger travel then occurred, some recovery has taken place in the past year, but the upward movement has been very irregular.

The greatest gains in passenger travel, however, have been made by the railroads. As seen from the chart, railroad travel other than commutation averaged about 50 to 55 million passenger miles per day in 1939 and 1940. By the spring of 1942, the daily average (after seasonal adjustment) had reached 100 million passenger miles, and at the middle of this year it was approaching 240 million miles—four and a half times the level of 1939 and about twice

that of 1920, the preceding peak year.

**Passenger Travel**—During the past three years, passenger travel on intercity bus lines has risen steadily, despite some curtailment of facilities due to shortages of gasoline and rubber since 1941.

It is evident that despite their gains, the airlines are running a poor third among the nation's long-haul passenger transportation agencies. At best, the airlines averaged but a little more than five million passenger miles per day. At its low point, bus travel, during the period under review, averaged about 22 million passenger miles daily.



Daily Average Number of Passengers carried one mile by railroad, air, and intercity bus lines, adjusted for seasonal variation. (Railroad and airline series are those of the Federal Reserve Bank of New York; bus lines data have been estimated from Department of Commerce seasonally adjusted index of intercity motor bus transportation. Plotted on ratio scale to show proportionate changes.) Chart by Federal Reserve Bank of New York.

**Air Carriers** — The air carriers have unquestionably been restricted in their progress, more so than the other agencies, due to war conditions. However, if nothing else, the recent gains and existing position of the railroads and buses does indicate the formidable place these carriers occupy in the country's transportation system.

From still another financial quarter comes an appraisal of the railroads that may well interest airline partisans. National City Bank of New York, in its November news letter, concludes a two-article survey of the railroad's war achievements. It is asserted that the rails' wartime experience will represent a permanent gain. While postwar competition from the airlines and other agencies is recognized, the bank review implies that the steam carriers will be able to cope with the new elements.

**Shift to Planes Seen**—"Many foresee a steady flow—although by evolution rather than revolution—of first class passenger and express traffic to the airlines." This statement leads into a disclaimer of attempting to estimate the percentage of traffic airplanes may obtain. But the plea is made "from the standpoint of benefit to the country, . . . transportation should be by that

agency which can meet the country's wants and needs most effectively, efficiently and economically.

It is not realistic to suggest that this should be determined by 'free' competition . . . but in the public interest it should be determined by 'equal' competition, meaning that government should give advantage to none."

In other words, from this and other views in the article, it may be inferred that, as unification of all forms of transportation is desirable, why not let the railroads get into the air picture?

**Railroads' Role** — The observation also is made that railroad management is not lacking in "realistic analysis of its competitive problems, or in planning." It is asserted that "railroad men believe . . . that they can move bulk freight in volume at the lowest cost of any transportation agency." Nor do

they propose to accept "the humiliating role of a carrier of that traffic which other forms of transport don't want." This last statement may be directed at the airlines which, obviously, would be interested in the cream of railroad traffic, both passenger and freight.

National City Bank further maintains that "the railroads plan to improve the speed, dependability and economy of their service. . . . They realize that they must focus attention on further increasing speed and cheapness.

► **Modernization and Speed**—"They foresee a steady increase in passenger trains featuring comfortable, streamlined coaches, capable of scheduled average speeds of 70 to 75 miles an hour, and scheduled freight trains moving at the speed of many of the country's present passenger trains."

The Federal Reserve and National City reviews may serve as a rude shock to those who may have assumed that the railroads were "dead ducks" once the airlines are relieved of war restraints. Further, the favorable view taken of the railroads' future prospects by financial sources is not without its potential implications.

► **Directors of Fairchild Engine and Airplane Corp.** at their monthly meeting declared a dividend of 20 cents per share on outstanding common stock of the corporation, payable Dec. 16, 1943, to stock holders of record as of the close of business Dec. 3, 1943.

The dividend is the first paid by the corporation since its formation in 1936. Fairchild Engine and Airplane Corp. was incorporated Nov. 4, 1936, to acquire the airplane and aircraft engine manufacturing activity of Fairchild Aviation Corp. Now operations of the corporation include the manufacture of aircraft by its Fairchild Aircraft Division, the manufacture of aircraft engines by its Ranger Aircraft Engines division, and the manufacture of plastic-plywood aircraft components by its Duramold division. In addition, it has a subsidiary and an affiliate corporation each engaged in important engineering and technical developments of present secret war and postwar application.

► **Directors of Aviation Corp.** declared 10 cents a common share, payable Dec. 20, 1943, to stockholders of record Nov. 30. Ten cents a share was paid last Apr. 30, making a total of 20 cents for the fiscal year ending Nov. 30. Company's dividends totaled 25 cents in 1942.

► **Fairchild Aircraft, Ltd.**, Montreal,

reports for the year ending June 30, 1943, net profit of \$38,386, compared with \$98,540 in the previous year. Refundable portion of company's excess profits tax amounted to \$88,849. Operating profit was \$676,689 compared to \$873,766 the previous year, and surplus carried forward was \$74,141 compared to \$67,605. Current assets were listed at \$6,642,418 and current liabilities \$6,187,141.

## Western Lists Sources Of Cash to Buy Inland

Also reveals plans for officers whose stock is to be purchased.

Sources from which Western Air Lines intends to obtain its proposed purchase price of Inland Air Lines—\$363,688—were revealed in testimony by Leo H. Dwerlkotte, vice-president in charge of operations of Western, at a hearing in Washington before the Civil Aeronautics Board.

These sources include: (1) Cash on hand (as of Sept. 30, 1943): \$232,762; (2) tax anticipation notes owned in excess of Western's tax obligations: \$160,000; (3) accounts receivable: \$520,536; (4) owed by the Army for services performed by the airline: \$920,003. This last figure, Dwerlkotte explained, was expected to be reduced by about \$500,000 shortly.

► **Inland Officers**—Also disclosed were Western's plans for Inland officers whose stock it has agreed to purchase. R. Leferink, president, will be given no exact duties in the new setup, but, on special assignments, his present salary of \$10,000 a year will be continued until October, 1945.

Marvin Landes, vice-president of operations, will be transferred to Western's headquarters in Burbank to serve as assistant to Western's operations vice-president C. N. James. His present salary of \$7,200 a year will be continued. Vice-president G. G. Brooder, of Inland, will be given an as yet undetermined job with Western at his current salary.

► **Assurances**—Further assurances were given, in answer to questions by a representative of the Air Line Pilots' Association, that all employees of Inland would be employed by Western for an indeterminate time. Any labor contracts of Inland also would be abided by, Dwerlkotte said.

Landes, when asked by Public Counsel John Wanner if Inland had been willing to sell to any other air-

line, said that, although no airline had approached the company, as far as he knew, there had been conversations with certain persons, whom he failed to identify.

► **Inland's Value**—Appreciation of physical equipment, the value of which has risen considerably, plus the minimum figure given for contracts and leases of Inland, would equal cash outlay in Dwerlkotte's opinion. He pointed out that the net book value shown for Inland, \$122,560, does not reflect the present true value. He suggested that \$71,418 might be a fair appreciation value to add to this figure. No consideration of good will, going concern value or franchises was thought necessary, he said.

## Subcontractors' Role In War Work Shown

Western Electric Co., in a report to the War Production Board and the Smaller War Plants Corp., disclosed that 50 percent of the company's total sales of war materials to the government since the U. S. entry into the war had been produced by subcontractors.

The company currently does business with more than 6,500 subcontractors and suppliers. Its subcontracting rate of 50 percent exceeds by 10 percent the rate which the War Production Board requested prime contractors to establish in an effort to step up the output of munitions and provide business for smaller manufacturers whose pre-war production has been shut off through the diversion of strategic materials into war production.

## Ford Distributor Heads

Plastic distributor heads for Allison liquid-cooled aircraft engine are now being produced by Ford Motor Co., which developed a similar type of head used for some time in the Pratt & Whitney aircraft engine.

Made of a thermo-setting plastic compound, heads like those now made for the Allison have been used by the thousands in combat zones, especially in aircraft designed for high altitude work. Principal advantage of the head, aside from its being moisture resistant and requiring fewer critical materials, is said to be that it increases arc resistance, or resistance to short circuiting caused by loss of atmospheric pressure at high altitude.

The head also decreases weight and its strength has been increased some 300 percent.

## TRANSPORT

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# Latest Applications Filed With CAB Offer Variety Of Airline Services

Royal Dutch Air Lines "KLM", Eastern, Colonial and Parks Air College are among major firms seeking to operate routes.

By BARBARA FREDERICK

Multiple types of air service could be offered to cover almost every public need, if applications of all who applied to the Civil Aeronautics Board last week were granted. Taxi service, household moving, express, coordinated bus-air service, were all suggested, with proposed planes running from conventional to non-rigid airships.

A foreign air carrier, Royal Dutch Air Lines (KLM), and two domestic carriers also filed applications with CAB. KLM asked that the temporary certificate under which it is now operating between Willemstad, Curacao, N. W. I., and Miami, Fla., be made permanent.

► **Sees Volume Traffic**—Through investigations of the company, the application said, KLM is satisfied that "There is and will continue to be a substantial volume of general passenger, cargo and mail traffic in this area." Intermediate points between these terminals, for which a temporary permit was granted last May, are Port-au-Prince, Kingston and Camaguey and/or Havana.

Eastern Air Lines filed an application to include Asheville, N. C., Roanoke, Lynchburg and Charlottesville, Va., as additional intermediate points on Route 5.

► **Circular Route**—Colonial Airlines wants a circular route from and to New York City, which would be operated both clockwise and counter-clockwise. This route would circle out through Pittsburgh, Columbus, Dayton, and back by way of Detroit, Cleveland and Niagara Falls. Persons, property and mail would be carried.

An air taxi service from Boston to any place in the United States was proposed by Checker Taxi Co., of Boston. Company would use helicopters and operate entirely on call.

Another Boston applicant was Jacob Goldman, doing business as Humboldt Air Lines. Goldman, who is a lawyer, and who operates a moving, storage and warehouse business, would carry house-

hold goods and general commodities on non-scheduled irregular routes, from within a radius of 100 miles of Boston to within 100 miles of "each principal city in the Continental United States." The applicant stated that the company would use aircraft specially designed to carry uncrated household goods, about which he has communicated with Ford, Glenn L. Martin Co. and Piper Aircraft.

► **Plaza Express Co.**, St. Louis, asked permission to carry property by air, on a twice daily schedule, using helicopters and planes. The company which is engaged in interstate motor freight service, wants to go from St. Louis to Cleveland and Chicago and Kansas City, from Chicago to St. Paul and Cleveland, from St. Louis to Kansas City and Memphis, and from Memphis to New Orleans.

► **Dixie Air Transport Service**, Baton Rouge, La., which is considering the use of non-rigid airships in addition to pickup type aircraft and helicopters, would like to provide scheduled feeder and pickup service carrying property and mail only, for Louisiana, Arkansas and Mississippi. Principal terminals would be New Orleans, Jackson, Miss., and Shreveport, La. Eleven proposed routes would cover approximately 3341 miles with turn-around points in Texas, Oklahoma, Alabama and Tennessee.

► **Southwestern Air Lines** amended its application No. 805, to include a second route. This would run between St.

Louis and Mexico via Little Rock, Shreveport, Houston and Tampico, carrying passengers, mail and express. Southwestern's previous application, which asked to carry passengers, mail and express from Houston to St. Louis via Shreveport and Little Rock, was further amended to request both scheduled and unscheduled transportation of express and freight only on this route.

► **A New Corporation**, Parks Air Transport, Inc., is proposed in the application of Parks Air College, East St. Louis, Ill. With its subsidiary companies, Alabama Institute of Aeronautics, Tuscaloosa; Mississippi Institute of Aeronautics, Jackson; Missouri Institute of Aeronautics, Sikeston; and Cape Institute of Aeronautics, Cape Girardeau, Mo., Parks plans to set up this company with an authorized capital stock of \$1,000,000, divided in equal parts of \$200,000 each. Operating from five bases St. Louis, Kansas City, Indianapolis, Chicago and Tulsa, with five to nine routes stemming out from each base, landing and pickup mail service combined with passenger service, would be offered. The company plans to use Beechcraft.

► **A Coordinated Helicopter-Bus Service** was requested by Oregon Motor Stages, Portland. Over four routes, from Portland to the co-terminals Astoria, Rockaway and Newport, via various intermediate points, passengers, mail, baggage and light express would be carried in scheduled operations.

## Civic Groups Asked To Sift Route Data

Leasure cites irrelevant material submitted to CAB at community hearings.

Civil Aeronautics Board is appreciative of the information given it by Chambers of Commerce and other civic groups, but wants information to be relevant and informative.

Disclosure that the Board has been making a study looking to-



## ATA PRESIDENT PRECIPITATES CONTROVERSY:

Controversy over the proposed Lea bill to amend the Civil Aeronautics Act was precipitated at Oklahoma City's National Clinic of Domestic Aviation Planning when Col. Edgar S. Gorrell (right), president of the Air Transport Association, outspokenly advocated support of the measure. He is shown with Tom Braniff, president of Braniff Airways, who presided over the luncheon meeting.

ward "fuller cooperation with Chambers of Commerce in the development of data for proper presentation in a new route proceeding" was made by its Chief Examiner, C. Edward Leasure, in a talk before a Local Air Service Conference at Kansas City. The study has not been completed.

► **Four Kinds of Data**—Leasure suggested four kinds of information which civic groups might be "peculiarly able to obtain": economic characteristics of the community, their trend, community of interest with other localities, and the community's travel habits. Preparation of presentations should be made in relation to general need for air transportation, rather than to services by a particular applicant or over a particular route, to be of the most benefit.

He recalled that when the Board first started hearings on new route proceedings, community representatives testified at length but often "not one relevant fact was presented and in many cases the witness was seriously embarrassed by the cross-examination which followed."

► **Must Sift Evidence**—Scouting the thought that the Board is after "bigger and better" hearings, Leasure told the representatives of the Kansas City trade area that they

must share the responsibility of sifting "the wheat from the chaff" in the presentation of evidence, on which the Board recently stated curtailment was not only possible but desirable.

Lack of understanding has been responsible, he suggested, when information from civic groups has proved inadequate, and he made it clear that such groups "can play an important part in cooperating with the Board and aiding it in its consideration of the many new route and service proposals on its docket."

► **Community Role Studied**—Attention to the communities' part in the Board's work, he recalled, was directed by Oswald Ryan, Board member, at the Board's local-feeder pickup service investigation. It was with Ryan's suggestions in mind that the Board's staff began the studies to determine how this part might best be played.

Leasure described the Board's policy of docket consolidation and told how applications are handled, from filing to final decision. Calling for a distinction between the "desire for" and "need for" concepts of public convenience and necessity, he said that for the most part letters recommending a service contain no facts, "and even if they did

could not be made a part of the formal record."

► **Asks Source of Data**—"Public convenience and necessity," he declared, "cannot be decided through a popular poll." He urged that material from Chambers be in exhibit form and contain statements as to source of information offered.

Leasure told the group that on Nov. 15, 372 applications proposing new domestic air transportation services were on file with the CAB. "Local" service was proposed by 180, including 62 specifying helicopters and 24 automatic pickup devices. About 70 of them came from surface carriers or from their affiliates.

Proposing to add over half a million route miles to the domestic air system, the applications would give service to approximately 4,000 cities and towns. Certificated air routes in continental United States, he added, by way of comparison, serve fewer than 300 points and cover about 50,000 miles.

## New Cargoliners Set Record for United

Air mail loads rise sharply with opening of trans-U. S. service.

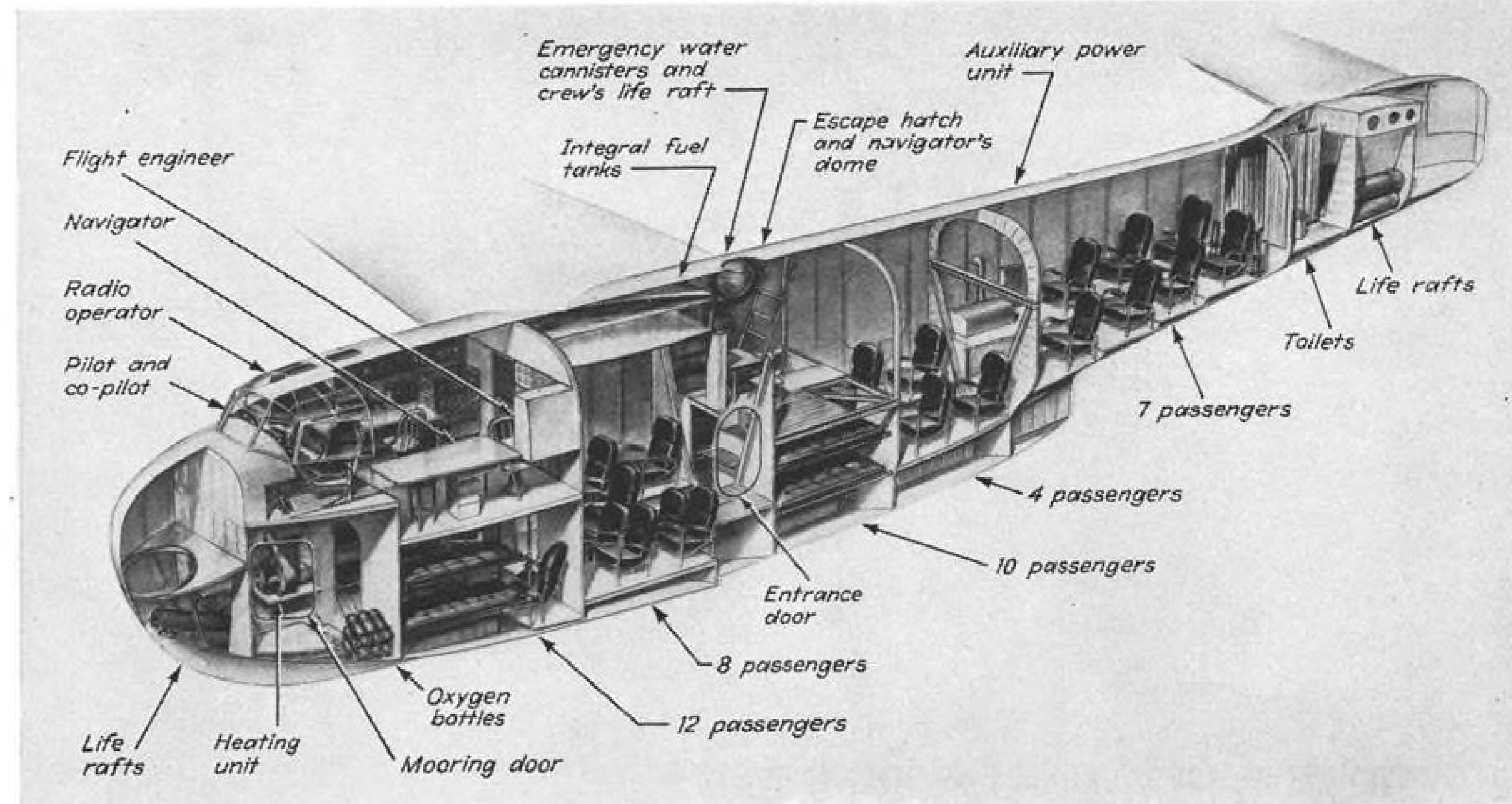
By ALEXANDER McSURELY

United Air Lines officials in Chicago see a direct connection between the company's new all-cargo transcontinental service and the all-time high in the company's October air mail loads, when 1,017,518 ton miles of mail were flown, as against 857,712 in September and 743,301 in October, 1942.

C. P. Graddick, director of United's air cargo department, points out that air mail loads are running as high as 260,000 letters to the cargo plane, with one having reached a high of 6,500 pounds. In the first week of operation, the planes, operating one round trip daily between New York and California, averaged 4,889 lb. of mail and express eastbound and 5,108 westbound per flight.

Air cargo handlers have ceased to be surprised at the variety of shipments traveling by plane. One cargoliner recently carried a shipment of canaries from the west coast to New York without a casualty. Another shipment of several crates of delicate and valuable chin-chillas, on their way to Midwest fur farms, made a successful trip.

► **Preview**—Regarding cargoliners



### CORONADO ADAPTATION FOR PASSENGERS:

Artist's cutaway view of the Coronado PB2Y3 flying boat as it would look adapted for carrying passengers. Made by Consolidated Vultee, the craft is said to have a capacity of 41, although about half that many seats are shown. Navy says the Coronado is used mostly for

cargo, and sometimes as a combination cargo and passenger ship, but as yet has not been used at passenger capacity. Because of the Navy's strict construction specifications, the Coronado is not expected to be used widely for passenger transport after the war.



### PCA TRAINING SPEEDS RESERVATIONS:

Pennsylvania-Central Airlines credits an intensive training program of reservation agents with expediting war travel. Young women from every section of the country are undergoing a concentrated course of instruction under Chief Instructor Dale Madden at PCA's reservation's school. For a month they are trained in reservations details and given a working knowledge of airline operations from engine overhaul to radio operation. Each must earn a third class radio operator's license before graduation. Pictured are Madden and Jane McGovern of Pittsburgh; Jane Christensen of Appleton, Wis.; Joan McCune of Cleveland, and Laurene Felchlin of Milwaukee.

as "a preview of the really big things to come after the war in the way of all-cargo air service," Graddick agrees with other cargo experts that there is much to be done in cargo plane design to bring down rates appreciably as soon as planes can be provided after the war.

United has three cargoliners in use, each carrying about three tons, compared with the average 1,400-lb. cargo in passenger planes. Outside the ships have the appearance of a conventional DC-3, but inside all passenger installations have been removed.

### Willow Run Gains

Ford Motor Co. has disclosed that more than 1,000 four-engine B-24 Liberator bombers have been flown away from the Willow Run plant during the last year. Officials said this does not include substantial additional numbers shipped in knocked down sets for final assembly elsewhere. This is believed to be the first official production report ever released on Willow Run.

In addition to providing vitally needed transportation for heavy wartime loads and freeing seats on passenger planes for priority travelers, the cargoplanes are piling up valuable data on air cargo shipments day by day.

### Northwest Proposes New Common Stock

Holder to vote on plan to offer 300,000 shares.

Northwest Airlines, which plans to expand in the postwar period, will ask shareholders at its annual meeting in St. Paul, Nov. 30, to finance the program by increasing the common stock authorization from 300,000 to 600,000 shares.

NWA proposes to extend its airline service from Milwaukee to New York via Detroit and Cleveland and establish lines to Honolulu via Alaska and the Aleutians, to Japan, China, the Philippine Islands and India. Feeder lines in the trade areas of the principal cities along its routes also are contemplated.

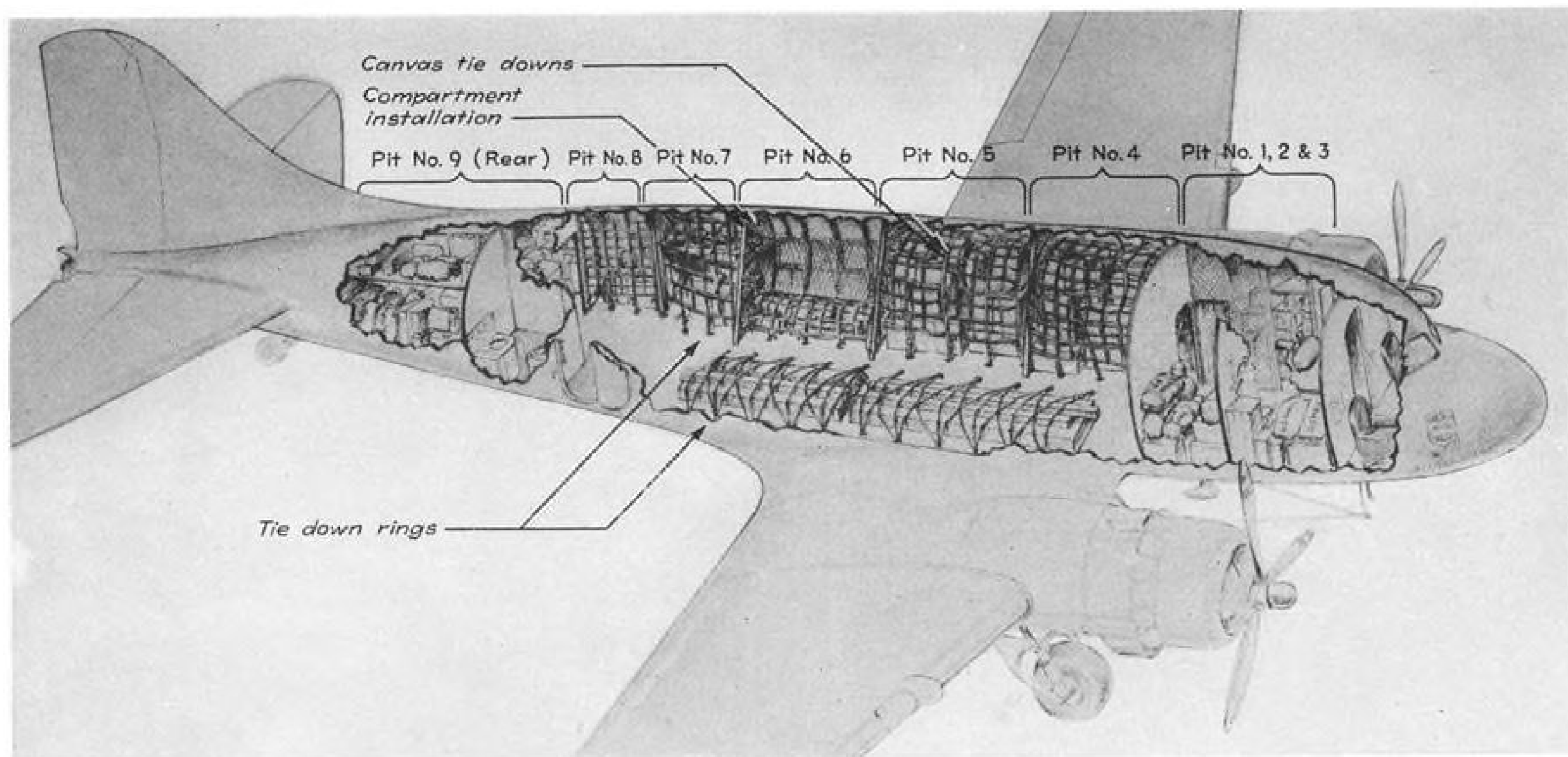
► **New Planes**—That the line expects to receive some new planes before

the first of the year was indicated when a spokesman for the company told a Portland, Ore., trade group that NWA probably will resume service from Portland to Chicago soon after Jan. 1, implying that it will be possible then to fly again over the link between Portland and Spokane via Yakima, discontinued some time ago.

Seattle favors the proposed extension to New York City, whose sponsors claim it would reduce flying time from New York to Seattle by three hours. A favoring resolution was adopted by the Chamber of Commerce board.

► **Report**—Northwest's summary of its annual report to shareholders showed total operating revenue of \$4,719,143 for the year ending June 30, or 95 percent of last year. Passenger revenue was \$2,364,291, or 82 percent of the previous year. Air mail revenue was 90 percent of that for the previous year but express revenues were 173 percent of the preceding period.

Employment on NWA commercial and war projects showed a net increase of 371 percent, with more than 10,000 employees. Northwest professes to be the largest domestic airline in number of employees.



### CUTAWAY VIEW OF UNITED CARGOLINER:

Cutaway view shows layout in United Air Lines' Cargoliner adaptation of DC-3 passenger plane to all-cargo use. Removal of passenger equipment provides space for five major central compartments or bins, where cargo is stored in relation to its destination. These occupy the space on the left side of the plane formerly taken by the double row of passenger seats.

Tie downs for long narrow packages are provided on the right side. Main door of the plane has not been enlarged but remains standard passenger plane size and will accommodate packages up to 25 inches wide and 49½ inches tall. Enlargement of door would have required major structural changes deemed inadvisable. United has operated all-cargo ships about six weeks.

## Tax Takes Big Share Of American's Profit

\$7,256,897 net for nine months is reduced to \$2,045,897 by levies.

The bite taxes can take out of airline profit is shown in the report by American Airlines on its first nine months operation in 1943.

Net profit before federal income taxes was \$7,256,897. Provision for federal income and excess profits taxes, less a postwar refund credit of \$485,000, was \$5,210,000, leaving net profit of \$2,045,897. For the same period last year, profit before taxes was \$4,254,579, and taxes were \$1,847,100, leaving \$2,407,479 net profit.

► **Based on 1943 Period**—The company noted that it based its provision for federal taxes on the 1943 period on the 1942 revenue act, while that for the same months last year was based on a rate of 40 percent net taxable income.

Company reported gross income, before obsolescence, depreciation, interest and federal income taxes, of \$8,296,929 for the first three quarters of this year as against \$5,431,480 in the same period a year ago. Operating revenue to Oct. 1,

### Boeing Sub-Plant

Continuing a recent trend in taking its plants to the people, Boeing Aircraft of Canada, Ltd., has established a sub-factory at Nelson, B. C., taking over a section of the civic arena. Belt frames and small subassemblies will be manufactured there by an estimated 250 employees, over 60 percent of whom will be women. This is the third unit in Boeing's decentralization program in Canada, the other plants being at Victoria and Chilliwack, B. C. This plan is similar to the one being carried out by Boeing Aircraft Co., of Seattle.

1943, totaled \$23,822,970, made up of \$17,807,710 passenger revenue, \$3,480,964 mail, \$2,059,988 express and \$474,308 other revenue.

► **1942 Report**—Last year, the total was \$20,093,174, including \$16,081,314 passenger, \$2,395,707 mail, \$1,170,134 express and \$446,017 other revenue.

Increase in business was greatest in mail and express. First nine months of this year saw 327,309,307 revenue passenger miles flown com-

pared with 309,745,343 last year, 11,621,025,676 mail pound miles compared with 6,175,258,313, and air express pound miles 7,212,695,308 compared to 4,103,610,999.

## New Canadian Air Group Urged

Civil aviation authority recommended by members of national association.

By JAMES MONTAGNES

Immediate creation in Canada of a central, free and independent government authority for civil aviation, with wide powers to promote, administer and safeguard development of air transportation in the Dominion and on international routes from and through Canada, was recommended at the annual meeting of the Air Industries and Transport Association of Canada at the Royal York Hotel, Toronto.

Current problems of the aircraft industry were discussed at the two-day session of aircraft manufacturers, suppliers, repair plant operators and transport companies. These included accounting and personnel

## CAB ACTION

• CAB issued an order permitting TWA to start immediately non-stop cargo service between Los Angeles and San Francisco on route 37.

• Effective Dec. 15, new economic regulations will apply to temporary suspensions of air service. According to a CAB decision, in the future, air carriers who wish to suspend service temporarily to any point must serve notice to each scheduled air carrier that serves that point, to the chief executive of the city, town or other unit of local government, and to the postmaster general, prior to or coincident with the filing of application. The application must establish that temporary suspension is in the public interest and must list all to whom notice has been given. Temporary interruptions of service, such as that caused by adverse weather conditions, are not included in this new ruling.

• An amendment to a section of the CAA exempting Alaskan air carriers from certain provisions of the act, has been amended so that notice of temporary suspensions, which formerly was not required, is now necessary.

• Functions of the Office of the Military Director of Aviation, War Department, are now exercised by Lt. Col. Francis D. Butler, chief, transportation priorities, assistant chief of Air Staff, Operations, Commitments and Requirements. Army officers interested in securing additional air transportation service involved in proceedings before the CAB, should make representations to Col. Butler's office, rather than directly to the CAB, according to a memorandum to air carriers and applicants issued last week.

• Leave to intervene in Midwest Airways' application (docket #1071) was requested by Floyd D. Hansen, Logan, Utah. Hansen's application, filed in May,

1941, conflicts with Midwest's filed intentions to serve Logan, Salt Lake City and Boise, Idaho.

• City of Topeka, Kan., was granted permission by CAB to intervene in applications of TWA, Braniff and Continental, for air service to that city.

• Agreement between United Air Lines and Mid-Continent Airlines whereby the former furnishes service to passengers and baggage for the latter at the Des Moines airport, was approved by CAB.

• Eastern Air Lines requested permission to intervene in proceedings concerning applications of Mid-Continent and Kansas City Southern Transportation Co., dockets 651 and 653, respectively. Mid-Continent's application is for a route between Tulsa and New Orleans. Kansas City Southern's request covers two routes, from Kansas City to New Orleans, and from Dallas-Fort Worth to New Orleans. These routes, if granted, would substantially affect traffic flow between points on Eastern's system, according to the petition.

• Approval of control of Transcontinental and Western Air by Hughes Tool Co. was asked of the CAB. Hughes Aircraft Co., is an affiliate of this company, all stock of which is owned by Howard R. Hughes. As of July 31, 1943, Hughes Tool Co. owned 440,050 shares of capital stock of TWA, equal to 45.6 percent of a total of 965,083 outstanding.

• Braniff Airways received authorization from the Board to include Moline, Ill., as an intermediate stop between Burlington, Iowa and Chicago on route 9. Motions of Mid-Continent Airlines and TWA to defer decision of this application, were denied. Service will not be opened until notification from CAB that national defense requirements no longer necessitate its delay.

problems, new overhaul and repair contracts, termination agreements and the excess profits tax; problems of surplus material, insurance, urgent repair requirements and other procedure questions which were taken up with officials from the aircraft production branch of the Department of Munitions and Supply and the Royal Canadian Air Force.

► **Contract Termination** — Representations to the government are being

prepared by the association, pointing out that due to the lack of a profitable record before the war the industry is vitally vulnerable and in danger of ending the war in a very poor financial condition. The terms of termination of war contracts will be the subject of concrete proposals to the government to avoid disastrous results.

An active postwar planning committee has been appointed by the



### AAF TRANSPORT ON SKIS:

Until extensive air operations were required in Alaska by the war, the Army Air Forces operated few aircraft which were converted to skis. One of the first such models is the Noorduyn Norseman transport, built by Noorduyn Aviation, Ltd., at Montreal. This company delivered about 100 planes for the U. S. in one month recently. Many Norsemen are in operation throughout the country and Alaska. Conversion from wheels to skis for northern work can be accomplished in a few hours. The planes identified as Norsemen on page 38 of the Nov. 15 News were Stinsons.



## NAF 47089 oil separator

This efficient oil separator, used as a part of the de-icing equipment on many military planes, is supplied by MERCURY to leading aircraft manufacturers of both Army and Navy ships.

Improved methods and quantity production have put us in a position to deliver these vital parts promptly in any quantity needed.

### dependability

MERCURY know-how, developed over 23 years devoted exclusively to aircraft fabrication, makes this company a dependable source of supply of aircraft parts and accessories, assuring quality unswerving and deliveries on schedule.

aluminum fuel and oil tanks • ailerons, fins, rudders and similar surfaces • aircraft parts and accessories.

AT The Cradle of Aviation





Canadian government, it was announced at the meeting, with manufacturers of complete aircraft and transport operating companies—all members of the association—represented.

The first problem before this committee is the development of the ability of the industry to create designs for postwar aircraft.

► **Officers Re-elected**—The officers and directors of the association were all re-elected, with R. B. C. Noorduyn of Noorduyn Aviation Ltd., Montreal, as president; C. H. Dickins, Canadian Pacific Air Lines, Montreal, as vice-president; W. F. English, Trans-Canada Air Lines, honorary secretary; M. E. Ashton, Canadian Pacific Air Lines, (aircraft overhaul section), Winnipeg, honorary treasurer; and directors J. N. Baird, British Aeroplane Engines Ltd., Montreal; W. N. Deisher, Fleet Aircraft Ltd., Fort Erie, Ont.; P. C. Garratt, De Havilland Aircraft, Toronto; Grant MacDonald, MacDonald Bros. Aircraft Ltd., Winnipeg; and C. R. Troup, Canadian Pacific Air Lines (air observer schools), Montreal. Walter F. Thorn and W. B. Burchall were re-appointed as general representative and executive-secretary respectively, with offices in Ottawa.

## TELLING THE WORLD

► An advertising campaign by Nash-Kelvinator Corp. running in trade and general magazines, calls attention to the company's participation in the war effort. Copy stresses the fact that it is now one of the world's largest aircraft propeller producers.

► J. Handy Wright takes up his duties as director of the Industrial and Public Relations Department of Monsanto Chemical Co. on Dec. 1. For the past four and a half years, he has been executive vice-president of Associated Industries of Alabama. A former newspaper man, with the Associated Press, he has also served as assistant director of Public Relations of the National Assn. of Manufacturers.

► Kollsman Instrument division of Square D. Corp. has released to employees a booklet entitled *Your Part in the War Effort*. Because of the high percentage of women employed, the information is fairly non-technical. Stressing the importance of each instrument being made, the booklet tells, in narrative fashion, the various ways the instruments, particularly the altimeter, come into use on a typical bombing flight. The booklet was the result of a survey made among supervisory employees.

► Vega Aircraft Corp. recently issued a series of posters designed to acquaint workers in the engineering department with what other workers were doing. Headlined: "What are these people doing?" copy explained the function of secretaries, recorders, loftsmen, and other groups—37 in all. The words "We are fighting the war here, too!" signed off the poster in each instance. One poster, for instance, read after the heading and photograph: "They are recording some of the 40,000 call outs needed in the shop to build a Vega bomber. In 1942, 44 part listers wrote 104,000 Part Requirement cards. This is part of the great program to produce more airplanes to fight the enemy. They are helping to 'Bring 'em back alive!'"

So great an interest was manifested by department employees, that a similar series is reported planned by Vega for other parts of the factory.



## Port Executives Oppose New Air Bill

Association asks Congress to leave Civil Aeronautics Act unchanged.

The American Association of airport executives, at a recent board meeting in Chicago, asked Congress by resolution to take no action on proposed aviation legislation, leave the Civil Aeronautics Act unchanged until after the war and confine future aviation legislation to problems of foreign air commerce.

► **Oppose Lea Bill**—Referring to the Lea Bill to amend the act, the Association's Board decided that "there is no immediate need for this legislation, as the President of the United States is now vested with full powers under the Defense Act to regulate all aircraft, civilian or otherwise, and in the light of the present emergency there is practically no civil aviation existing today as such."

There was ample time, the board suggested, for consideration of such legislation, "since the needs of postwar aviation are more a matter of conjecture than of direct knowledge, and the planning for foreign air commerce must be considered separate from the problems of postwar aviation within the United States."

## Air Cargo Rate Cut Urged as Trade Spur

Wood, Douglas design official, tells of transport outlook.

Reduction of air cargo rates to reasonable values not only will make air cargo a big business but can profoundly affect the prosperity of our country and the world, in the opinion of Carlos Wood, chief, preliminary design section, Douglas Aircraft Co.

Wood holds that the big probable field for air cargo lies in transportation of perishable and relatively high valued classes of goods.

► **Long, Short Haul**—"Economic considerations show that the actual operations of the cargo airplane will determine the relative importance of speed of loading and the weights involved," he said. "Short range operations demand speed of loading, but long range operations demand minimum weight penalties. Economic statistics indicate an enormous increase in potential air cargo as rates are reduced. The amount of air cargo actually developed depends on the advantage of air trans-



### BRANIFF LISTED:

Emil Schram (left), president of the New York Stock Exchange, greets T. E. Braniff as trading in Braniff Airways common was opened on the Exchange.

port over other transport in speed and convenience."

Wood expressed his views in a discussion before the Air Cargo Engineering meeting in Chicago, Society of Automotive Engineers, Aircraft Activity.

► **Speed Emphasized**—Speaking on the same program, J. G. Borger, of Pan American Airways, emphasized that speed is the prime commodity of air transportation and that while other advantages are offered, none is so important as speed. He urged that all possible be done to retain the speed advantage of air cargo, so that the selling advantages can be maintained and improved. Borger said the importance of designing more speed into an airplane should not be underestimated, because it is a tremendously important factor.

Fred Carpi, assistant general traffic manager, Pennsylvania Railroad, told the meeting that by far the greater proportion of rail revenues are obtained on traffic which would not be susceptible to transportation by air, at least for some time to come.

► **Rail Dependability**—He contended that, on the bulk of traffic, a few hours on the short hauls and a day or so on long hauls "are not by any means as important as consistency or dependability. Declining to make a forecast of the volume of traffic that will be transported by air in any stated period in the future, Carpi said he believed he was perfectly safe in saying that the problem will be resolved by the law of economics.

E. J. Foley, assistant to the vice-

## SHORTLINES

► One-day mail service across Nicaragua is to result from a contract between the Nicaraguan government and TACA, whereby the latter will carry air mail to all points it serves in that country. Mail formerly took a month to go by river and train from the east coast to Managua on the west.

► Pan American reports an increase in its service, between the United States and Alaska, from twice-weekly to daily. Lockheeds make the Seattle-Fairbanks flight in 12 hours and 20 minutes.

► Pennsylvania-Central's passenger travel in October was 1,067 or 34 percent higher than in the 1942 month. PCA also reports air express it carried from Pittsburgh in October (66,011 lb.) was 42 percent above October, 1942, while that from Milwaukee (5,187 lb.) was 255 percent higher.

► Plans are being made by Panair do Brasil, S. A., Pan American subsidiary, to sell to Brazilian nationals a 40 percent interest in its stock, its capital having been raised from a nominal figure to \$4,000,000. Pan American will retain \$2,400,000, or 60 percent.

► An act creating an airport board to control and manage land, buildings and equipment at the Bermuda airport has been passed by the Colonial Parliament there.

► Pan American reports that its Mexican affiliate, Compania Mexicana de Aviacion, has added two daily flights between Monterey and Mexico City. Service formerly was one-a-day. CMA's service frequency between Merida, Mexico, and Havana, flown weekly by PAA, also has been increased from two to three round trips weekly. Pan American also has announced that clipper service between Lima, Peru, and Santiago, Chile (Pan American-Grace Airways), has been increased from four to five flights a week.

► A 36 percent increase in October

passenger revenues over those for the same month a year ago is announced by Continental. The increase from September was 4½ percent. Passengers carried number 33 percent over October, 1942, and 8 percent over September, and passenger revenue miles, up 4½ percent over September, were 16 percent higher than October a year ago. Performance record was 98.8 percent, compared with 97.2 in September and 93 in October, 1942.

► Forty-nine percent of stock in Iberian airlines, formerly held by Germans, has been purchased by the Spanish Air Ministry, which already held the other 51 percent. This was disclosed when Generalissimo Franco decreed nationalization of the line. Gasoline from Aruba, Netherlands West Indies, has made possible Iberian's resumption of operation between Barcelona, Madrid and Lisbon.

► Trans-Canada Air Lines carried 2,689,747 lb. of mail in the first nine months of 1943, 104,437 passengers and 573,016 lb. of express. Increases over the same period of 1942: mail, 1,207,094 lb.; passengers, 28,441; express, 355,540 lb.

► War Department has organized an Army Air Forces Tactical Center, dedicated to large-scale teaching of air war lessons as learned in actual combat. Located in central Florida, with headquarters at Orlando, the Tactical Center is under command of Brig. Gen. Hume Peabody. The new organization occupies more than 8,000 sq. mi. and includes the AAF School of Applied Tactics, an air defense wing, a strategic bombing group, a complete tactical air force, a troop carrier squadron and a weather squadron.

► In an effort to clarify the term "procuring claimant agencies," WPB announced that the agencies are: War Dept. (including Ordnance), Navy Dept., Maritime Commission, Aircraft Resources Control Office, and Office of Lend-Lease Administration.

president of Engineering, American Airlines, told the meeting it was his opinion that air cargo development in general will come first in the field of long range movement and at a later date the short haul traffic may come into its own. He suggests that the demand for air cargo may require four different types of service, two of which are related to speed of movement between airports; the other two directly to the handling of cargo at origin and destination.

► **Express Service**—The speed classifications may be, Foley said, first, express service, in all probability offered on combination passenger

and cargo planes; and the second, deferred cargo such as the service offered by certain Latin American air cargo operations. It should be assumed that the express service would move at a slightly higher rate than the deferred cargo classifications.

As to the origin and destination handling type of service, the first is providing for pick up and delivery and the second provides for delivery and pick up by the consignor and consignee, respectively, and in recognition of this service reduction, a different rate structure should prevail.

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