

Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

FEBRUARY 11, 1946

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65-hp. craft cruises at 122 mph. with top speed of 135 mph.; uses many parts from *Silvaire*.....Page 16

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New Research Bill Introduced

Proposes board with broad general powers without making reference to problem of patents.....Page 21

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Lines Retiring Preferred Stock

Consolidated Vultee move highlights industry trend; capital structures being trimmed with need for substantial funds at end.....Page 30

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"Homeland" Dispute Shelved

Bermuda delegates, anxious to finish work before debate on loan, agree to leave final point in status quo..Page 34

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Panagra Case Remanded To CAB

U. S. Court of Appeals ruling extends principle of derivative action to administrative



Paris Flights Start: TWA formally noted opening of its service to Paris last week with this christening ceremony at La Guardia Field. Mrs. Jack Frye, wife of the TWA president, named the "Star of Paris" Constellation with a "cloud gun." With her on the stand were (left to right) Charles R. Hoffenden, New York City Marine and Aviation Commissioner; Leo McCauley, Irish Consul in New York, and Guerin de Beaumont, French Consul General in New York. Models in foreground represent the



1st

Unnamed, Unknown, Unsung but Still...

After compiling more "firsts" than any of its combat sisters, the Honeywell test bomber, a B-17 Flying Fortress, has been officially grounded, never to fly again.

Stripped of turrets, guns and armor plate, the bomber, designated as 41-19210, but called 210 by its crew, is being transferred to the University of Minnesota's Aeronautical Engineering Department by ATSC after serving more than three and one-half years in Minneapolis as the dogship for a long list of automatic control devices jointly developed by technicians of the company and the Air Forces.

The Honeywell test ship was the

1. First bomber equipped with an electronic automatic pilot
2. First plane equipped with an automatic leveling bombsight
3. First plane equipped with a steering motor tying in radar with flight control
4. First plane equipped with an electronic formation stick
5. First plane equipped with electronic, four-engine turbo supercharger control and many firsts in blind landing equipment.

From these accomplishments you can readily see how Honeywell creative engineering can and will help you improve performance of all types of aircraft.

The Honeywell program includes a complete flight research department, test aircraft, and thousands of dollars worth of testing equipment. In addition, trained application engineers, with broad experience in the use of aeronautical and industrial controls, will collaborate with aircraft manufacturers and airlines in developing the most practical equipment for each specific problem. Their work includes consulting service and flight testing at the customer's plant. These men can help you in the application of Honeywell equipment to your control problems.

Minneapolis-Honeywell Regulator Co., Aeronautical Division, 2669 Fourth Avenue So., Minneapolis 8, Minnesota. Branches and distributing offices in all principal cities.



CREATIVE ENGINEERING

Makers of the famous M-H Electronic Autopilot, used on AAF four-engined bombers

MINNEAPOLIS

Honeywell

CONTROL SYSTEMS

THE AVIATION NEWS

Washington Observer



FLC PUSH—The pressure is on the Foreign Liquidation Commission to clean up overseas surpluses in a hurry. Demobilization is creating a great problem in guarding the material, and foreign governments want no part of the custodial job until they have bought the surpluses. War Assets Corp. has set up a large warehouse at Newark, N. J., to store some items being brought back from abroad, and is pondering establishment of one at Mobile, Ala., and in California.

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BULK SALES—One FLC measure that is being looked upon hopefully as possible solution is bulk sales to foreign governments. One with England is in the mill. Interestingly, this does not include any complete aircraft, none of which were declared surplus in Britain. Another bulk sale is being negotiated with India. This will include 70 flyable, 130 non-flyable C-46's. The non-flyable planes will be included in the deal at a scrap price with the strict proviso that the Indian Government junk them.

★ ★ ★

TERMINATION "GOAT"—Industry is concerned about the tendency of the Army to blame delays in contract termination settlements on the industry's lack of "incentive" after receiving 80 percent of sums initially claimed (see *Headline News*). It is pointed out that the War Department is ignoring the terrific amount of detailed work industry has to do to clean up claims, and is just preparing an "out" in case a clamor arises in Congress over settlement delays.

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NEW TERMINATION AGENCY?—On some lower levels of the War Department, there are mutterings of a new, civilian agency to take over the Govern-

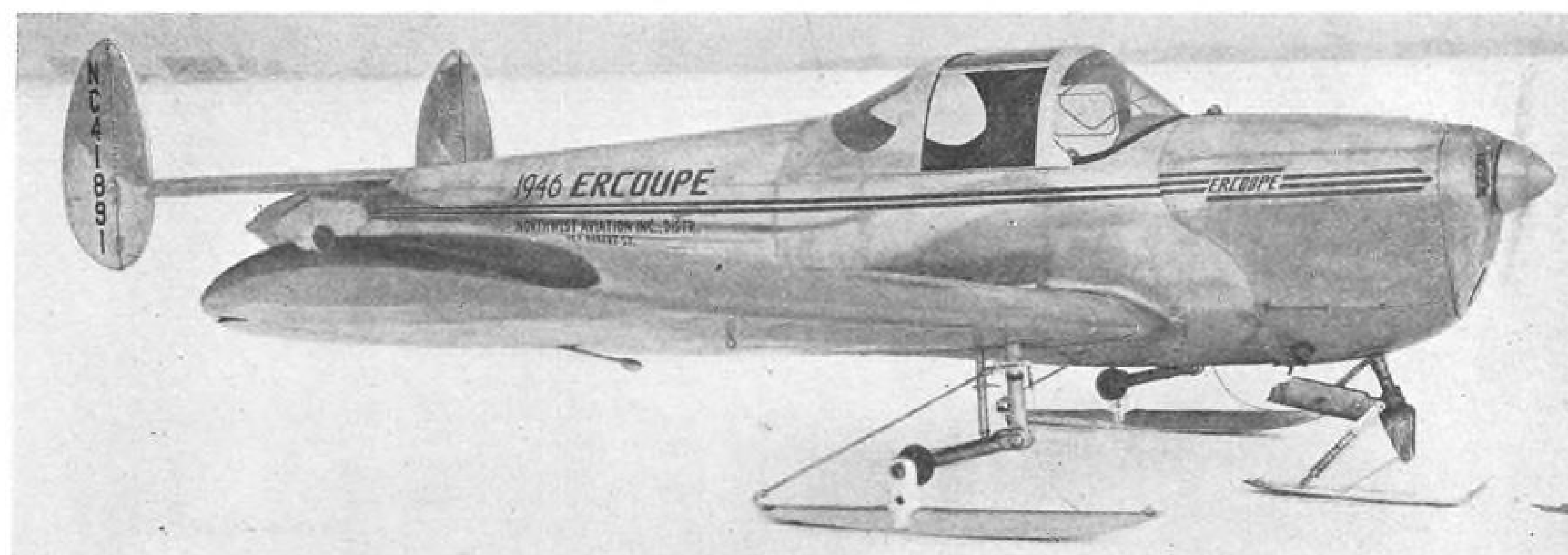
ment's end of termination settlement. Excuse would be that demobilization is stripping Army of experienced men in the face of industry's slowness to file final claims. War Department knows this is a potent threat, as industry does not want a new agency, unfamiliar with wartime production problems, to start going over claims with a General Accounting Office fine-tooth comb. While Office of Contract Settlement has laid down termination policy, War and other procurement agencies have been the operational organizations.

★ ★ ★

AIRPORT PROGRESS—Senator McCarran finally managed to get 12 of the 14 House and Senate conferees on the airport construction bill together at a luncheon. Usual attendance has been from two to four. For the first time in two months the conferees talked out the airport matter together. Enough progress was made so that McCarran predicted that in one more such meeting the conferees could turn out a compromise bill. Chief stumbling block to agreement remains the method of channeling Federal funds—whether they should go exclusively to the state, or a portion allocated directly to cities.

★ ★ ★

UNIFICATION PROGRAM—There is a definite feeling among some Army and Navy officers that joint procurement will be much more difficult than joint command under a unification plan. Both branches have used a few manufacturers exclusively in their orders and want to continue with these manufacturers for aircraft and other equipment. Experimentation programs and specific needs differ widely and as a result this phase of unification is receiving close attention in Washington.



This ski-equipped Ercoupe has passed landing and takeoff tests (see Private Flying).

EVERY LAKE AN AIRPORT

Plethora of Landing Spots

Some day, there may be an airstrip every few hundred miles around the world. How long that will be nobody knows—but authorities agree it will take at least a few generations. Construction of airports, even in the United States, is lagging way behind the potential uses of the flying machine.



Self-evident, therefore, is the vast utility of the amphibion—which can land and take off on both firm ground and water. For there are tens of thousands of water “bases,” within a few hundred miles or less of each other, all over the world. Safe it is to say that any amphibion with a thousand-mile range or more can get to and from any spot on this globe without benefit of airports.



Problem of Troubled Waters

There is a considerable “backbone” in waves when they are hit hard. An airplane needs speed to take off, and reasonably fast forward motion to land without damage. Primary problem of day-in and day-out use of amphibions,

therefore, is the ability to take waves.

Weight and strength are inseparable. Since an amphibion hull must be big enough to float the plane, it represents a big load—all the more so, when that hull has to be strong enough to slap sizeable waves out of its way.

To build a practical amphibion, you must be both an airplane and a speed-boat engineer. And if you want load capacity and range after allowing for a strong, seaworthy hull you have to be good at both kinds of engineering.

Amphibious Transport

Engineers and aircraft workers at Columbia's Valley Stream plant proved



their ability to build a rugged amphibion which could go places and do things which other planes could not. Columbia “Ducks” performed notable war service throughout the far-flung fronts of the amphibious war, and from cruisers and carrier decks as well. Their ability to “take it” became legendary.

Now Columbia workers are putting the finishing touches on a new and larger amphibion, with greatly increased load and range. More impressive in size, streamlined appearance and performance than the “beloved Duck,” the new plane has all the ruggedness and reliability of its predecessor. Details of its extraordinary capabilities are available on request. They will have interest for all who trade or transport to out-of-the-way places and seek speed without benefit of airports.

Columbia Aircraft Corporation, Valley Stream, New York.

AVIATION NEWS

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News at Deadline

“Big Dipper” Crashes

Lockheed's experimental two-place, pusher monoplane, the *Big Dipper*, failed to clear a fence in take-off from Lockheed Air Terminal last week and crashed, seriously injuring Engineering Test Pilot Prentis Cleaves, 38, and Preliminary Design Engineer Francis Johnson, 35. The plane was badly damaged.

The plane was powered by an experimental 185-hp. Continental motor, a counterpart of which is used in the four-place experimental plane now being tested by North American.

“Rainbow” Takes to Air

Republic's *Rainbow* prototype transport took to the air for the first time last Monday, making an unrecorded flight of 17 mins. It took off in 2,300 ft. without flaps, company reported.

TWA Drops Extra Fares

Extra fare charges on TWA's *Stratoliners* will cease March 1, the company discloses. The same holds true on *Constellations* which have been in use since late in January as second sections on some of the *Stratoliner* transcontinental flights. The \$15 coast-to-coast extra fare is pro-rated to passengers traveling less than the full distance.

Wheeler Raps Airlines

Chairman Wheeler of the Senate Interstate Commerce Committee called the Civil Aeronautics Board to account last week for what he alleged was inadequacy of service over non-competitive domestic air routes. He cited the experience of a Dallas attorney who was unable to obtain space on an American Airlines plane flying from Washington to Dallas until a month from the date of his request, although space to London was available immediately. Wheeler, recalling that Braniff Airways has applied for Washington-Dallas service, said it seemed to him that when an airline is authorized to fly a particular route, it should be required to develop its service on that route “before it is given permission to branch off to other air lanes.”



Sidelights of TWA's Record Transcontinental Dash—

► A crew of seven and forty-five editors, writers, and radio men took off from Lockheed Air Terminal in a TWA Lockheed Wright-powered *Constellation* at 12:59 A. M. (Pacific time) Feb. 3, according to official NAA timing, and swooped over La Guardia's control tower 7 hrs. 27 min. 48 sec. later after a non-stop flight which passed in the vicinity of Pueblo, Col., Garden City, Kans., St. Joseph, Mo., Ft. Wayne, Ind., and Pittsburgh.

► The previous West-East record for a commercial transport was made by a TWA Boeing *Stratoliner* in 1940, with elapsed flying time of 11 hrs. 55 min. with one stop. Never had a transport carried so many people on a coast-to-coast flight as did the *Constellation*. Average speed was 334.1 mph. Top speed was attained between Ft. Wayne and Haysville, Ohio—375 mph.

► Distance covered, according to TWA officials, was 2,574 miles.

► The ship, the fourth of 12 *Constellations* TWA already has received, will be used in domestic operations. It was NC-86503.

► After cruising altitude was reached, the four Wright *Cyclone* 18's were kept at 60 percent power at their best altitude, 15,000-ft. Tailwinds were faster at higher altitudes but power could not have been changed economically. Tail winds averaged 30 to 55 mph. on the trip.

► Jack Frye, TWA president, was at the controls all but about an hour of the trip, when he went back into the cabin to talk to several writers who had been thrown into the aisle or upward into the overhead baggage racks by a violent bump just after the ship had passed over the range near Pueblo, Col. Most of the passengers did not have seat belts fastened and were asleep when the first warning, vertical quivering of the ship, came a few moments before the bump. A poker game in the rear of the cabin was interrupted violently and greenbacks were scattered over the floor.

► Frye was celebrating his twentieth anniversary in commercial aviation. He began his air transport career with a Fokker-equipped airline operating three times a week between Los Angeles and Phoenix.

► Crew, in addition to Frye, comprised Lee Flanagan, western operations manager, as co-pilot; Paul R. Henry, flight engineer; Paul Fredrickson, flight superintendent of the western division; Ed Greene, student flight engineer, and Hostesses Dorraine Strole and Rita Crooks.

► The ship's cabin pressuring equipment functioned almost 100 percent of the flying time.

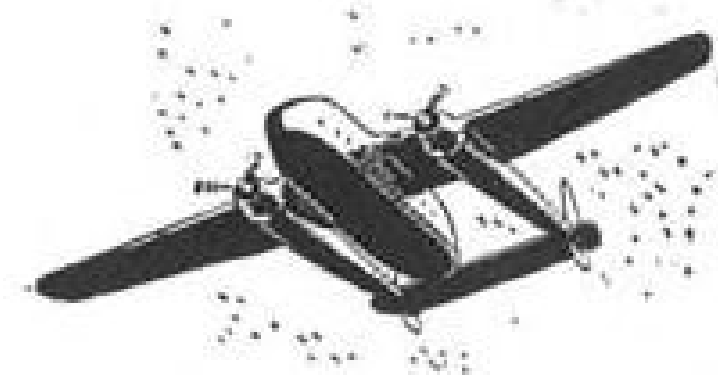
► On its westbound trip, departing at 6:42 A. M. from La Guardia Feb. 1, with 38 passengers and crew of 7, the same *Constellation* broke the New York-Kansas City record with a new mark of 5 hrs. 6 min. Mileage is 1,146. The Kansas City-Los Angeles hop was made in 5 hrs. 43 min. Mileage is 1428.

► Flying time from New York to Los Angeles was 10 hrs. 49 min. This broke the former TWA *Stratoliner* record of July 8, 1940, of 11 hrs. 43 min.

► On this westbound trip, bucking 40 and 60 mph. winds, the ship carried 40 passengers, largest load ever flown on the run by a commercial transport. Total fuel consumed was 3,866 gallons.

► After an hour at Los Angeles, the party flew to San Francisco (365 miles) in 1 hr. 17 min. for another commercial airliner record. The return to Los Angeles next day was 2 min. faster with 49 passengers and 7 crew members.

R. H. W.



***BY FLYING BOXCAR**

Air Shippers have their eyes on inland ports—the small cities with limited length runways.

Their interest turns naturally to the Fairchild "Packet."

For the "Packet"—expressing the painstaking research and precise engineering typical of all Fairchild operations and products—can:

GET IN, fully loaded with up to nine tons of flying freight, on average and less-than-average length runways.

UNLOAD AND LOAD, swiftly, with a minimum of manipulation. The "Packet's" split-tail doors at the rear open up the entire width of the boxcar-like fuselage. The forward cargo door permits quick access to "up front" freight. The

"Packet's" horizontal cargo floor is at truck-floor height.

GET OUT, fully loaded, with a short run. It has take-off characteristics highly exceptional for a plane of its large cargo capacities.

All these characteristics are invaluable to the shippers seeking to tap the rich markets of the interior. They are characteristic of the "Packet" alone among cargo planes, because the "Packet," from its conception, was designed and built specifically to carry cargo—efficiently and economically—anywhere! They are the Fairchild "touch of tomorrow" in this plane of today!

Cargo operators—write for details about the "Packet."

Fairchild Aircraft

Division of Fairchild Engine & Airplane Corporation, Hagerstown, Maryland

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Aviation News
McGraw-Hill Publishing Co., Inc.

February 11, 1946

Surplus Property Organization Being Merged Into Independent Unit

New agency—War Assets Administration—will operate under OEM and report directly to the President, handling combined job of policy and disposal.

By WILLIAM KROGER

The oft-changed organization for the disposal of surplus property will reach what probably will be the final stage on March 25 when a new, independent agency, War Assets Administration, will take over the combined job of policy and disposal.

Set up as part of the Office of Emergency Management, WAA will report direct to the President. Surplus Property Administration, until its abolition and merger with War Assets Corp. on Feb. 1, was under the Office of War Mobilization and Reconversion, and WAC has been a subsidiary of the Reconstruction Finance Corp.

► **Feed from RFC Control**—Major results of the establishment of WAA is expected to be the freeing of actual disposal operations from control of the RFC board of directors, frequently taxed with being too conservative, and the necessity of WAA to obtain its own appropriation from Congress.

This perhaps will be the most important aspect of the entire situation. Surplus policy now is to scrap non-saleable aviation items. This in itself can cost a sizeable sum of money (AVIATION NEWS, Feb. 4), and the request for an appropriation for this purpose would give Congress a chance to pass on the basic policy of scrapping.

► **No Personnel Problem**—The merger of SPA into WAC effected personnel changes and duties in the two organizations that are not expected to be touched when WAA comes into being. Lt. Gen. Edmund B. Gregory, as chairman of WAC, is the top official. Col. Frank J. Murphy, chief of the aircraft division in WAC before the merger, has resigned, and Brig. Gen. James

A. Mollison, former commander of the 15th Air Force, will be vice-president in charge of aircraft and airport disposal.

Com. H. H. Sherburne, who had been acting director of the aviation branch in SPA, will be assistant to Mollison. Arthur Manley, in charge of airports at SPA, will work in the same sphere in the consolidated agency, although it is expected that the airport division will be headed by an AAF officer.

► **Redding Staying with Symington**—Col. John Redding, in charge of formulation of public relations policy in SPA for W. Stuart Symington, eventually is going to the War Department with Symington who was sworn in last week as assistant secretary of War for air. His successor has not been selected.

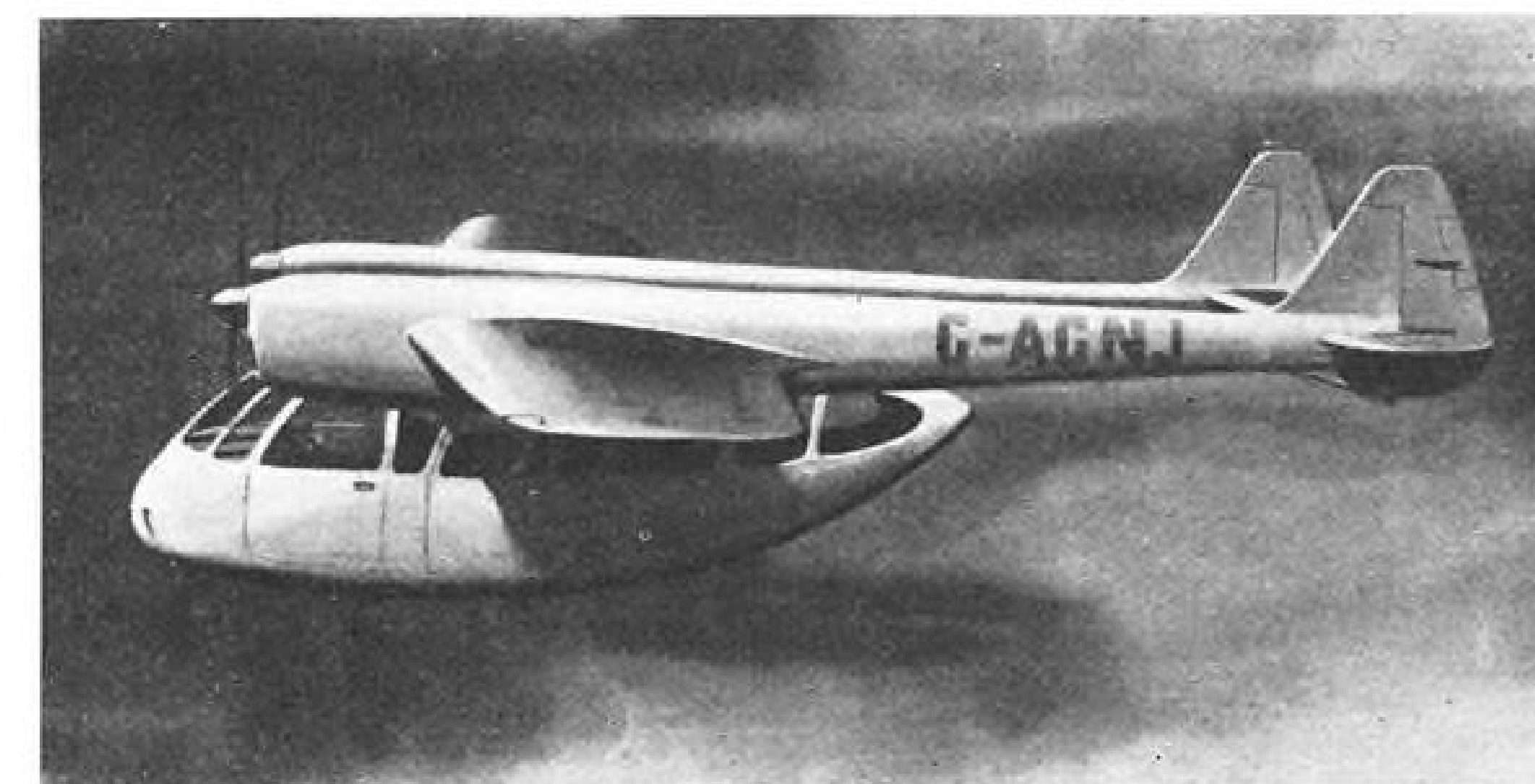
Warplanes May Race

Tony Levier, Lockheed Aircraft's chief engineering test pilot, has given an advance indication of what the proposed 1946 National Air Races will be like by purchasing from Army surplus a practically unused P-38L Lightning for \$1,250 and announcing he will use it for racing and exhibition flights.

► **Army-Navy Duel Seen**—Winner of second place in the 1939 Thompson Trophy Race, Levier first attempted to buy a damaged P-80 jet fighter to repair and enter in the air races. The Army's refusal to sell may indicate that if the National Air Races are held, as tentatively planned, jet racing will be confined to an Army-Navy duel.

Flying Laboratory Carrying ATSC Mission to Pacific

A 44-passenger transport plane equipped with screen doors, an electric stove, two refrigerators and a box of bombs has reached the Southwest Pacific on a searching



BRITISH SHORT-HAUL TRANSPORT:

Portsmouth Aviation, Ltd., Portsmouth, England, is building this 5-6 place transport for short-haul or feederline use. Named the Aerocar, it will be built in three models with varying power units—the Major, Minor and Junior. The Major, equipped with two Cirrus 150-hp. engines, is advertised as taking off in 150 yds. and landing in 120. Its total weight is 3,950 lbs.



"Flying Scientists" at Work: Working space for 17 scientists is provided in the specially equipped C-54 which is carrying the Army's tropical science mission to the Southwest Pacific. Twelve are at work here. Dr. Kenneth J. Compton, director, is at the head of the table in foreground. Standing at his right is Lt. Comdr. Harry J. Huester, who represents the Navy on the expedition.

scientific expedition of the Air Technical Service Command.

Seventeen scientists, most of them from Wright Field, will use the specially outfitted Douglas C-54 as headquarters for a first-hand study of prevalent causes of deterioration of clothing, leather and metals in the equatorial areas.

Laboratory Equipment Provided—In the forward part of the passenger compartment is centered a large laboratory table with extension sides. Aft of this are work benches and tables along for a sterilizer and for high-power microscopes. Two motor generator sets are stowed aboard the plane furnishing 28- and 110-volt current for the electric stove, refrigerators, radio, sterilizer, fans, oven and hot boxes. Photographic equipment includes motion picture and still cameras. A portable darkroom may be set up either inside or outside the fuselage.

Interstate Airline Bill Set For Early Action

Legislation establishing exclusive Federal jurisdiction over interstate air carriers conducting intrastate operations is the first aviation matter on the agenda of the House Interstate and Foreign Commerce Committee, the committee's chairman, Rep. Clarence F. Lea (D., Calif.), reported last week.

The bill (HR 3383), introduced by Lea and now pending before Interstate, however, "probably won't be taken up until around March," Lea said, but he listed it "as the most pressing legislation need in

the aviation field at this time."

Will Act Piecemeal—Lea also announced this important change in the over-all plans of his committee with regard to handling transportation legislation during the coming year.

Instead of postponing legislative action on all transport matters until a contemplated thoroughgoing transportation investigation has been completed, and then drawing up omnibus transportation legislation, the committee will act on separate pieces of legislation as the investigation proceeds.

Investigation Approval Delayed—Meanwhile, Interstate awaits Rules Committee clearance of the Lea resolution authorizing the comprehensive transportation investigation. Lea appeared before one Rules session last week in support of the resolution, but Rules laid it aside to take up another matter.

Regardless of the investigation, however, Lea said that he planned to act on his bill voiding all state claim to jurisdiction over interstate carriers engaged in intrastate operations as soon as committee time is available.

Other Action Unlikely—The committee "might possibly" act on legislation establishing an independent Civil Aeronautics Commission to supplant the present Civil Aeronautics Authority organized under the Department of Commerce, Lea suggested.

"I am in favor of this, but much of the interest of the committee in acting on this matter, immediately, has died down," he remarked, "most of the members appear to feel

that the Secretary of Commerce has settled into his job of handling aviation and seem ready to let the CAA continue on under his jurisdiction."

Lea indicated that action on the third piece of aviation legislation pending before Interstate—which would prohibit multiple taxation of air carriers—would be held up until after the proposed over-all investigation.

Selfridge Likely To Be Site Of Automatic Flight Center

A new aircraft development center devoted to the study of automatic flight is in prospect for Selfridge Field, Mich. The "all-weather flight" unit composed of the Technical Operations Group of the Eighth Air Force now stationed at the Lockbourne Army Air Base, near Columbus, Ohio is to be moved and best guess is that Selfridge will be the new location.

Ultimate objective of the center would be perfection of automatic flight methods to permit commercial as well as service aircraft to fly at any time in any kind of weather.

"Push-Button Plane" Developed—In connection with automatic flight, Lockbourne base has announced that it has developed a "push-button airplane"—a C-54 that will take off, fly a pre-selected course and land without human hands touching the controls.

This is made possible through the use of automatic equipment perfected since the end of the war. It was disclosed that the automatic devices, when pre-set to a determined flight plan, control and navigate the airplane, its climb, desired altitude, flight to destination, landing and stopping on the landing strip.

CAA Arranges Examinations For Pilots Based Abroad

A temporary arrangement whereby transport pilots based in Europe will not have to return to the U. S. for their six-month physical examinations has been announced by Civil Aeronautics Administration.

The tests will be given at Paris, London and Dublin by foreign flight surgeons approved by the CAA. Copies of medical certificates will be sent to CAA at Washington. The arrangement is designed to fill the gap between the present and a time when special CAA medical examiners will be designated at various points throughout the world.

Air Power Given Main Emphasis In Immediate Post-War Navy Plans

Forrestal's report for fiscal 1945 stresses carrier's role as spearhead with battleships as auxiliary, gives it top spot in organization of current active and reserve fleets.

By SCOTT HERSHEY

Air power has the main emphasis in the immediate post-war Navy. This is made clear in the annual report of Secretary Forrestal for the 1945 fiscal year just submitted to the President and a glance at the composition of the active fleet confirms it.

"The carrier is today the spearhead of the modern fleet, just as the battleship was 25 years ago," Secretary Forrestal says. "But, just as the battleship had to have fleet complements and auxiliaries in terms of cruisers, destroyers, submarines and patrol vessels, so the carrier—modern cutting edge of the Navy—must have its auxiliaries; the fast battleships, the modern cruisers, the long-range destroyers, the submarines and all the vast complex of auxiliary vessels that go to constitute a truly effective Navy."

Stresses Coordination—The report emphasizes that seapower did not win the war; neither did air power, and neither did ground forces. The war was won and the peace is being preserved, the Secretary says, through the combined striking power of all three, each force being utilized in accord with strategic demands.

"Because the same combination will be needed to meet or stamp out any future threat of war," the report adds, "we must preserve all the components in that combination."

Organization Tabulated—A tabulation showing the numbers of ships and of aircraft recommended for the active fleets of the post-war Navy lists 3,627 aircraft, 15 aircraft carriers and 13 escort carriers. The laid-up reserve lists 18 aircraft carriers and 62 escort carriers.

The report notes that while the Navy's long-term planning must cover the potentialities of new weapons now under development, the composition of the active fleets now must be such as to meet problems of the immediate next two or three years with the instruments now available.

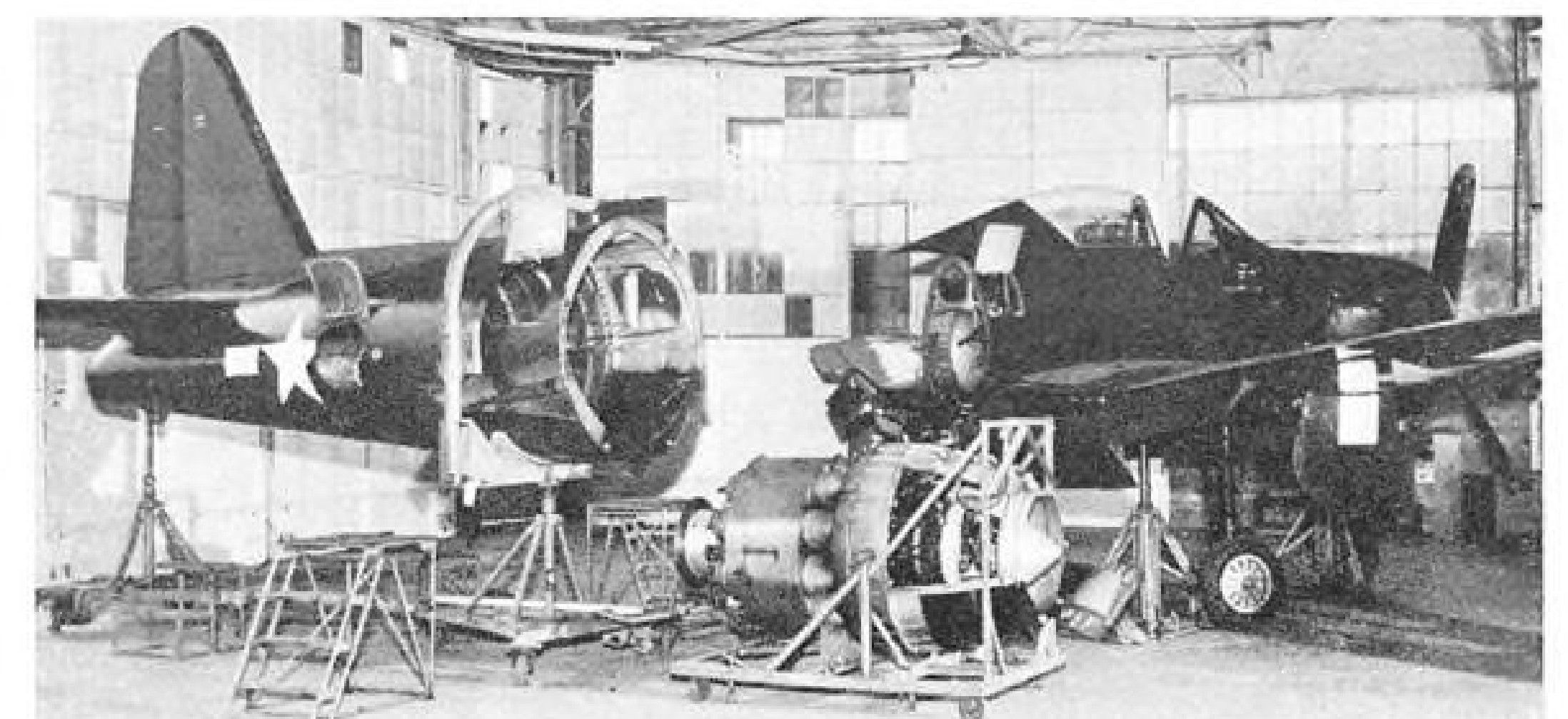
Plan May Be Temporary—Changing world conditions, Forrestal

says, could, of course, invalidate the basic assumptions on which this tentative operating force plan was founded. Therefore, the composition of the active fleet suggested is not necessarily applicable to the indefinite future. It and the assumptions underlying it must be re-



TAKING DOWN THE FIREBALL:

Storage, maintenance and replacement work on the Ryan Fireball, Navy jet-and-propeller fighter, is simplified by the speedy "breakdown" permitted by the plane's construction. A dolly is clamped to the rear fuselage section, four bolts are loosened, control cables detached and the nose and tail sections split apart in 30 minutes. The jet engine slides out of the rear section on a monorail carriage for easy removal. The unique separation feature allows the Fireball to be stored in two sections to conserve space aboard carriers and permits interchange of entire sections.



Boxer, Oriskany, Tarawa, Valley Forge and Hancock; escort carriers Rendova, Vella Gulf, Bairoko, Badoeng Strait, Saidor, Point Cruz, Siboney, Cape Gloucester and Puget Sound.

► Active fleet ships of the Pacific currently are assigned to the 5th and 7th Operational Fleets, engaged in enforcing surrender terms and occupational duties. The Ready Reserve includes the carriers *Lake Champlain* and *Shangri-La*.

► In the active category of the Atlantic Fleet are the carriers *Franklin D. Roosevelt*, *Midway*, *Leyte* and *Philippine Sea* and the escort carriers *Palau*, *Mindoro*, *Salerno Bay* and *Sicily*. The ready reserve fleet includes the carriers *Franklin*, *Saipan* and *Randolph*.

► **Combat Record Outstanding**—The report shows that Naval aircraft sank more than half of the submarines sent to the bottom by the Navy. Navy and Marine aircraft destroyed in all more than 17,000 Japanese planes through June of last year. Against this total, fleet plane losses in combat in the Pacific were about 2,700—a combat ratio of less than one to six.

The on-hand strength of the Naval Air Force grew from 1,741 service planes on July 1, 1940 to more than 39,700. Moreover, the average weight of new planes increased from 2,740 lbs. in 1940 to 7,140 lbs. in the first half of last year.

► **Acceptances**—The Navy accepted for all users 13,500 aircraft in the first half of 1945, compared with

fewer than 10,000 during the entire year following Pearl Harbor. Of the total of 80,300 planes accepted by the Navy in the five years which began with July 1940, Lend-Lease received 7,500 and the AAF more than 600.

'Ready Air Reserve' Planned By Navy

Will continue training 28,700 Naval and Marine Corps men on inactive duty status.

The Navy plans a "Ready Air Reserve" of 28,700 Naval and Marine personnel in inactive duty status to be trained in a program closely integrated with the Regular Navy.

Fifteen Naval Air stations in the United States have been designated for the exclusive mission of training reservists and seven additional air stations will train reservists besides fulfilling other missions.

► **Composition Detailed**—The Reserve force will be composed of 6,100 Naval and Marine aviators, 2,800 ground officers and 19,800 enlisted Naval and Marine personnel. They will be organized into air groups, squadrons and units trained to man in an emergency the ships laid up in the inactive fleet or to supplement squadrons of the active and reserve fleets.

Reserve Marine squadrons will be organized separately in order to complement carriers assigned to the Marines and to train for operation

New Planes at Convair

Although Consolidated Vultee is mum, an AVIATION NEWS observer at Lindbergh Field tags as new Convair experimental models:

► A twin-boom two-engine design with an automobile-type fuselage seating four passengers. Engines are tractor-mounted in forward extensions of the booms. The plane resembles somewhat the pre-war *Crusader* produced in Denver as a two-seater (pod body) with Menasco power.

► A conventional appearing four-passenger plane with a single nose-mounted engine.

Control problems make the company's Spratt-wing experimental plane subject to extended development before marketing is considered.

with Fleet Marine Force.

► **Will Start July 1**—Plans have been made to start a thorough training program for reservists about July 1. It will consist of 48 drill periods a year, with approximately 100 hours of flying a year for pilots and an annual two-week period of training at sea aboard carriers of the reserve fleet.

A "Standby Reserve" also will be organized to be composed of officers and enlisted personnel who cannot regularly attend the drills or otherwise qualify for training.

► **Taking Refresher Flights**—Prior to the start of the Ready Reserve program in July, all reserve aviators on inactive duty have been authorized to take refresher flight training. They have been allowed two hours, flying time a month for January and February, and may be authorized more flying time for the succeeding four months of this fiscal period.

The 15 stations that will exclusively train reservists are at New Orleans, St. Louis, Minneapolis, Squantum, Mass.; New York; Willow Grove, Pa.; Atlanta; Memphis; Dallas; Livermore, Calif.; Los Alamitos, Calif.; Grosse Ile, Mich.; Olathe, Kans.; Glenview, Ill., and Columbus, Ohio.

► **Seven Other Stations**—The other seven Naval Air Stations that will also train Reservists are at Anacostia, D. C.; Norfolk, Va.; Jacksonville, Fla.; Miami, Fla.; Seattle, Wash.; San Diego, Calif., and Hutchison, Kans.

Modern aircraft of all types have been set aside for the program.

Terminated Aeronautical Contracts Likely to Be Among Last Settled

Cost-plus-a-fixed-fee agreements provide greatest problem, with rate of settlement declining, although over-all task is proceeding more rapidly than expected.

Settlement of terminated war contracts is proceeding so satisfactorily that it is expected that less than 5 percent will remain open at the end of this fiscal year, June 30, but there is strong probability that many of the unsettled claims on that date will be on contracts for aeronautical items.

Once deemed the greatest of problems to be solved at war's end, termination has proceeded so smoothly that the director of the Office of Contract Settlement, Robert H. Hinckley, resigned effective Feb. 1, to be succeeded by H. Chapman Rose. Plans were announced to abolish OCS as of June 30, with its remaining functions to be handled by the Office of War Mobilization and Reconversion.

► **Warned of Delay**—Although in his final report to Congress, Hinckley stated that on Dec. 31, 1945, only 52,789 of a total of 303,314 terminated contracts still awaited settlement, he added, significantly, that "speedy settlement" of cost-plus-a-fixed-fee "terminations cannot be expected."

No break-down is easily available, but it is informed opinion that most of the cost-plus contracts were with producers of aviation material.

► **Cost-plus in Large Proportion**—Contracts remaining to be settled total \$33,500,000,000. Nearly one-third of this, or \$11,000,000,000 is for cost-plus contracts, although the number of such contracts is only 637. While the rate of settlement of fixed-price contracts rose in the last quarter of 1945, the rate of settlement of cost-plus contracts actually declined.

Only 65 such contracts were settled, while 74 additional cost-plus contracts were cancelled in the period.

► **Outstanding Value Still High**—According to the Air Technical Service Command, AAF terminations of contracts of all types numbered 24,489, involving \$23,000,000,000. Of these, only 4,481 remain to be settled, but this relatively small number involve approximately \$13,000,000,000.

Termination Score

Contract termination at a glance:

► Number of contracts of all types terminated — 303,314; valued at \$63,900,000,000.

► Number of contracts of all types settled—250,525; valued at \$30,400,000,000.

► Number of contracts of all types remaining to be settled—52,789; valued at \$33,500,000,000.

► Number of fixed-price contracts remaining to be settled—52,152; valued at \$22,500,000,000.

► Number of cost-plus-a-fixed-fee contracts remaining to be settled—637; valued at \$11,000,000,000. (Cost-plus contracts cancelled totalled 1,391, valued at \$16,345,308).

► Average amount of settlement on fixed-price contracts only—9.2 percent (about \$2,300,000,000).

These figures, as well as those on cost-plus contracts, bear out Hinckley's statement that naturally the largest contracts take longest to settle. But other factors have contributed to the slowness.

► **Contractors Prove Slow**—Major one worrying ATSC and Army termination officers is that contractors have been slow in handling their part of the load. Under termination procedure, a contractor gets 80 percent of what is estimated to be due him when he files his claim. In many cases, this is a sizeable sum, sufficient to meet the contractor's immediate needs.

Occupied with other reconversion difficulties, the contractor then lets the termination details slide.

► **Army Hit by Demobilization**—Second greatest concern of the AAF is the military demobilization that is stripping the service of key men, experienced in the problems of industry. Another cause of delay, cited by OCS, is the strikes. Picket lines are keeping office workers, as well as factory workers, out of the plants and preventing much of the necessary accounting work.

Vinson-Trammell Act Revisions Offered

Would eliminate 6 percent profit limitation, drop Naval Aircraft Factory as 'yardstick'.

The first Congressional step to revise out-moded military aircraft procurement regulations has been taken by Chairman Carl Vinson (D., Ga.) of the House Naval Committee who has introduced a bill removing deterrents to realistic naval aviation procurement in existing law.

Generally in line with recommendations of aircraft leaders, the Vinson bill will eliminate the 6 percent profit ceiling placed on naval aircraft contracts by the Vinson-Trammell Act.

► **Picture Has Changed**—Vinson sponsored this flat ceiling at a time when there was little competition in the aircraft manufacturing field, and contracts were let to sole bidders.

Since the establishment of a highly competitive aircraft industry during the war, Vinson has become convinced that the need for the ceiling has vanished and that it improperly handicaps the Navy in contracting for certain experimental models.

► **Revises Procurement Policy**—The bill also revises the stipuation of the Vinson-Trammell Act that a minimum of 10 percent of naval aircraft procured must be manufactured at the Navy-owned Philadelphia plant.

Under the new Vinson measure, the procurement of aircraft from Navy-owned plants is left to the discretion of the President. It authorizes the Navy Department, on approval by the President, to manufacture a portion of its aircraft at Navy-owned plants when it is deemed that the private manufacturing industry is not offering the government a fair price.

► **Was Used As Yardstick**—The stipulation for manufacture of 10 percent of naval aircraft at a government plant was written into law to provide a yardstick on aircraft manufacturing costs. The extensive data on manufacturing costs on all types of planes developed during the mass-production war period, Vinson is now convinced, rules out its necessity.

The present plan of the Navy is to use the Philadelphia facility for research and experimentation. Vinson points out that the private aircraft industry is now able to produce planes cheaper than they can be produced at Philadelphia.



PACKET PRODUCTION LINE:

Fairchild Aircraft & Engine Co. says commercial use of its C-82 Packet cargo plane will make possible the lowest air freight rate in the history of the transport industry—between 12 and 15 cents a ton-mile. Fairchild now is speeding production at its Hagerstown, Md., plant to meet Army requirements for 12 planes a month with prospect of reaching a "surplus" rate by July when the commercial version probably will be available at a price of around \$250,000.

Civilian Application of Radar Moves Forward on Two Fronts

Week-long AAF conference aims at ultimate standardization of electronic equipment; CAA will conduct extensive tests of Ground Control Approach set at Indianapolis field.

Efforts to utilize wartime developments in radio and radar to standardize a system for blind flying and landing moved ahead on both civilian and military fronts last week.

The AAF called into conference other Government agencies and representatives of the electronics and aviation industries, and it was disclosed that CAA is proceeding immediately to give extended tests to the Ground Control Approach radar landing system which has aroused so much controversy (AVIATION NEWS, Dec. 10, 1945).

► **Daily Sessions Held**—In daily sessions at the Pentagon Building last week communications experts heard expositions of every type of blind flying and landing system presently used or proposed. At the end of the week a committee of both civilian and military members was to be appointed to propose exhaustive tests for those systems holding greatest promise. This was to lead to an attempt to standardize on one system for use by military, commercial and private pilots.

In calling the conference, Maj. Gen. Curtis E. LeMay, chief of AAF research and development, stated that all-weather flying now is pos-

sible. Early in the conference, however, Col. Joseph De Lee, chief of staff for operations of the Air Transport Command, warned against too-great dependence on radar in landing. His main point was that the pilot must be the absolute arbiter of the plane's course just before the touch-down.

► **Argument Revived**—This again brought to the fore one of the main arguments against the use of GCA, in which the pilot is "talked down" by a ground operator who follows the plane's course on a radarscope. Some 200 GCA sets were manufactured during the war for the Army and Navy by Gilfillan Bros., Los Angeles, which are seeking a

commercial market for the device under the name of Radar Landing Control.

Until recently, main stumbling block to Gilfillan's plans was CAA's determination to use only the search part of the device, a system which scans the sky for a radius of approximately 30 miles and indicates on a scope the position of every aircraft within range. For landing, CAA was adopting the localizer-glide path combination used also by the AAF and known as SCS-51.

► **Will Train CAA Operators**—Since last Fall, a GCA set has been at the CAA testing station at Indianapolis, but has been tried only sporadically, and not maintained in top condition. Under an agreement just completed between CAA and Gilfillan representatives, the company will send its own technicians to Indianapolis to train CAA crews, and CAA will operate the set—both the search and precision systems—with a crew of three in two eight-hour shifts every day for approximately three months.

At the end of that time a full report will be made by CAA's Air Traffic Control Division to Administrator T. P. Wright. CAA is expected to decide, on the basis of that report, whether GCA will be used and to what extent on civilian airports.

► **Tests Well Received**—Heretofore, most publicized objection to GCA has been that pilots did not take kindly to directions from the ground. This is discounted by some military pilots and some civilian pilots, while others uphold the criticism. In one demonstration at Bryant Field, Texas, for airline pilots, the pilots were reported to be completely "sold" on GCA.

Gilfillan put on an exhibit on the West Coast which was said to impress greatly airlines. Western, TWA, and United made tests with their own planes and pilots.

4th Air Force Acts To Cut Winter Flying Accidents

An attempt to reduce winter military flying accidents on the Pacific coast has been made by a Fourth Air Force restriction of cross-country flying to senior and fully experienced pilots. The restrictions will be in effect until the latter part of March.

Although the Fourth Air Force announced the loss of only one plane, a BT-13, in the California area and two other planes in other areas during the same period last

fall due to weather, flying safety rules were deemed necessary because of mounting demobilization and transfer factors. Terrain in the Pacific Northwest area, AAF spokesmen said, is too dangerous for green navigators or pilots to fly on instruments.

► During 1946 winter cross-country flying, pilots must be qualified as (1) command pilots with 15 years' experience, (2) senior pilots with 5 years and more than 1,500 hours or (3) pilots with 1,500 hours and a green instrument card earned within the last 90 days.

The regulations apply to all flights under jurisdiction of the Fourth Air Force (California, Washington, Oregon, Nevada, Idaho).

AVIATION CALENDAR

- Feb. 12—IATA European Rate Conference, Paris.
- Feb. 14—Oklahoma Aviation Association, first post-war meeting, Hucikins Hotel, Oklahoma City.
- Feb. 18—Exchange of exhibits on application of TACA de Colombia for foreign air carrier permit. (Docket 1824.)
- Feb. 20-21—ATA airline treasurers' conference, Chicago.
- Feb. 22-23—Joint Air Defense Conference, sponsored by Joint Airport Users' organization of the NAA, Mayflower Hotel, Washington, D. C.
- Feb. 25-27—Fourth region non-scheduled operations, second annual convention, Ft. Worth.
- Feb. 26-28—Air Transport Association Engineering and Maintenance Conference, Detroit.
- March 1-5—Pan American Aircraft Exposition, Dallas, Texas, reviving pre-war annual exhibit.
- Mar. 4—Hearing on application of TACA de Colombia for foreign air carrier permit. (Docket 1824.)
- March 4—SAE German Engineering Evaluation Meeting, Rackham Educational Memorial, Detroit, Mich.
- March 4—PICAO route service conference on North Atlantic air navigation facilities starts at Dublin.
- Mar. 5—Exchange of exhibits on application of TACA, S. A. for foreign air carrier permit. (Docket 774.)
- March 8-16—Southwestern Aviation Exposition, Ft. Worth, Tex.
- March 11-12—Joint Air Transport Conference, Statler Hotel, Washington, D. C.
- March 14-15—American Helicopter Society, second annual forum, Franklin Institute, Philadelphia.
- Mar. 15—Briefs due in Mississippi Valley case. Postponed from Feb. 15. (Docket 548 et al.)
- Mar. 15—Hearing on application of TACA, S. A. for foreign air carrier permit. (Docket 774.)
- March 25-30—Aviation Show, Sponsored by Aviators Post No. 350, American Legion, Municipal Armory, Los Angeles.
- April 3-5—SAE National Aeronautic (Spring) Meeting, Hotel New Yorker, New York.
- April 5-13—National Aviation Show, sponsored by Aviators Post No. 743, American Legion, Grand Central Palace, New York City.
- April 12—New England Council, third annual aviation conference, Hotel Statler, Boston.
- April 22-24—"Women in Aviation" conference, Stephens College, Columbia, Mo.
- April 23—PICAO route service conference on European air navigation facilities starts at Paris.
- May 21—PICAO Assembly begins three-week meeting, Montreal.
- June 2-7—SAE Summer (Semi-Annual) Meeting, French Lick, Ind.
- Aug. 22-24—SAE National West Coast Transportation & Maintenance Meeting, New Washington Hotel, Seattle, Wash.
- Oct. 3-5—SAE National Aeronautic (Fall) Meeting and Aircraft Engineering Display, Biltmore Hotel, Los Angeles, Calif.
- Oct. 16-17—SAE National Transportation & Maintenance Meeting, Hotel Knickerbocker, Chicago, Ill.
- Oct. 23-25—Second Annual Arizona Aviation Conference, Phoenix.
- Nov. 7-8—SAE National Fuels & Lubricants Meeting, Mayo Hotel, Tulsa, Okla.
- Dec. 2-4—SAE National Air Transport Engineering Meeting, Edgewater Beach Hotel, Chicago.

Beech Planning To Build Auto

Entry of Beech Aircraft Corp., Wichita, Kans., into the automobile manufacturing field is indicated by the opening of a design and development office in Detroit. Plans call for development of an experimental luxury class six-passenger automobile designed like an aircraft structure, and which may retail for about \$5,000 in a production version.

Layout men, body men, tool and die men, and the other skilled workers are being hired for the Detroit office.

► **Revolutionary Features Planned**—Some revolutionary design features of the new automobile project are:

- The powerplant—a 90-hp. Franklin engine driving an electric generator which supplies power to small electric motors at each individually-sprung wheel.
- No conventional chassis or frame, but structural members and body are combined to produce a lighter more efficient design.
- Windows are operated by small

electric motors, and front seats adjust backwards and forwards by electric motor drive.

► Seats will be extremely wide, with ample accommodation for six passengers.

► Mileage is expected to be about twice that of present-day cars with high speed and road speed also well above present conventional auto performance.

Parts and accessories for the first experimental model now are under construction, and as soon as final details on body design are completed, the remainder of the car will be finished. It is expected to be ready for road test by July 1.

► **To Be Built At Wichita**—First pilot model may be produced at Wichita, but it is understood Beech has not yet decided about mass production.

The opening of the Detroit branch follows extensive preliminary work at Wichita, including wind tunnel testing of the aerodynamic design of the car, and other body and production research.

Increased Output Called For In New Labor Contract

Eclipse-Pioneer Division of Bendix Aviation Corp. and the Aircraft Workers' Union of New Jersey, Inc. have signed a new contract providing for a 12-cent per hour general wage increase, a no-strike pledge and a union commitment to increase production by at least 15 percent.

Worth Tracy, Eclipse-Pioneer industrial relations director, said he believed the contract was the first post-war collective bargaining agreement to incorporate a specific provision for increased productivity.

Franklin Institute To Have New Laboratory Staff

A new administrative staff is being set up to head the Franklin Institute Laboratories for industrial research.

Lt. Col. Charles H. Greenall, now director of research at Frankford Arsenal, will become executive director of the Laboratories about April 1, assisting Dr. Henry Butler Allen, secretary and director of the Institute. Dr. Allen will continue in over-all charge of the research work.

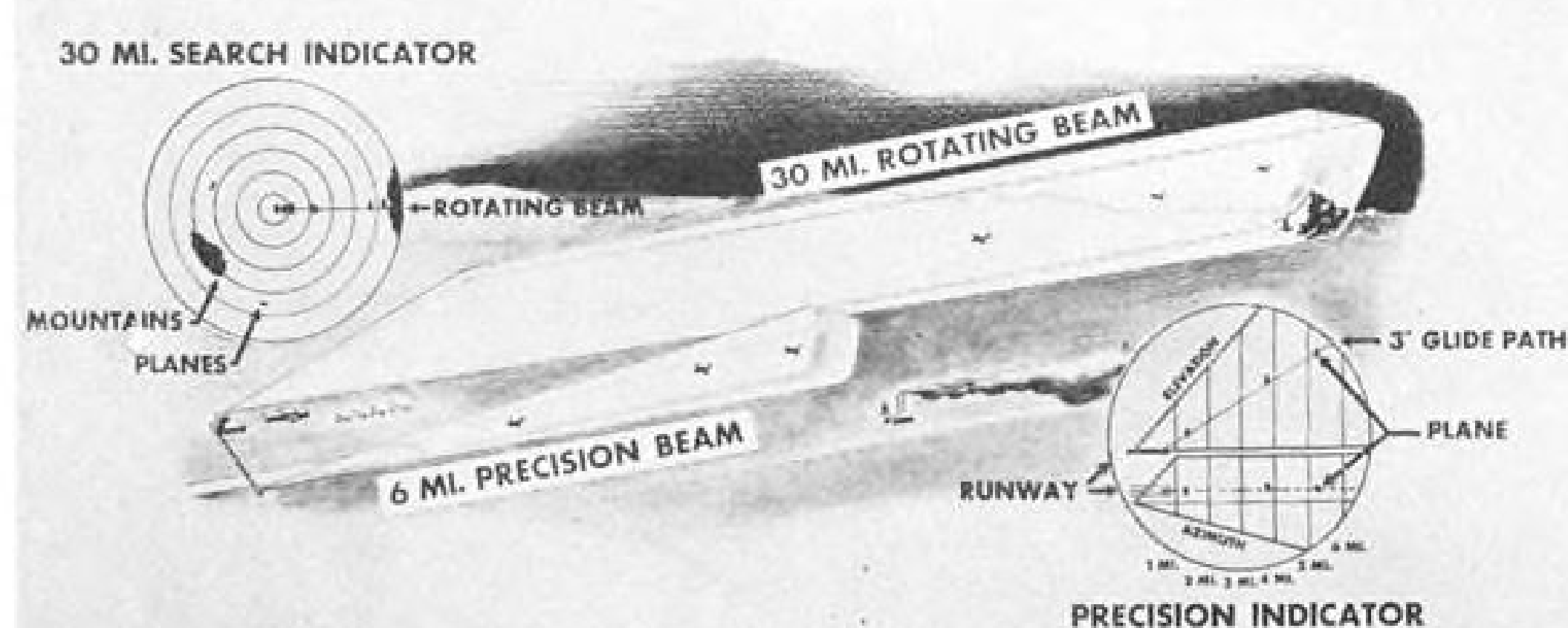
► **Headed Bell Unit**—Greenall, a mechanical engineer specializing in

materials development, formerly was supervisor in charge of metallic materials at the Bell Telephone Laboratories. In 1936 he was named chairman of the committee on copper base alloys of the American Society for Testing Materials. In 1940, he was called to serve as consultant to the director of research at Frankford Arsenal and in 1942 he became executive officer and later director.

Acting as senior consultants to Dr. Allen will be Dr. Rupen Eksergian and Dr. W. F. G. Swann. Further administrative personnel of the Laboratories will be Dr. Nicol H. Smith, director of the division of chemical engineering and physics; Ralph H. McClarren, division of electronics and instruments and George S. Hoell, division of mechanical engineering.

New IATCB Secretary

Capt. Dorothy A. Mitchell, WAC, has been appointed secretary of the Interdepartmental Air Traffic Control Board, succeeding Lt. Col. J. B. Hartranft, Jr., who has received his discharge from the service. IATCB is charged primarily with coordination of the use of navigable air space to prevent conflict between military and civil aircraft. Hartranft has resumed his civilian job as head of the Aircraft Owners and Pilots Association.



Radar Landing System: One of the clearest diagrams ever presented of the Army's Ground Control Approach (GCA) system built by Gilfillan Bros., Los Angeles, and to be sold commercially as Radar Landing Control. A rotating beam in the tower indicates planes within a 30-mile radius and simultaneously a precision beam is being sent out from a transmitter approximately 1,500 ft. to the side of the runway. Indicator for the precision beam also is in the tower. Smaller sketch shows the operator seated before the two grids.

PRIVATE FLYING

CAA-NASAO Due to Conclude Regulatory Agreement Next Month

Washington conference produces preliminary understanding on scope of long-embattled proposal for model state aeronautics act to establish fields of jurisdiction.

Reconciliation of differences between CAA and the National Association of State Aviation Officials is likely next month on the subject of policing private flying regulations and state registration of pilots and aircraft.

Preliminary agreement between CAA and NASAO representatives was reached last week in Washington on a draft of model state aeronautics commission act, originally prepared by NASAO in 1944 and a subject of disagreement between CAA and state officials ever since (AVIATION NEWS, Dec. 17, 1945).

► **Compromise Proposed**—Crux of the matter was state official's insistence on state power to register pilots and aircraft and prescribe requirements for such registration. This would have carried with it state power to "ground" pilots, a theory to which CAA has been unalterably opposed.

A compromise reached at the meeting and to be studied by the state representatives and submitted to the NASAO, proposes:

► States may require registration

of airmen and aircraft at a nominal fee and the only requisite shall be possession of a valid Federal certificate.

► States may enforce safe flying practices only by court action, provided that the standards of safety shall be the same as those laid down by the Federal Government; and provided that the states shall make it a misdemeanor for anyone who does not hold a Federal certificate to fly within a state's border; and provided that if an offender is prevented from flying for more than 30 days, the case shall be referred to CAB for a decision as to his competency to fly.

► **Federal Functions**—Federal functions, as outlined in the policy memorandum at the meeting, are to set airworthiness, competency and operating standards, and enforce these through CAA inspectors, and other CAA personnel.

Reserved to the states is the right to license airports, and the conferees agreed that these items should be required: adequate fuel and oil; attendance, or availability

of a manager and an airplane and engine mechanic; tie down or hangar facilities; fire fighting equipment; snow removal equipment; telephone; water and rest rooms; first aid kits.

► **Minimum Standards Discussed**—Also discussed was establishment of minimum standards. Suggested, although not adopted, were landing strip lengths of 1,500 ft. instead of 1,800 ft., glide angles of 15-1 rather than 20-1, and runway wind coverage of 60 percent, instead of 70 percent.

The NASAO delegation at the meeting, representing 13 states, was headed by the legislative committee, all state aviation commissioners, consisting of William L. Anderson, Pa.; Arthur Tully, Mass.; Clarence F. Cornish, Ind.; L. L. Schroeder, Minn.; David M. Giltinan, W. Va.; Edward F. Knapp, Vt.; Dexter C. Martin, S. C.; and Edward R. Fennimore, Md. Assistant Secretary of Commerce for Air, William A. M. Burden, headed the Government delegation which included CAA Administrator T. P. Wright, Charles B. Donaldson, George W. Burgess, Richard Elwell, Fred Lanter.

Flyaway Service Established in Dayton

Establishment of a flyaway service for delivery of personal aircraft from manufacturers to dealers and distributors has been announced. The firm, American Flyaway Service, will be based at South Dayton Airport, Dayton, Ohio.

Heads of the organization are two former military pilots, Leon W. Wilder, and Andrew B. Waggoner. They expect to employ discharged Army and Navy pilots who wish to continue flying in civilian life. Several aircraft distributors have indicated their interest in using the service and more than 20 plane deliveries already have been made.

► **Will Be Insured**—By taking into consideration hidden costs in flyaway service, they believe they can provide the service at a lower cost than any private distributor or dealer. They would offer full insurance coverage under an agreement with Aero Insurance Underwriters.

Rates start at 13½ cents per mile for planes retailing at less than \$2,600. Rates for more expensive planes will be slightly higher.

► **Hidden Costs Listed**—Among hidden costs considered in arriving at

rates were weather delays, indirect routes, insurance coverage, pilot transportation, and delays at the factories and en route. The firm plans to station its pilots at the factories to speed deliveries.

Dayton was selected as the center for activities because of its location in respect to a majority of the larger personal plane manufacturers.

► **Full Costs Greater**—The firm says a study indicates the flying time will be slower on new planes, because the new engine should not be operated at maximum cruising speed, and gasoline consumption is expected to be greater than normal. Also the oil consumption for a new engine is usually greater. These factors are not generally considered in figuring flyaway costs, the partners say.

Operations of the new organization thus far have been confined to eastern, midwest and southern states, but they plan to expand the service to the entire country as soon as personal plane production warrants it.

Airline Pilots Blamed For Mid-Air Crash

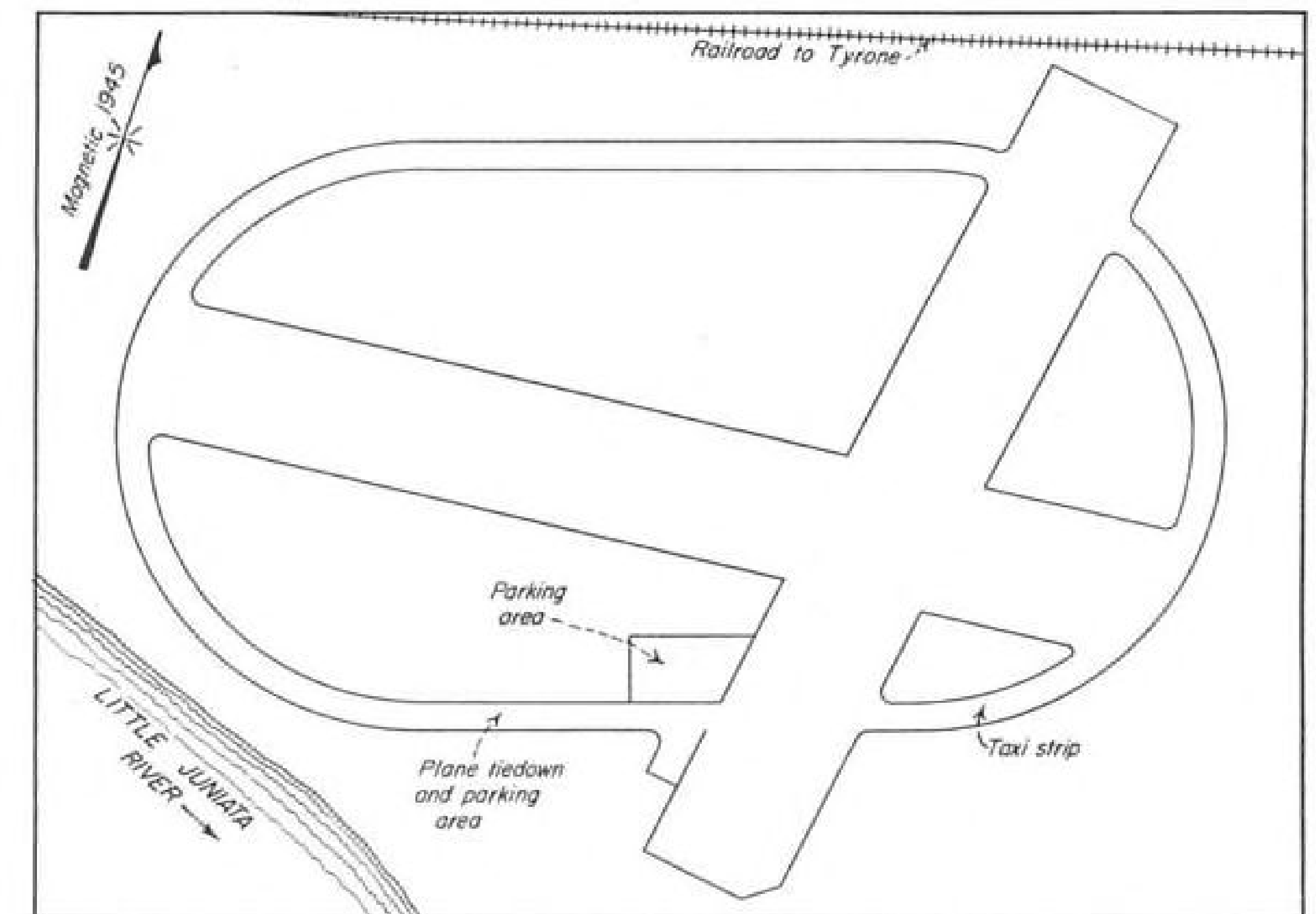
A collision between an airliner and a two-place private plane near Saline Mich., subject of a recent CAB accident investigation report is of interest to private flyers, for three reasons:

► The investigation shows the accident probably was caused by lack of vigilance on the part of the airline pilots, pointing a warning that all pilots, even highly trained transport flyers, must continually guard against carelessness.

► The board dismissed CAA complaints against the two airline pilots because the Administration failed to file complaints within six months after the accident, or to show good reason for the delay.

► The board dismissed CAA complaints against the instructor piloting the private plane, holding that he did not violate Civil Air Regulations as charged, except for one which had been repealed since, and which had been "generally recognized as unenforceable." (60,471 CAR requiring pilot to fly at even thousand-foot levels as nearly as existing conditions permit.)

The collision took place Dec. 24, 1944, 4½ miles northeast of Saline, Mich., between an American Airlines DC-3 piloted by Capt. Victor Robert Evans and First Officer J. Richard Lyons, and a Taylor-



Airport Replaces Speedway: Layout of an airport being constructed on the grounds of the old Altoona Speedway near Tyrone, Pa., shows how runways will intersect the old auto race track which will be used as a taxiway.

craft side-by-side trainer carrying Instructor Donald Jay Gridle and Student Pilot Eleanor Cramer, both of Ypsilanti, Mich.

No one was injured in the collision, although the instructor and student pilot were forced to parachute and their plane was wrecked.

► **Overtaken from Rear**—The lightplane was overtaken from the rear and left by the airliner, at 2,500-ft. altitude, and had right-of-way over the faster plane. Attention of the DC-3 captain and first officer was diverted to duties inside the cockpit at the time of the collision. Neither Capt. Evans nor occupants of the lightplane saw the other until the planes collided. First Officer Lyons saw the Taylorcraft just before impact.

The DC-3 left wing was damaged and Capt. Evans made an emergency landing with retracted landing gear, "exhibiting high professional skill" in the landing, CAB investigators reported.

Curtiss Memorial Urged

Construction of a Steuben County, N. Y., airport as a memorial to Glenn H. Curtiss, New York State aviation pioneer, has been recommended to the State Legislature by the State Department of Commerce. Commissioner M. P. Catherwood suggested a site two miles from Bath and five miles from Hammondsport, scene of early flights.

Airport Being Built On Speedway Site

The airplane may never replace the auto, but near Tyrone, Pa., a unique privately-owned airport is taking the place of a once-famous auto speedway.

G. C. Black, auto dealer and Aeronca distributor, reports work is near completion on a field he is building on the site of the old Altoona Speedway. The track is being used as an oval taxiway around the field and the lumber from the grandstand is going into new airport structures.

► **Two Runways Planned**—The speedway once was a mile and a half board track, but later was converted to a mile and an eighth dirt track, built inside the old oval which was torn down. Black bought the property in 1942.

The field will have two runways 300 ft. wide—a 2,000-ft. north-south strip and a 2,300-ft. east-west strip—each intersecting the taxiways built on the old track surface.

► **One Building Finished**—A building to house administrative offices, parts storeroom and lounge already has been completed. A large number of T-hangars, a swimming pool and a snack bar are projected. All are to be built of the yellow pine heartwood salvaged from the grandstand. Black reports the lumber is in excellent condition.



"TOW AWAY" DELIVERY:

This new glider, first off the production line at the Schweizer Aircraft Corp., Elmira, N. Y., was delivered recently to Jones Flying Service, Columbus, Ohio. The single-place SGU 1-19 utility glider was piloted by Paul Souder and towed to Columbus by an Interstate plane piloted by Verne Hysell. The glider has 36-ft. 8-in. wingspan and weighs 320 lbs. empty. It is provided completely assembled or in kit form for assembly by schools and clubs. This model has made cross-country flights up to 30 miles, attained altitudes of more than 5,000 ft. above takeoff point and remained aloft for more than five hours.

Restrictive State Regulations Attacked at Northwest Air Parley

250 delegates to Aviation Planning Council meeting at Boise, Idaho, hear speakers assail unnecessary and conflicting measures instituted by both federal and local governments.

Unnecessary, restrictive state control of aviation in conflict with existing federal Civil Air Regulations was criticized sharply by delegates to the recent Northwest Aviation Planning Council, at Boise, Idaho, although the speakers also assailed federal regulatory infringement on the rights of the states.

Dr. Harvey Casebeer, Butte, Mont., president of the Montana Pilots' Association, cited Connecticut aviation regulations as an "example to which state regulations could become ridiculous."

► **Points Out Absurdities**—"If one lands a seaplane there, a motor boat license must be obtained in order to navigate the state's waters. If the visit lasts more than 24 hours the pilot must have a medical examination from a state physician besides his regular CAA medical certificate. Such actions, taken by state legislatures who have no familiarity with aviation defeat the purpose of national legislation," he declared.

A total of 225 persons attended

the council from Oregon, Washington, Montana, Utah, Minnesota, Iowa, California, British Columbia and Idaho. Many came by air.

► **Hoot At Landing Fee**—The flyers hooted at announcement that private pilots would have to pay a charge of \$1.50 to land on the Boise municipal airport. Unanimous agreement held that such actions would drive pilots away from municipal airports.

In contrast to the attitude by Boise, air-minded Mayor Ed Fanning, of Idaho Falls, Idaho, stated his city does not make unreasonable demands on a pilot and promised that action is underway to provide local flyers with hangar space at the low price of \$65 yearly, an average of \$15 to \$20 is charged monthly in most northwest communities.

► **Politicians Assailed**—Bob Johnson, well known "bush" pilot and head of Johnson Flying Service, Missoula, Mont., warned that politicians were trying to crowd into the aviation

Idaho 'Revolt' Urged

A direct break between Idaho pilots and the State Aviation Association appeared possible as an aftermath of the recent Northwest Aviation Planning when it was proposed that an Idaho Pilots' Association be formed to counter the Idaho Aviation Association.

Spokesmen for the rebels were pilots Lamoine Stevens, Hagerman; G. D. Lowers, Pocatello; Alfred (Jack) Pouch, Idaho Falls; and J. W. Vanderford, Aberdeen.

► **Complain of "Muzzling"**—They and other flyers and operators objected to the "muzzling" of discussion on pending Idaho aviation legislation and complained that only one operator, Gwin Hicks, Lewiston, was represented among officers and directors of the association. They also protested that W. P. Hughes, Lewiston city engineer who was re-elected president, had appointed a committee to name the directors, and that the directors then elected the officers.

As the meeting ended, it was being urged that the operators and pilots be given a larger place in proceedings, and it still was undetermined whether this would be done or whether the association would split into two rival groups.

picture for self aggrandizement and working against the interests of the pilots.

He said: "Everybody has a finger in the pie, except the pilot. Anyone who works in aviation should have the privilege of running aviation, or at least a voice in policies laid down. But as it is, a lot of operators aren't able to get that voice because they are too busy."

► **Repeal of State Laws Urged**—E. J. Robins, of Washington, D. C., assistant CAA administrator for state relations, recommended repeal of Idaho state laws affecting aviation on the grounds that they were now outmoded, although Idaho was one of the first states to set up progressive aviation legislation.

Robins said the small operator is hard hit by restrictions contrary to national regulations. "The small operator is trying to get a foothold," he explained, "and needs all the help possible. He should not be saddled with unnecessary work and expense. He cannot afford to meet added expenses of complying with two sets of regulations."

New Luscombe One-Place Ship Flight Tested; Production Studied

65-hp. craft weighs 845 lbs., cruises at 122 mph. with top speed of 135 mph., uses many parts from company's two-place *Silvaire*; has 25-ft. wing, 17-ft. fuselage.

By ALEXANDER MCSURELY

A new low-wing one-place monoplane which Luscombe Airplane Corp., has flight tested successfully at Dallas, Tex., is believed by the manufacturer to be the fastest airplane now flying in its power class.

All-metal except for the fabric covering of the wing, the new 65-hp. Model 10 will cruise at 122 mph. and has a top speed of more than 135 mph., giving it a cruising speed-power ratio of more than two mph. per horsepower.

► **Uses "Silvaire" Parts**—The one-place plane has been designed so that it can use many of the parts already being used in Luscombe's production of the standard 65-hp. two-place high-wing *Silvaire*. Mass production of the Model 10 would present only minor problems, if this is decided on, Leopold H. P. Klotz, president, points out, because the necessary machines, jigs, and materials already are in use, and many of the interchangeable parts already are available.

The 17-ft. fuselage is of all-metal stressed-skin monocoque construction with few bulkheads, and the 25-foot wing is full-cantilever, of metal construction, fabric-covered, with metal-covered control surfaces.

► **Built in Six Months**—Misha Kantor, Luscombe engineer, designed and supervised the construction of the Model 10 from drawing to finished plane in less than six months. Its high performance is attributed to its clean aerodynamic design, which includes a bubble-type plastic canopy, wing-root fillets to smooth out the airflow over the wings, and fairing of the fixed conventional landing gear to cut down drag.

Fully loaded, the Model 10 weighs 845 lbs. At cruising speed, fuel consumption is only four gallons an hour, giving an airspeed average of 30½ miles to the gallon.

► **Market Considered Doubtful**—President Klotz is now making a study to determine whether public demand for this type of plane warrants putting it into quantity production.

Plane manufacturers generally

have been hesitant about producing a one-place personal plane because of the belief that the average plane buyer prefers room for at least one passenger. Proponents of the one-place plane argue, on the other hand, that its economy and better performance offer advantages to the solitary cross-country pilot which might outweigh the solace of companionship in some cases.

► **Is Fourth of Type**—Whether the Model 10 is put into mass production or not, it takes its place with the Lockheed *Little Dipper*, the Piper *Skycycle* and the Kansas City-built *Skyhopper* as another experimental excursion into the one-place field.

Some of these other one-place planes were built to test out theories of control, etc. with no intention of ever building a production version in the one-place size. But if Luscombe is testing any new theories with the Model 10, the company has given no indication of it.

Ercoupe On Skis

Fred Weick, vice-president of Engineering & Research Corp., Riverdale, Md., and designer of the *Ercoupe*, has completed landing and takeoff tests with the first tri-ski landing gear *Ercoupe*, at St. Cloud, Minn. (photo on Page 3).

Spring arrangement on the nose ski, makes it steerable on the ground, just like the *Ercoupe* nosewheel. The installation uses three standard Federal Model A-1500 skis. *Ercoupe* owners may purchase them from the Federal Aircraft Works, Minneapolis, and have them installed locally with CAA inspection.

North American Names Burla To Personal Aircraft Council

North American Aviation, Inc., last week designated R. L. Burla, as its representative on the Personal Aircraft Council of the Aircraft Industries Association.

The action is the first open indication by the Inglewood, Calif., company of its intention to enter the personal plane market, although it has been known for some time that North American was grooming an experimental four-place low-wing plane for this field. Burla is assistant to President J. H. (Dutch) Kindelberger.



\$25 AN-HOUR:

Having purchased three Vultee BT-13 surplus trainers from War Assets Corp., Thompson's Flying Service, Salt Lake City, Utah, is planning to buy two or three more in the near future for rental to pilots desiring instrument flight practice. Carl Hellburg, manager of the service and president of Utah Fixed Base Operators' Association, expects to set a \$25 an hour rental fee on the planes, which have 450 hp. Pratt & Whitney engines. Photo shows Hellburg on the wing of one of the planes, with Ed May, former Army test pilot, who is testing the planes for certification, in the cockpit.



PRIVATE PLANE CARRIES POLO TEAM:

The "Miami Flyers" polo team recently flew over to Havana, Cuba, from Miami, Fla., for the first international polo matches since Pearl Harbor, using a privately owned twin-engine Cessna for their transportation. Above, R. S. Evans, owner of the plane, left, and other members of the team board the plane.



"CARGO" CORSAIR:

Marine Lt. Col. J. F. Lobbin, Brighton, Mass., uses the empty shell of a 500-lb. bomb to carry his luggage when he takes off in his Vought Corsair. He is careful about his bomb release trip, however, for an accidental "attack" literally would cost him his shirt.

Canada Will Abandon 54 War-Surplus Fields

About 50 of 104 Canadian airfields declared surplus by the Royal Canadian Air Force are available for use by municipalities. The others are being abandoned as of no further use. Some of the 50 will be returned to cities from which they were leased during the war.

The others are open for lease by municipalities for five years at a nominal rental of \$1 a year, with provision that the lessees maintain field and buildings and keep them open as public airports.

Air Show Nets \$7,000

The recent All-American Air Maneuvers at Miami, Fla., netted approximately \$7,000, Chairman C. D. Leffler reported last week. Gate receipts for the three-day meet were \$39,868.50, more than double the receipts of the last pre-war show in 1941.

Total registration of visitors was 4,357 of which 1,352 were pilots. Approximately 980 visiting planes were tied down at International Airport, at the peak of the show, with approximately 300 at other airports in the Miami area.

Leffler said the city of Miami had underwritten the show for \$10,000, but urged that the city permit the show organization to use at least part of the \$7,000 to organize next year's show.

Briefing *For Private Flying*

The problem of housing the large number of new personal planes which are expected to be sold within the next year is one that has airport operators and managers going round in circles. The steel strike isn't doing the prefabricated T-hangar business any good, either. Observers expect an increase in prices on the steel hangars will follow adjustment of the strike. The strike delay, of course, will set production back months.

LOCAL MATERIALS—A trend toward use of local materials for hangars in areas where these are readily available may cut into the prefabricated hangar business, also. The hangar manufacturers must be able to make their product cheaply enough to deliver it to the airport, including shipping charges, at a competitive price with hangars of equal quality made of local materials. Whether the expected price increase will be enough to throw the balance in favor of local materials remains to be seen. Concrete, cinderblock and concrete block are preferred materials, with brick a little too expensive. Wood is less desirable from the standpoint of appearance, permanency and fire hazard.

FLYING GOVERNOR—Kansas has one of its best aviation boosters in its governor, Andrew Schoepel, who estimates he saves the equivalent of two days a week on his busy schedule by flying to various parts of the state. A typical week of his flights: From Topeka to Hutchinson, half-way across the state, then on to Great Bend, and back to Topeka, on Thursday, Saturday, to Dodge City, and Sunday back to Topeka. The Governor's home town, Ness City, is without an airport so he can't fly home, but citizens are campaigning to remedy this situation, and expect that later this spring Ness City will have a community-sponsored airport three minutes from the business district.

LIMOUSINE SERVICE—Possibly the first private flyers' airport to provide regular airport limousine service for private flyers is the Alamo Airport at Las Vegas, Nev. At service of the flyers is a seven-passenger Cadillac limousine. Thinking of most operators is in the direction of rental cars stationed at the airport. A few airports already have such facilities. One eastern airport operator is studying performance of a new post-war midget automobile as a likely low-cost rental car for his patrons.

CANADIAN AIRPORT CHAIN—Liteplane Air Service Co., Ltd., Toronto, has announced plans to develop a chain of approximately 30 airports for private flyers in Canada, patterned after the one at Sudbury Field adjacent to Onwatin Lake. This field has 3,600-ft. runways, and a seaplane landing area on the lake. It is planned to establish a country club for flyers at each field, with tourist cabin accommodations, dance hall, restaurant and other accommodations. Five more of the fields now are under construction.

AUCTIONING FARM PLANES—Two Iowa farmers purchased used lightplanes recently at a farm auction sale at Rippey, Iowa. Commission on planes sales was 5 per cent, the same as that charged for farm machinery. Most active bidders on the planes were returned war veterans who wanted to continue flying in connection with their farm work. High bids for the planes were \$1,420 and \$975. A number of other farmers flew in for the sale in their own planes, landing on a nearby farm.

EMBRY-RIDDLE EXTENSION—Embry-Riddle Co., which was ordered to vacate its seaplane base on MacArthur causeway at Miami, Fla., by Feb. 1, has received a temporary extension. City Manager A. B. Curry said he had ordered the base closed because of complaints by residents of noise from the airplane engines. The operation uses 65-hp. Piper Cub floatplanes which pilots contend are not as noisy as many of the motor boats in the area.

BOEING FIELD OPEN—Increased use of Boeing Field, pre-war private flying center in Seattle, is expected by private pilots with virtual ending of Army control of the field. Army headquarters will retain only enough room to keep 20 planes for training reserve officers, the commanding officer reported. The Army's technical control of the field will be ended as soon as papers are completed in Washington.

—Alexander McSurely

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"Whether it's a 2000 hp. or a 65 hp.—there is no engine in the world I respect more than an aircraft engine. But I know that to get optimum performance out of any aircraft engine, you have to give it high quality fuels and lubricants.

"THAT'S REASON NO. 1 why I am a dealer in Esso Aviation Products!

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"REASON NO. 3 is because a whole lot of private fliers in the territory around me know how good Esso Aviation Products are, and use them regularly. And most of them realize that it is not to their advantage to mix products, especially engine oils. So when they land at my airport they naturally ask for Esso Aviation gasolines, oils, and lubricants."

MR. W. M. "WILEY" POST, JR.—a famous Esso Dealer and first President of the Pennsylvania Aviation Trades Association—has managed the Lehigh Aircraft Company, which operates the Allentown-Bethlehem Airport, since 1937. The keystones of his success have been skilled, courteous and prompt line service, plus modern CAA approved maintenance and overhaul shops.

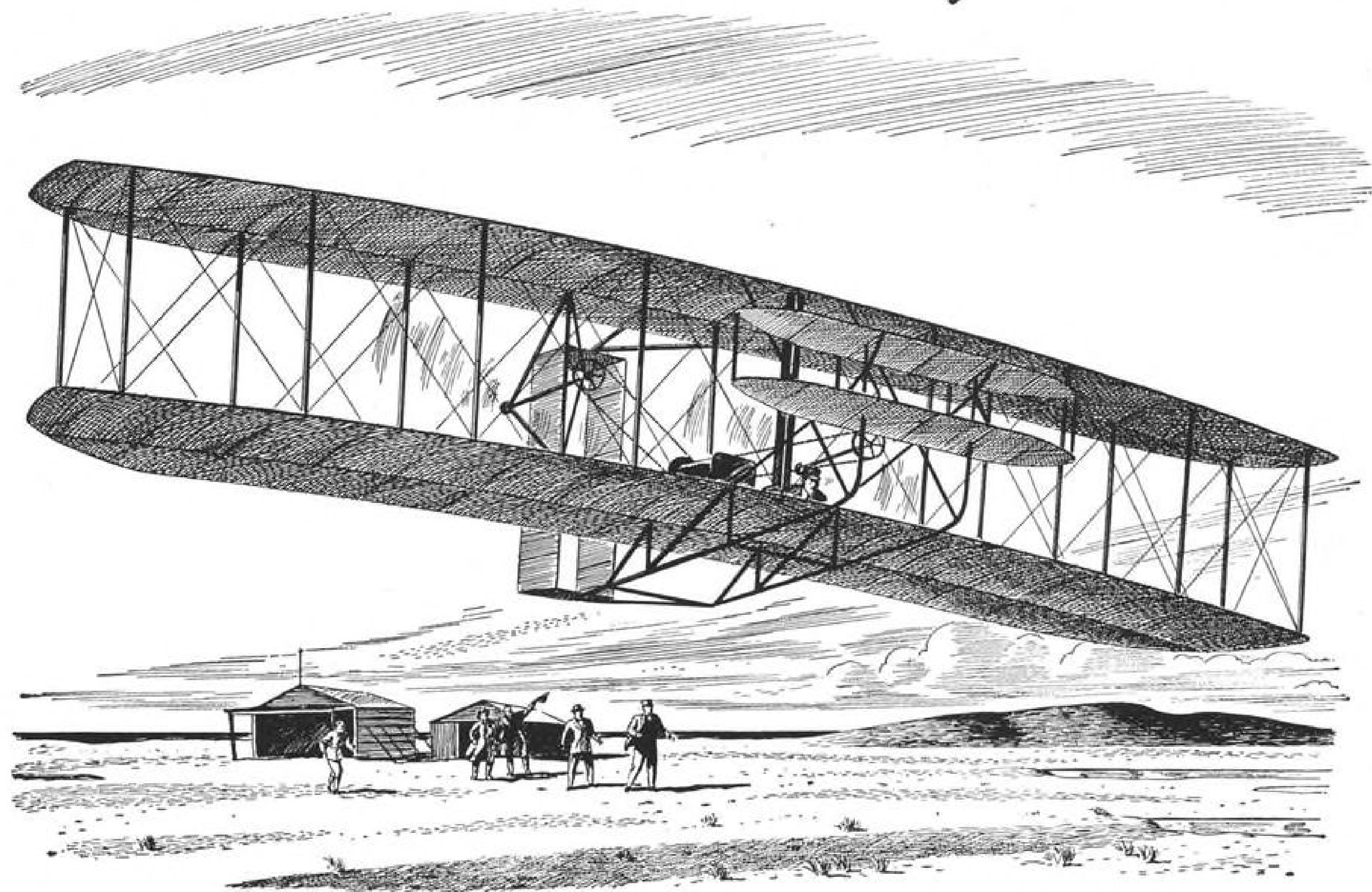


Behind every Esso Aviation Product stand 40 years' experience and know-how. Back in 1903 Esso Marketers fueled the Wright Brothers first flight at Kitty Hawk, and during the war every fifth allied war plane flew on super 100 octane aviation gasoline from their refineries. Pilots know they can depend on Esso Aviation Products, and that is why Esso Aviation Products are sold by more than 500 airport operators throughout the 25 States shown on the map below.

MR. AIRCRAFT OWNER: Why not tear off this list and put it in your map case for ready reference on future trips throughout Pennsylvania? Esso Aviation Products on sale at the following airports in Pennsylvania: Allentown-Bethlehem, Berwick, Bigler, Bloomsburg, Booths Corner, Butler, Clearfield, Clarion, Coatsville, Conway, Cresson, Corry, Chambersburg, Collegeville, Daleville, Doylestown, Dubois, Duncansville, Ebensburg, Evans City, Fairview, Gettysburg, Gordon, Greenville, Grove City, Harrison City, Hazleton, Hershey, Honey Brook, Huntingdon, Indiana, Kearsarge, Kylertown, Lancaster, Langhorne, Lansdale, Lewistown, Mercer, Mt. Jewett, Myerstown, Montgomeryville, New Alexandria, New Castle, New Hanover, Norristown, Orwigsburg, Paxtang, Paoli, Philipsburg, Pittsburgh (Butler), Palmyra, Philadelphia (Somerton), Philadelphia (Boulevard), Pitscain, Ridgeway, Salix, Scranton, Shamokin, Sunbury, Somerset, Spring City, State College, Swatara Valley, Tipton, Tunkhannock, Tyrone, Utahville, Waynesboro, West Chester, Youngville, York.

SEAPLANE BASES: Aspinwall, Beaver, Kittanning, Oakmont, Philadelphia (Tacony), Pittsburgh.

KITTY HAWK, 1903



Answers that Orville and Wilbur Wright sought men of Northrop are finding today

The Wrights went about it differently. Where most had sought to solve the problems of power and stability as one, Orville and Wilbur Wright tackled them separately.

First, they experimented with gliders. Then with model planes in wind tunnels, then with propellers. Then, ready for power, they developed a lightweight gasoline engine of 12 h.p. The result is aviation history.

From those first faltering flights, man has gone on seeking better solutions to the flight-problem.

It never was enough for man to fly . . . the dream

was that he fly with comfort, safety and speed. And toward this end, the top-flight research and development brains of the aviation industry have been constantly turned.

At Northrop, a variety of answers with peacetime applications were found through wartime research. Such things as Heliarc welding which promises lighter, sleeker aircraft of magnesium.

The search continues on. Constantly men of Northrop are making new findings, developing them into better flight for man. Northrop Aircraft Inc., Northrop Field, Hawthorne, California.



Creators and Builders of the **Black Widow** P-61 Night Fighter and the **Flying Wing**

PRODUCTION

New Research Foundation Bill Introduced in Senate By Willis

New measure, proposing board with broad general powers, further complicates efforts to set up national program; makes no reference to problem of patents.

Efforts to establish a Federally-financed national research program have been further complicated by the introduction of a bill by Sen. Raymond E. Willis, (Rep., Ind.) to set up a "National Science Foundation."

Although the name of the organization proposed by Willis is the same as that envisioned in S. 1720 (AVIATION NEWS, Feb. 4), there is a wide difference in approach.

► **Leaves Scope Undefined**—Rather than charting detailed fields of endeavor for the organization, and prescribing exactly what it can and cannot do, Willis' bill (S. 1777):

► **Creates the foundation of 50 "distinguished men and women"** in all fields of science and education, who would be recommended to the President by the National Academy of Science, and who would serve without pay;

► **Provides that the foundation** "shall examine into and report to Congress annually upon the monetary needs

of American institutions devoted to higher education and the pursuit of knowledge in regard to research and training in all departments of science as well as aid by means of scholarships and fellowships in these departments, and disburse such funds as Congress may provide;"

► **Directs the foundation to foster maximum publication of discoveries and technical information.**

► **Seeks to End Delay**—Willis introduced his measure, he explained, because there has been a long delay in action on the original bills. His desire is to eliminate controversial subjects in research legislation, but still enable Congress to enact a measure fostering research.

While the Willis bill simplifies the efforts down to a point where perhaps too much discretionary authority is vested in the foundation, significantly, it contains no reference to ownerships of patents, which is a major part of S. 1720 and the main point of industry's objection.

Martin Expansion

Construction of a \$1,500,000 plant to manufacture *Marvinol*, an elastic plastic material, is planned by Glenn L. Martin Co. The factory, operated by Martin's plastics and chemical division, is expected to be in production next fall and ultimately will have an annual capacity of approximately 11,000,000 lbs. *Marvinol* is announced to have many industrial uses, as a replacement for rubber, fabrics and the like.

Eclipse-Pioneer Staff Is Consolidated

The sales and service staff of Eclipse-Pioneer division of Bendix Aviation has been reorganized and the activities of Eclipse Accessories and Pioneer Instruments consolidated.

Roy H. Isaacs, director of sales and service for the division, announced that George A. Lewthwaite now is sales manager for both Eclipse and Pioneer products instead of for Pioneer and that R. P. Luce had been appointed assistant sales manager for the division with Charles A. Wolf in charge of sales engineering.

► **Service Structure Also Changed**—A similar change in the service structure became effective at the same time. Dan S. Tilden, service manager, now heads the consolidated service department, with John J. McKenna as supervisor of field service and Harold Peck as supervisor of factory service. Donald M. McGrath has become assistant to the director of sales and service.

Frederic G. Muller, director of public relations and advertising, has taken on the added assignment of advertising for the division, replacing John E. Macako, formerly Eclipse advertising manager and Robert F. Lane, formerly Pioneer advertising manager.

Heller Succeeds Beshers

C. R. Heller, chief of the general equipment branch of Civilian Production Administration, has been appointed director of the equipment division, succeeding Hugh M. Beshers. This division handles any re-conversion problems of the aircraft industry, having inherited that function from the old aviation division of WPB.

First Post-War Foreign Delivery of DC-4

Douglas Aircraft now is engaged almost entirely in the production of transport airplanes for foreign and domestic airlines and has just made its first post-war delivery to a foreign customer, a four-engined DC-4 for Australian National Airways.

Victor E. Bertrandias, vice-president in charge of foreign sales, said the delivery was the first of 63 new Douglas transports going to airlines of 13 different nations. Their dollar volume totals \$22,119,400.

► **French Order 19**—Largest order goes to the French Provisional Government for 15 DC-4s and four DC-3s. The transports will be used on the 70,000 miles of airways flown by Air France throughout Europe and the French Colonial Empire.

Second largest order goes to Australian National Airways for four DC-4s and four DC-6s. Third was signed between Douglas and SILA, the Swedish airline, for six DC-4s. SILA in cooperation with DDL, the Danish airline, plans DC-4 service between Stockholm, Copenhagen, New York, London and Paris. DDL purchased two ► **Other Orders Listed**—Other DC-4 purchasers were: SABENA, Belgium, four; KLM, Dutch, four; Iberia, Spain, three; South African government, three; Norwegian Air Transport, two.

Contracts for DC-3s in addition to the French have been signed with: SABENA, three; NAB, Brazil, two; DDL, Denmark, three; KLM, one; Aer Lingus, Ireland, two; KNILM, Netherlands East Indies, one and SWISSAIR, two.

Russell Sees License Agreement As Great Aid in Readjustment

Believes it will carry industry through to position of world leadership in commercial field equal to that held during the war.

The fundamental importance to the aircraft industry of the cross-license agreement on patents has never been more fully realized than during the war, Frank H. Russell, president of the Manufacturers Aircraft Association, administrator of the agreement, declared at the association's annual meeting in New York City.

"Although the equivalent of many years of research and development may have been crowded into a period of a few months," he stated, "the most advanced ideas for the improvement of military types of airplanes and the development of new designs for commercial models have been made available on reasonable terms to all manufacturers."

► **Urges Continuance** — "It is my opinion that continued adherence to these objectives, which have served as a guide and inspiration to our manufacturers throughout the recent hostilities, will again carry us on through the difficult period of readjustment into a corresponding position of world leadership in the field of commercial aviation now

that the war has been won."

MAA, formed nearly 30 years ago, records patents of individual manufacturers, arranges for their licensing to companies in and out of aviation, and collects the royalties.

► **May Be Used in Other Fields** — Russell pointed out that the cross-license agreement administered by MAA is being studied for possible adaptation to the radar and electronic fields.

During 1945, a total of 182 patents were reported to members of the association, Russell said. In all, 1,828 patents have been brought under the operation of the cross-license agreement.

► **Three Officers Re-elected** — Russell was re-elected president of MAA, Samuel A. Bradley continues as chairman of the board, John A. Sanborn as general manager, and James P. Murray of Boeing Aircraft Co., as secretary. Charles Kingsley, Grumman Aircraft Engineering Corp., was elected treasurer.

Vice-presidents elected are: Robert E. Gross, president, Lockheed

Aircraft Corp.; J. H. Kindelberger, president, North American Aviation, Inc.; W. T. Piper, president, Piper Aircraft Corp.; Raymond R. Pruitt, Consolidated Vultee Aircraft Corp.; John M. Rogers, Douglas Aircraft Co., Inc.; William E. Valk, Curtiss-Wright Corp.; Raycroft Walsh, United Aircraft Corp.

New Planning Unit Established By AIA

Departments consolidated to aid in keeping growth and progress of industry charted, aid in liaison work.

With a view to expediting industry-government teamwork, the Aircraft Industries Association in an organizational realignment has set up a new department, the Industry Planning Service, through a consolidation of the former AIA Readjustment and Research-Statistics Services.

The consolidated department will serve as an industry counterpart of similar planning agencies within the government to deal with industrial mobilization.

► **Will Keep Tabs on Industry** — It will aid in keeping the growth and progress of the aircraft industry charted so that its potential production may be determined at any time. After Pearl Harbor the aircraft industry simply was asked to produce airplanes on set schedules with little reference or knowledge of facilities and personnel available. The AIA's new department will keep continuous liaison with the armed services and other government agencies, as well as with other industries, on potential production.

The new department will aid in determining the minimum of research and development work necessary to maintain the aircraft industry at any given level set by Congressional appropriations for the armed forces.

► **Officials Named** — The aircraft industry, recognizing its responsibility in the maintenance of air power has set up this service organization to co-ordinate Army-Navy and industry planning.

George F. Hannaum, formerly of the Bell Aircraft Co., head of the Readjustment Service, is director of the industry planning group with Dr. Rudolf Modley and Morton Wilner acting in a consulting capacity.

John E. P. Morgan, executive director of the AIA, who announced the organizational realignment, said

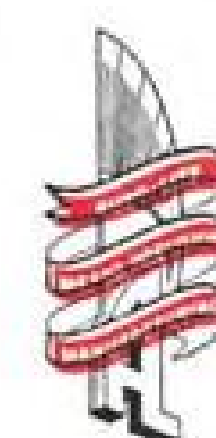


American Airlines System Douglas DC-4, in transatlantic flight.

Skyway Express to London

What interests the passenger is the ease, comfort and speed of transatlantic air travel, as handled by American Airlines' big Douglas DC-4's. But to the engineer who knows the importance of maintaining schedules and operating efficiency, it's the equipment that counts.

An example is the Auto-Lite ignition cable that serves such a vital function in the aircraft's electrical lifeline. Auto-Lite ignition cable, tested and proved in the fighting planes of the United Nations, is available now to make peacetime travel safer and more dependable than ever before.



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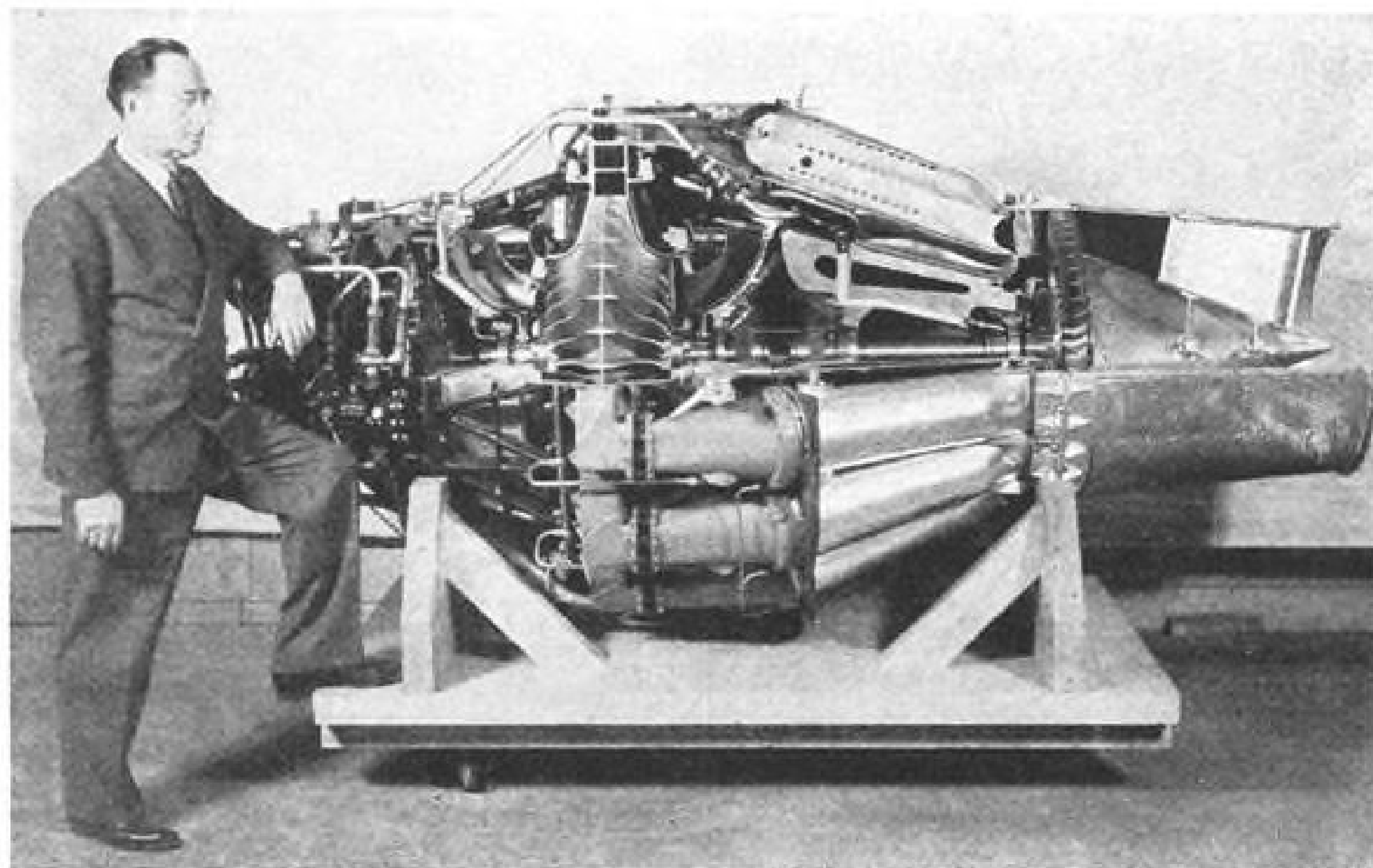


AUTO-LITE *Aircraft* WIRE & CABLE



INTERIOR OF ROADABLE PLANE:

The drive shaft from the 125-hp. Continental engine in the nose of the roadable plane built by Southern Aircraft Division of Portable Products Corp. (AVIATION NEWS, Feb. 4) runs through the passenger compartment to the rear wheels which are thrown in gear while the craft is on the ground. Dashboard carries both highway and flight instruments.



SHOOTING STAR POWER PLANT:

Cutaway model of a super G-E jet engine of the I-40 type which powered the Lockheed P-80 on its record-breaking coast-to-coast flight of 4 hrs. and 13 min. Beside the engine is R. G. Standerwick, General Electric engineer, under whose direction it was designed and developed.

the move not only was designed to increase the Association's effectiveness in the important field of industrial planning but also would effect operating economies in line with Association policy.

► **Aid Will Continue** — While the new service will be especially concerned with establishing a planning counterpart to the recently expanded industrial planning activities of the Army and Navy, it will continue to serve the Tax, Termination, Surplus, Accounting and Procurement Legislation Committees, composed of executives of Association member companies. The new service will work closely with similar planning groups in the Air Technical Service Command and the Navy Bureau of Aeronautics.

Menasco to Produce Jet Engine Series

This spring Menasco Manufacturing Co., of Burbank, Calif., will disclose data on a series of gas turbine engines for use in every field of propulsion.

The company plans production of engines having a power range suitable for big transports, personal aircraft, automobiles and trucks, and marine use.

► **Now Off "Secret" List** — Formal announcement that Menasco has worked with Lockheed Aircraft Corp. for more than two years in manufacturing an advanced jet en-

gine was made possible this week when the Army removed the project from its "secret" classification.

Menasco acquired from Lockheed last October manufacturing rights to this engine and others, and took over Lockheed's gas turbine engineering group, headed by Nathan C. Price.

► **Form Issues Statement**—Coincident with issuance of its annual report, Menasco issued a brief statement that its turbine program "contemplates a series of engines ranging from the 100 and 400 hp. class up to the largest aircraft power plants."

The company's report, as of last June 30, shows net assets of \$1,969,498 and a net profit of \$349,864 equivalent to 37 cents per share.

► **Directorates Are Interrelated** — Menasco's close affiliation with Lockheed indicates that the latter company will be a prime consumer of the engine company's future aircraft power plants. The Menasco directorate is made up of Robert E. Gross and Cyril Chappellet, president and vice-president of Lockheed, John C. Lee and Robert R. Miller, president and executive vice-president of Menasco, Whitley C. Collins, president of Radioplane Co., for which Menasco produces small two-cycle gas engines powering Radioplane's radio-controlled target aircraft, and William J. Losh, of the San Francisco public relations firm, Lee & Losh.

Until its turbine production program is defined clearly, Menasco's

post-war production will be concentrated on manufacture of aircraft landing gear assemblies, hydraulic jacks, a portable electric washing machine, and the Radioplane engine.

Lines Urged To Aid In Mapping Designs

Although aerodynamic and structural design problems primarily are those of the manufacturer, the aircraft operator has an increasing duty to help in solution of plane design questions involving maintenance and passenger, cargo and crew accommodations.

The air carrier's growing responsibility in this regard was discussed by Wilfred W. Davies, superintendent of United Air Lines' aircraft planning division, in a recent talk before the Society of Naval Architects and Marine Engineers at Washington.

► **Suggests Approach** — Explaining that no basic fundamentals have been set up as yet for airline plane design, he suggested a five-step routine approach by the carriers to matters of passenger cabin arrangement, cargo plane equipment, and cockpit design. It is:

► Study existing solutions of these problems by air and surface carriers.

► Do sufficient design and layout work to determine solutions apparently most practical.

► Construct working wooden and actual final material mockups based on these layouts.

► Use the mockups to simulate actual operation.

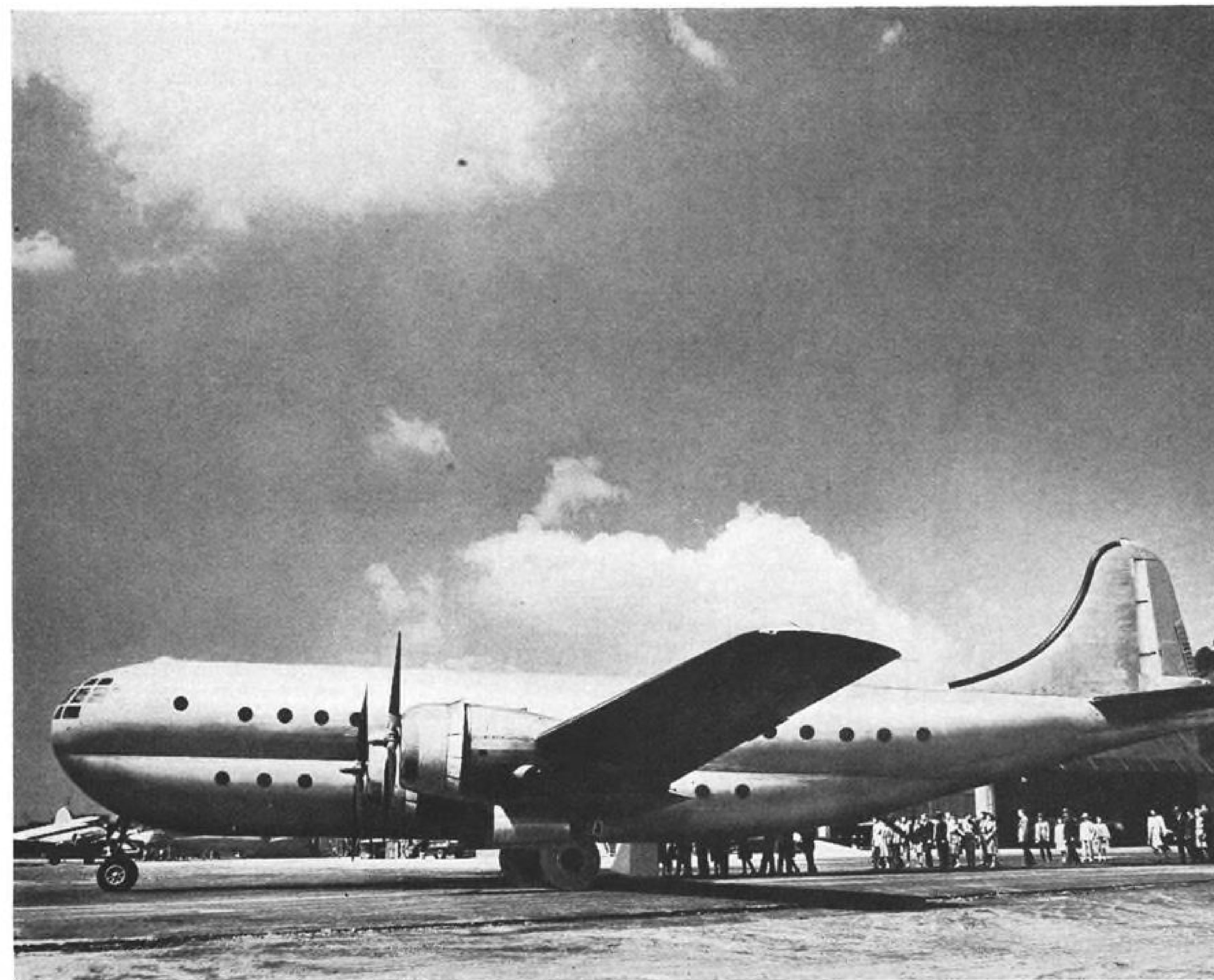
► Prepare suitable specifications as a result of these steps for aircraft manufacturers.

To illustrate lack of basic fundamentals, Davies said that when seven individuals familiar with operating problems were asked recently for opinions on the most desirable door size, 10 different answers were received.

British Aircraft Group Names Second "Ambassador"

The Society of British Aircraft Constructors has appointed a second "trade ambassador" to further the interests of the British aircraft industry abroad. He is Col. E. P. J. Ryan, whose territory will be the Middle East and Greece.

Previously, SBAC named W. T. W. Ballantyne as its representative in Latin America, with headquarters in Rio de Janeiro.



First of the true super-transport—the twin-decked, 75 to 114 passenger Boeing Stratocruiser.

Don't look now!

The Boeing Stratocruiser hasn't been delivered to any airline—yet. But that day is coming. The sleek, double-decked planes—big brothers of the Boeing B-29's and twins of the record-breaking Army C-97's—are now being built in Boeing plants.

To every one who looks forward to a new era in air travel, the Stratocruiser offers:

NEW SPEED — cruising at 340 miles per hour; coast to coast between lunch and dinner; across the Atlantic in daylight or overnight.

NEW COMFORT — spacious interiors, with luxurious chairs or berths and plenty of room to move about; smooth, even flight; air-conditioned, sound-proofed cabins; comfortable, normal pressure at all altitudes.

NEW ECONOMY—reduced fares, yet more profitable operation for airlines, made possible by unprecedented low operating costs.

NEW CONVENIENCES — a unique lower-deck lounge, reached by stairway from main cabin; attractive powder rooms and lavatories; roomy, fully equipped galley for tasty meals aloft.

The Stratocruiser embodies outstanding aerodynamic and structural advances not found in any other transport airplane. The Boeing "117" wing is just one example. Designed for the B-29 Superfortress, it made possible the speed, range and carrying capacity that were such vital factors in shortening the war. The advantages it gives the Stratocruiser are equally outstanding.



The Stratocruiser inherits the stamina and flight characteristics of the famous Boeing B-29 Superfortress.

The Boeing Stratocruiser brings to commercial flight the same skill and experience in research, design, engineering and manufacture that gave America the B-29 Superfortress, the B-17 Flying Fortress and other great four-engine aircraft. "Built by Boeing," it's built to lead.

BOEING

PERSONNEL

C & S Elects Williams Executive Vice-President

Harvey L. Williams (photo) has been made executive vice-president of Chicago & Southern Air Lines, Inc.



A flyer in World War I, he was made president of Air Investors, Inc., in 1927 and participated in the organization of the Aviation Corp. and of American Airways, Inc.

He served as president and director of the company which operated the original Chicago-Atlanta airmail run, a route now operated by Eastern Air Lines. In 1929 he served as a governor of the Aeronautical Chamber of Commerce of America.

Williams, a former chairman of the Connecticut Aeronautical Development Commission, in 1940 was selected to organize and become the first chairman of the New England Aviation Conference.

George C. Tenney, president of McGraw-Hill Publishing Co. of California, has been appointed chairman of the 1946 aviation committee of the San Francisco Chamber of Commerce. He also was named as Chamber of Commerce member on the San Francisco Bay Area Aviation Committee. Administration of the San Francisco Chamber's program will be directed by **Kenneth R. MacDonald**, aviation department manager and secretary to the aviation committee.

H. D. Kelsey has been appointed managing engineer of the General Electric Co.'s new aircraft gas turbine division at Lynn, Mass. Kelsey has been with General Electric since 1920.

PCA has appointed **Capt. J. T. Rinker** (photo) as system chief pilot. His successor as chief pilot for the eastern region is **Capt. Harry L. Smith**.



The airline also has announced a new department with **James D. Henry** as assistant to the president and director of territorial development. Four regional directors have been named to the new program.

Howard Kennedy is regional liaison director in Washington; **Van Lear Black**, eastern regional director in New York; **George N. Monro, III**, western regional director

at Detroit; and **William J. Bray** as director of liaison with state and federal agencies concerned with aviation. Bray will be in Washington.

United Air Lines announces that **Gilbert L. Leiendecker** has returned from the Navy to become director of industrial sales at Los Angeles; **James B. Miller** has been released by the Navy and is now in charge of sales in the sports events department. **Arthur La Vove**, Southwest publicity director, has returned from the ATC to resume his position, and **Mrs. Maxine Finley**, publicity director during his absence, has been appointed southwest promotion director.

Rufus C. Phillips, Jr., president of Airways Engineering Consultants, Inc., Washington, has become a member of the board of directors of the Airports Division of the American Road Builders' Association.

Carroll H. Blanchar (left) has been elected comptroller of United Air Lines' finance department and **Curtis Barkes** (center) has been elected director of property. Blanchar formerly was auditor of the airline and no successor has been named. Barkes began



his career with National Air Transport in 1925 and has been with United for 20 years. **Charles F. Goodsole** (right) has been appointed project officer responsible for the progress of new aircraft equipment on order for United. Goodsole has been serving as assistant to the operations vice-president.

William P. Huxley has been named assistant sales manager of Hamilton Standard Propellers division, United Aircraft Corp. He has been a member of the division's sales department since 1942. Formerly Huxley was with Singer Sewing Machine.

Carl Swanson has been named to direct a broad engineering program for Northwest Airlines with the title of manager of engineering. He formerly was head of communications, replacing **W. D. Inness** who entered military service. Inness has now returned to his former position.

Howard H. Adams (photo), former lieutenant colonel in charge of public relations for the Air Technical Service Command's western region, has been appointed western regional traffic manager for Transcontinental & Western Air, Inc.



Previously, he operated his own travel agency in Hollywood. He succeeds **Art Stewart**, who recently was appointed vice-president of Philippine Airlines, in which TWA has a substantial interest.

John Sullivan (photo), who served recently in the Army Air Forces, has returned to Braniff Airways to assume the newly created position of division supervisor of stations for the Southwest region.



The Northeast region will be supervised by **Frank T. Austin**. Sullivan, who joined Braniff in 1939, was assistant to the superintendent of operations when he joined AAF.

Peter N. Jansen, who resigned last year as director of manufacturing for the Curtiss-Wright Corp.'s airplane division, has joined Bendix Helicopter, Inc. as vice-president in charge of operations. He recently was elected president of the Aero Club of Buffalo.

Ray Wiese has been named assistant to the manager of Fleetwings, Division of Kaiser Cargo, Inc. Wiese has been with the Naval Aircraft Factory and was with McGraw-Hill Publishing Co.

Howard K. Morgan, formerly director of engineering for TWA, has joined the engineering staff of Bendix division of Bendix Aviation Corp. in Baltimore.

Alden B. Carder (photo), chief flight test engineer for Douglas Aircraft,



has been appointed assistant director of flight operations for the company. He has been flight testing experimental airplanes with the Douglas company since 1940.

Donald W. Douglas, Jr., is director of flight operations for the company.

SPECIAL AIR SERVICES

CHARTER

NON-SCHEDULED

INTRASTATE

Ozark Airlines, Statistics Prepared, Awaits CAB Action On Application

Suspends operation of temporary intrastate service after determining it can show profit in interstate field without depending on airmail subsidy.

Ozark Airlines, which has been operating intrastate in Missouri since Jan., 1945, to obtain data on potential passengers in part of the area which it wishes to serve, has suspended its operation pending action of the Civil Aeronautics Board on its application for a 1,816-mile interstate system from Tulsa, Okla. to Montgomery, Ala.

Headed by a former bus line operator, **Laddie Hamilton**, president and principal stockholder, the line handled more than 2,700 passengers during the test operation and proved that it can operate profitably without authorization to carry airmail, he says.

Filed Application in 1943—Ozark filed its application with the Civil CAB in September, 1943, asking authority to transport passengers, property and mail over routes from St. Louis to Tulsa, through Springfield, and Kansas City to Montgomery, Ala., through Springfield and Memphis. Later the application was amended to include three additional routes in Missouri, six small cities on the Kansas City-Montgomery route and three small cities on the St. Louis-Tulsa route.

The total route mileage for Ozarks proposed system is 1,816 miles. A total population of 6,573,000 would be served. The average distance between stops is .65 miles. Two round trips would be operated daily over all of its routes.

Carl Joins Firm—Hamilton had induced **J. B. "Doc" Carl** of Tuscaloosa, Alabama, a former member of the Alabama Aeronautics Commission to become a stockholder, director and general manager of Ozark.

Routes were chosen for the test intrastate operation in January, 1945, Ozark began operating two flights daily out of Springfield, Missouri, serving Springfield, Ft. Leonard Wood, St. Louis, Columbia, Kansas City and Clinton. Five-

passenger Stinsons left Springfield at 9 a.m. daily for St. Louis and Kansas City. They flew the triangular route Springfield - St. Louis-Kansas City-Springfield in opposite directions and returned to Springfield each afternoon.

Patronage Rises Steadily—Beginning with 62 passengers in January March when 151 passengers were carried. The Stinsons were replaced with single engine Beechcrafts which had a cruising speed of about 180 mph. compared to 125 mph. for the Stinsons. This change reduced Ozarks flying time on the Springfield-St. Louis run from 2 hours to 80 minutes giving a greater time saving advantage over surface transportation and permitting an extra round trip daily from Springfield to Kansas City.

Passengers continued to increase each month and in August a total of 394 passengers were carried. Total passenger revenue for August was \$5,661.84.

Switched to Cessnas—Ozark later

Airborne Wet Wash

Aerial laundry pickup service, believed to be the first in the United States, was inaugurated last week between Tucson, Ariz., and the Mexican border city of Nogales, 60 miles south, by the Tucson Laundry Co.

Leasing a plane from Gilpin Airport, the company began twice-a-week service between the two cities, a route formerly served by truck. The plane, a Stinson is being flown by **William Sparks** and **Thomas Moore**, former Navy pilots, and **Alan Thomas**, former Army pilot.

Between 500 and 600 lbs. of wash will be handled on each bi-weekly trip.

switched to twin-engine Cessnas. Operations were confined to daylight contact flight, though all of its ships were equipped for instrument flight and all of its pilots held instrument ratings.

A new method of handling reservations eliminated the major portion of telephone expense incident to the usual reservation plan. A reservation slip was carried by the pilot on the next flight to the point where the space was controlled. If space was available, the control office confirmed the request which was returned to the point of origin on the next flight to that point from the control office.

Many Lessons Learned—Ozark learned from its operations that the public is interested more in service on short trips than it is in luxury or unusual comfort; that it prefers to make reservations "on the spot" or a short time in advance; that the average businessman is not able to plan very far in advance on short business trips; and that flexibility of schedules and operations are necessary to obtain the greatest service at least cost.

Maintenance of second-hand airplanes in an era of shortages of parts and materials presented a problem of large proportions. Every airplane used by Ozark was torn down and completely rebuilt before being put into service. The overhaul and rebuilding work was done by **Dixie Air, Inc.**, Tuscaloosa, Ala. Hamilton and Carl own controlling interest in Dixie Air, Inc.

Completely Equipped—Dixie Air is completely equipped with shops, hangars, barracks, classrooms, mess hall and other facilities for maintenance, repair and overhaul of aircraft, and for the training of personnel and flight crews for commercial operations. Located near the southern terminal of the Kansas City-Montgomery feeder route, Dixie will provide an excellent maintenance and repair base for Ozark.

A contract between Dixie and Ozark gives Ozark first call on all equipment, facilities and personnel for the maintenance, overhaul and repair of Ozark's equipment. Ozark's other maintenance base will be located at Springfield.

Station Organization—As a result of experience at Columbia, Clinton, Warrensburg and Rolla, Ozark has determined to use full time paid station agents who will also assist in providing the necessary ground service. At the larger

terminals ground service personnel also will be provided.

No hostess service will be provided. The pilot will collect the tickets, the co-pilot will supervise and assist in loading baggage and express and the station manager will provide the "all clear" signal when the pilot and co-pilot are aboard.

► **Schedule Plans**—Schedules proposed at the Mississippi Valley Hearing called for two round-trips daily on each route, but it is believed that at least three round-trips will be required on the Kansas City-Montgomery feeder route. An extra plane would be based at Memphis to give early morning service out of Memphis to Springfield and provide late afternoon return to Memphis.

Ozark will use eight-passenger Beechcraft 18-S airplanes for the entire system. This equipment was chosen because of greater flexibility in scheduling. The plane has a high cruising speed (185 m.p.h.) which is absolutely essential in local operations; it requires a very short landing and takeoff run; it will operate satisfactorily out of sod fields; the seat-mile operating cost is low and the serviceability has been adequately tested.

► **Financing Planned**—Ozark has provided \$1,250,000 for its operations if the Civil Aeronautics Board grants its application. Though it estimates that \$750,000 will be adequate, an additional \$500,000 of authorized capital has been provided if it is needed.

Ozark is confident that carriage of passengers and cargo will pay and that no mail subsidy will be required.

National Skyways Lists New Contracts

An increased number of shipments already have been contracted for February by National Skyway Freight Corp., the company reports, and on Feb. 1 Midwest offices were opened in Chicago at 14 East Jackson Boulevard, with maintenance base at Chicago Municipal Airport. A progress statement says:

"Under contract, originating East and Midwest, are flights including 12,000 lbs. of gladiolas each week in February and March from Ft. Myers, Fla., to Los Angeles; 32,000 lbs. of juke box cases and mechanisms from Aireon Corp., at Kansas City, to major cities, including San Francisco, San Diego

Robinson Record

Despite winter weather, Robinson Airlines, intra-state carrier operating out of Ithaca, N. Y., broke all its previous traffic records last month with 346 passengers carried and 649 applications for seats.

This included 314 passengers carried on the Ithaca-New York division, and 32 on the new Ithaca-Buffalo service started Jan. 22. Biggest previous month was November when 189 passengers were carried, with 354 applications for seats.

Since the intra-state line began operations last April it has carried 1,395 passengers, with 2,965 applications.

and Los Angeles; emergency ship repair equipment from Newark, Pittsburgh, Chicago and St. Louis to Kaiser Plant No. 3 at Oakland, and increased flights carrying manufactured garments from New York to west coast department stores."

► **Other Contracts**—The Flying Tiger line also reports a daily plane load, on a six months contract, carrying frozen fish and sea food between Mexico and Los Angeles, and a continuation of a three-plane weekly schedule (24,000 lbs.) of fresh flowers shipped by California Flower Shippers to Dallas, Chicago and New York.

New Maryland Line Gets Old Franchise

Maryland Public Service Commission has approved the corporate franchise of Chesapeake Airways, Inc., has authorized the new airline to issue 18,000 shares of stock at \$10 par value, and has granted it permission to take over the intra-state air franchise originally granted to Red Star Motor Coaches, Inc.

Chesapeake will be given permits to operate from Baltimore to Easton and Salisbury, Md., on proof that its planes are airworthy, its pilots properly rated and that the airports it is to use are equipped for commercial operations.

► **Deadline Set**—The franchise to serve Easton and Salisbury must be exercised by April 5, and the proposed Ocean City service must start as soon as a suitable airport is provided there.

The transfer of Red Star's franchise to Chesapeake was bitterly contested by Columbia Air-

lines, Inc., and by Pan-Maryland Airways, both of whom applied to have their intrastate franchises amended to include Salisbury, Easton and Ocean City. Their applications were dismissed.

Arizona Firm Proposes To Carry Fishing Parties

Mercury Flying Service, Phoenix, has filed application with the Arizona Corporation Commission to operate amphibious service from Phoenix to ten lakes in that section and to Rocky Point on the Coast of Mexico for fishing parties. The application is the first of its kind received by the commission.

The company, organized by former instructors and mechanics at Falcon Field, lend-lease Royal Air Force training field 20 miles west of Phoenix which closed in December, has announced its designation as state agent for Commonwealth Aircraft Corp., and proposes to use Commonwealth's small amphibian in the proposed service.

Former ATC Pilots Set Up Aviation Consulting Firm

A corporation called Aviation Consultants and designed to offer various types of aviation service has been formed at the Reading, Pa., municipal airport.

Three former Air Transport Command pilots who head the new group formerly owned the Reading Aviation Service, which it absorbed. The earlier firm operated at Reading Airport about two years before and during the war.

► **Four Other Pilots In Firm**—The former ATC pilots are Alfred M. Bertolet, president, Brooks L. McElroy, vice-president, and R. Harding Breithaupt, secretary. Four private pilots are associated with them.

Rhode Island Asks Service

The General Assembly of Rhode Island by recent resolution has asked members of Congress from that state to "use their influence in every way with the Civil Aeronautics Board in order that adequate and competitive air transportation may be guaranteed to the State of Rhode Island and to the city of Providence." Only Rhode Island city now on a CAB-certificated air route, Providence is served on American Airlines' AM 18 as intermediate stop between Boston and New York.

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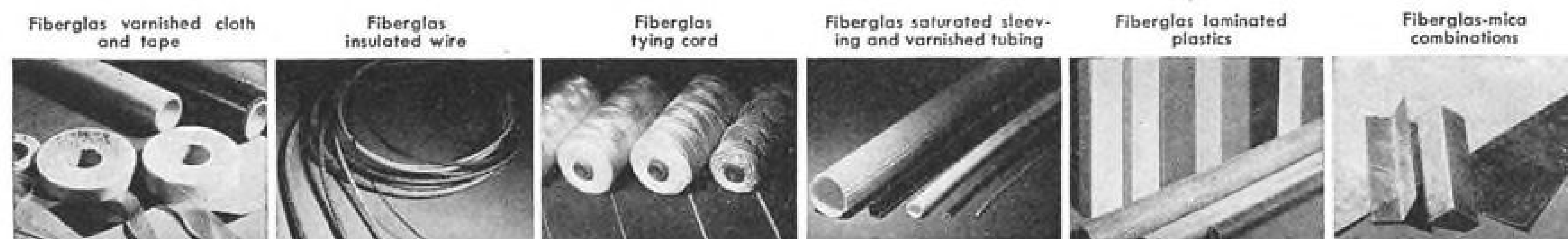
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FINANCIAL

Convair Retirement of Preferred Highlights Trend in Industry

Need for substantial funds at end, capital structures are being trimmed and being aligned with current and anticipated business.

The announced retirement of Consolidated Vultee's preferred stock on March 1, 1946, highlights the aircraft industry's desire to place its financial house in order. The need for substantial funds at an end, capital structures are being trimmed and brought closer to levels capable of being supported by the business volume presently available and in sight.

When first issued, aircraft preferred stocks served a definite purpose in supplying needed capital for an expanding industry. Frequently, it was difficult and costly to obtain added funds through further common stock financing or loans. Preferred shares, flavored by conversion and other features, were popular and received a ready public acceptance. The case history of aircraft preferreds show that the purchasers of this type of security profited handsomely.

► **Convair Issue's History**—The present Consolidated-Vultee \$1.25 cumulative convertible preferred was issued in March, 1943, in exchange for the old Vultee Aircraft Corp. preferred, share for share, under plan of merger with the old Consolidated Aircraft Corp. In that year, the stock sold as low as \$17.50 per share and 216,719 shares were outstanding.

The preferred is convertible into common on the basis of 1½ shares of common for each share of preferred. With the common selling around 33, and an equivalent value of 37 for the preferred, it is obviously to the benefit of the preferred shareholder to convert rather than have his shares retired at the call price of \$27.50 (plus accrued dividend of 31¼¢). The conversion right expires Feb. 28.

► **United Retirement Seen**—Another aircraft preferred which may be retired in the near future is that issued by the United Aircraft Corp.

In order to provide additional corporate funds, this company sold 265,669 shares of a 5 percent cumulative convertible preferred at \$100

per share in January, 1942. More than \$26,500,000 was thus realized. It was generally understood in investment circles that the company sold this issue to broaden its capital base for tax purposes and fully intended to retire the stock at its first While convertible into common on the basis of one common share for each \$40 par value preferred, this value has thus far proved academic.

► **Has Been Favored**—Nevertheless this preferred has consistently enjoyed a high investment flavor due to the assurance of the \$5 annual dividend return per share. Currently selling around \$120 per share, the stock is callable at \$105 up to January 1, 1952. This ordinarily would indicate there is no immediate imminence of the issue being retired. Nevertheless, the company could call this entire issue with little embarrassment to its financial condition.

Probably the most involved aircraft preferred belongs to Curtiss-Wright Corp. This company has a Class "A" convertible capital stock which may be classified as a preferred issue. There are 1,158,702 shares of the "A" presently outstanding. This is followed by 7,432,039 shares of the common. The "A" has preference to non-cumulative annual dividends of \$2.

► **"A" Holders Complained**—In past years, this provision has led to the contention advanced by the "A" holders, that dividends were withheld in order to favor the common stock. After the \$2 dividend per share on the "A", the common may receive a like amount and all further dividends are to be shared equally. It is obvious that tremendous earnings must be generated if greater payments than \$2 per share are to be paid on the "A."

Should the company be liquidated, both classes of stock share equally. The "A" stock is callable at \$40 per share plus accrued dividends. However, at present price levels such action would bring serious protests from the common

shareholders. It has been known, however, that the company has long considered some simplification of its capital structure. Its existing setup would complicate any merger with another firm. Should the much rumored consolidation with Lockheed take place, it is probable the exchange of securities could be very troublesome.

► **Fairchild**—A recently issued preferred belongs to Fairchild Engine & Airplane Corp. In May, 1945, the company sold 90,000 shares of a \$2.50 cumulative-convertible preferred at \$50 per share to the public. This stock currently is selling around \$95 per share. The purpose of the issue was to retire bank loans. Considerable attraction is found in the conversion rate of \$3.57 1/7 per common share. With the common selling close to \$6, the value of the conversion privilege is self-evident.

Under present circumstances, it is likely that the company may force conversion of the preferred by an official call at \$52.50 per share anytime prior to April 30, 1948, and at \$51.25 thereafter.

► **Thompson**—Another quality aircraft preferred is present in the senior equity issued by Thompson Products, Inc., in May, 1945. This 4 percent cumulative preferred is outstanding to the extent of 60,000 shares. Of the total, 45,000 shares were issued to retire a previously outstanding issue of 5 percent preferred. The remaining 15,000 shares were sold at \$107.50 per share. The present market is around \$112.

While there is no conversion feature present, dividends are cumulative. Further, a strong sinking fund assures the early retirement of the issue, 10 percent of net earnings are to be applied towards this purpose.

► **Piper**—A small preferred stock issue was marketed by Piper Aircraft Corp. in March, 1938. At that time, 21,500 shares of \$0.60 cumulative convertible preferred were offered at \$10 per share. An attractive conversion feature was present. Allowing for the stock split-up of the common on a four for one basis in 1944, the preferred is now convertible into 10 shares of common for each share of preferred.

With the common now selling around \$11 per share, the market value of the preferred is self-evident. Extensive exchanges into the common have already taken place and at last reports there were only about 5,000 shares of preferred outstanding. These remaining shares have now been called at \$12 per share on Feb. 25, 1946.



Many an aviation pipe dream has become a reality because of the increasing power and efficiency of aircraft engines. Helping to make this possible has been the tremendous progress in aviation gasoline. Oil refiners appreciate the worth of Ethyl antiknock fluid in helping them make aviation fuel that permits modern engine performance.

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THE FAILURE OF “FACT-FINDING”

THE PRESIDENT has asked Congress to grant him authority to appoint fact-finding boards to deal with nationally important labor disputes. Most citizens would like to see some reasonable and objective solution of the industrial strife that now is disrupting reconversion. Unfortunately, the record of the “fact-finding” procedure indicates that any claim of impartiality for this process is a gross misrepresentation.

The Administration bill would authorize the President to appoint such boards in cases certified to him by the Secretary of Labor. Each board would report to the President “its findings of fact and such recommendations concerning the dispute as the board deems appropriate.” Its facilities and staff would be provided by the Secretary of Labor. The bill provides for an interval of not more than 30 days known as a waiting or “cooling off” period during which it would be “unlawful” (though no penalties are specified) for anyone to promote or encourage work stoppages.

Because the Administration did not wait for Congressional action upon its proposal, but appointed a number of fact-finding bodies to deal with current emergency cases, we have been afforded at least a partial preview of how the procedure may be expected to work out if laws establishing it are passed.

If the reports handed down by the fact-finding panels in the General Motors and oil disputes may be regarded as representative, it can be stated conclusively that Government-appointed “fact-finding” boards will concern themselves to only a minor degree with the establishing of facts. A far greater share of their effort will be concerned with the speculative business of forecasting future output and production efficiency and appraising the “ability to pay” of the companies involved. But the predominant emphasis will be placed upon framing recommendations for settling the disputes in line with announced Government wage-price policy.

In short, the procedure essentially will be one of registering with the public a government opinion as to how far wages may be raised in the cases at issue without raising price ceilings. Both the General Motors and the Oil Panels stated, in quite explicit terms, that this was their conception of the job assigned them.

“Fact-Finding” in Auto and Oil Disputes

As the General Motors Panel phrased it: “This board subscribes to, and has been guided by, the national wage-price policy” — which it summarizes as calling for wage increases to maintain take-home pay at wartime levels, to the degree possible without inflationary price rises.

The Oil Panel was even more forthright in the statement of what it was supposed to do. “In the judgment of the panel,” it declared, “the earnings of the workers must be as high as is consistent with both the maintenance

of the stability of the price structure and the provision for reasonable returns to the owners of industry.” In other words, prices and the return to investors are to remain fixed, with labor entitled to an ever-increasing return up to the limit of what the traffic will bear.

Having thus outlined their respective conceptions of the job, each panel proceeded to carry out its mission.

The Automobile Panel recommended that General Motors increase its basic hourly wage rates by 19½ cents, which amounts to about a 17½ per cent increase on the company’s average hourly wage of \$1.12. The Oil Panel recommended an 18 per cent increase in basic hourly wage rates, or an additional 21 cents to the average wage rate of \$1.20.

The General Motors recommendation was based almost exclusively upon the Panel’s calculation that a 19½ cent raise would keep weekly take-home pay equal to that earned in 1944 when the work-week averaged 45.6 hours. The calculation turned on an estimate of what the effective work-week was likely to be in 1946.

The Oil Panel’s recommendation appears to have been based on a more complex but no more conclusive accounting. After calculating that the maintenance of July 1945 take-home pay after 40-hour shifts were restored would require a 22 per cent increase in straight-time hourly wages, it recommended that an 18 per cent increase be made. It accounted for 9½ per cent of this by noting that this was needed to cover cost-of-living rises, and explained that the rest was justified by a combination of factors including loss of premium overtime pay, higher productivity, and settlements already negotiated. Since the Panel gave no indication of the weight given to these several factors, it may not be unfair to assume that the last-named was given preponderant importance, since 18 per cent was the increase already granted in collective bargaining by Sinclair and certain other oil companies.

Higher Pay Without Higher Prices

Both panels stated that the pay increases recommended could be met without raising price ceilings, but neither documents its case on this score with very conclusive “facts”.

The Oil Panel confined its observations on this account to the statements that only one company in its group had pleaded “inability to pay” and that the industry was in a generally profitable position during 1943 and 1944.

The Automotive Panel stated that, under a number of assumptions about the 1946 operations of General Motors which it believed to be valid, the Company would have higher earnings than it had in 1941, its previous record year. It specifically stated that its findings in the case were not applicable outside the

automobile industry, but it recognized that the General Motors settlement would more or less determine the settlements of other automotive companies. It stated that it had not been able to arrive at a clear conviction as to the ability of other auto makers to pay similar wage advances, but it dismissed the issue by observing that they could expect to operate at full capacity in 1946, and that this should provide savings to offset the increased wage expenditures.

From the management point of view, one of the most serious limitations in the panels’ procedure was their failure to deal with any of the Company claims put forward. In ordinary collective bargaining the demands of both sides are advanced and concessions in one direction are traded for concessions in the other. Here, although the companies involved had insisted upon their need for guarantees against contract violations and wild-cat strikes, and for other union concessions, nothing but the wage issue was considered by the “fact-finding” bodies. The General Motors Panel specifically recommended that the wage increase of 19½ cents be granted, but that otherwise “the status quo prevailing before the strike be restored by the reinstatement of the 1945 contract between the parties.” Handled thus, fact-finding becomes indeed a wholly one-sided exercise.

Both panels accepted, quite uncritically, the general position taken by Government spokesmen that wage increases are inflationary only if they are directly translated into price advances. It should be obvious that all wage increases add to the inflationary pressure, if made at a time like the present when consumer purchasing power far outstrips the volume of goods and services available to satisfy it.

“Fact-Finding” Dodged in Steel and Rails

It is ironic, too, that even while the Automotive and Oil Panel groups were holding the “government policy” line, the President and his Reconversion and Stabilization Directors were busily at work trying to dent it. In the steel dispute, although price rises in this industry have a particularly sharp inter-industry impact, hearings by the appointed fact-finding board were deferred while negotiations were carried forward by the President and his advisors under which the industry was offered a price increase of approximately \$4.00 a ton on condition that U. S. Steel and the United Steelworkers agree upon a mutually acceptable wage boost. It is hard to avoid the cynical conclusion that wage increases constitute the major administration policy, and that the principle of not translating them into increased prices is sacred only in those cases where there can be some reasonably plausible showing that wages may be raised without price advances.

Much the same general conclusion — that the “facts” are controlling only if they support a substantial wage increase — is sustained by the history of the administration of the Railway Labor Act of 1926, often cited as a glowing example of how “fact-finding” by so-called Emergency Boards of Presidential appointees has served to prevent strikes on the railroads. It is true that reports

of almost all of the 31 Emergency Boards appointed to look into threatened railway strikes in the 20 years since the act was passed have provided the basis for a settlement of the disputes in question. The fact — a real fact — remains, that in 1941 and again two years later the wage adjustments found appropriate by Emergency Boards in major railway labor disputes were revised upwards at the White House after the unions involved rejected them as unsatisfactory and threatened to strike. The second upward revision was made after government seizure of the railroads to prevent a national transportation tie-up. When the “facts” did not indicate a large enough wage increase to satisfy the union and the Administration, the “facts” went out the window.

It would be irresponsible to deny the importance of finding some tenable solution of current disputes that threaten to completely disrupt the reconversion process. But upon the evidence of experience, “fact-finding” boards cannot be expected to operate according to the common conception of their function — as agencies designed to sift out for the public an objective and significant weighing of the facts behind conflicting claims.

Without Principles Facts Mean Little

Facts, if they are assembled upon a sufficiently partisan basis, can be made to document almost any case one wishes to establish. The major difficulty in marshalling facts to resolve wage disputes is that there are no agreed-upon principles to determine the levels at which wages should be set. In the absence of such principles, it is inevitable that “fact-finding” boards, appointed by the Administration, manned largely by those who helped develop and administer Administration wage policies, and depending for technical assistance upon Administration Departments, will serve merely to implement Administration wage policy.

If Government means to reassert its wartime authority to fix wages — an objective specifically disavowed by the President and seemingly wanted by no one — it should accept the responsibility directly, rather than operate to that end through “fact-finding” boards which are independent in theory, but which cannot be so in fact.

The failure of the brand of “fact-finding” now urged upon Congress by the President is evident. Therefore, we must look for a solution along other lines.

What is needed is for labor and management to agree upon the principles that should govern the determination of wages under free collective bargaining. When such agreement is reached, then and only then, can fact-finding become an objective and useful instrument for settling wage disputes.



President, McGraw-Hill Publishing Co., Inc.

THIS IS THE 44TH OF A SERIES

TRANSPORT

'Homeland' Dispute, Last at Issue At Bermuda Conference, Sidetracked

Delegates, anxious to reach agreement before Congress starts debating British loan, agree to leave matter in status quo and seek compromise later this year.

Anxious to reach an agreement before the opening of the British loan debate in Congress, the Anglo-American delegations at the Bermuda Civil Aviation Conference have sidetracked the "homeland" dispute—the last point at issue—by agreeing in effect to maintain the status quo and reopen the matter for further negotiation sometime this year.

The final draft agreements and their annexes were sent to London and Washington last week for review and simultaneous acceptance. The formalities of their ratification should be completed soon. As far as this country is concerned, the documents will be regarded as executive agreements not subject to Senate ratification.

► **Complicated by Geography**—Nub of the last disputed point has been the right of one country's airlines to pick up traffic anywhere within the homeland of another.

Applied to the United States and Great Britain, the matter becomes complicated by the fact that the American homeland is a large, central land mass, while to the British, the homeland consists not only of the British Isles, but of far-flung territories as large as Rhodesia or

as small as the Crown Colony of Hong Kong.

► **CAB Members Opposed**—American demands for the right to pick up international traffic at widely-separated British points brought a corresponding request from the British for routes within the U. S. on which to pick up traffic for their overseas line. Particularly because of vigorous opposition by members of the Civil Aeronautics Board who were included in the American delegation, it was impossible to devise any broad formula by which to handle this matter in principle.

Pending a reconsideration in six months, the conferees decided to restrict traffic largely to routes already laid out and their reasonable expansion and to protect the vested interests of the carriers already serving them.

► **British Modified Stand**—Approval of the Bermuda agreements has entailed some soul searching by the British Labour Government. The imminence of the loan debate made compromise with the U. S. imperative and it could not be reached on the basis of the original British policy of restricting competition in air transport.

Therefore the British have moved much closer to the position of the U. S. and assert that they have decided now to measure policy by its contribution to the ultimate end of the cheapest mass transportation possible under sound economic operation.

At Bermuda, this has meant abandoning the hope for frequency regulation or restriction on the Fifth Freedom. In the sphere of operations it has meant dropping the "Fly British" equipment policy in order to purchase American *Constellations* for the North Atlantic service.

► **Home Opposition Fanned**—Home opposition, already strong because of the nationalization of the airlines, has been fanned by the Bermuda agreements. Another irksome



AWARDED DSM:

Brig. Gen. Lawrence G. Fritz (center), American Airlines operations vice-president, and Brig. Gen. Harold R. Harris (right), vice-president and general manager of American Overseas Airlines, are shown as they received the Distinguished Service Medal from Lt. Gen. Harold L. George, commanding general, Air Transport Command. Harris was cited for a leading role in establishing combined British, Canadian and American control over North Atlantic air routes, and Fritz for his assistance in redeployment of aircraft and troops to the U. S. after European hostilities ceased. Both were with ATC.

point is that the Bermuda agreements make probable the renegotiation of existing arrangements with the Dominions on the basis of the former restrictive Empire policy.

While the "homeland" argument is world-wide in its application, its greatest immediate significance is in regard to American military bases in the British Caribbean islands, whose use by civil aircraft was negotiated at Bermuda. Here there will probably be some embarrassment for the British because of the American insistence that U. S. lines be allowed to deal directly with colonial governments, rather than handling the negotiations through the home government in London.

► **Conditions on Base Agreement**—The bases agreement was finally closed with the provision for use of these American-leased fields by the civil airlines of all non-Axis nations on a non-discriminatory basis. However, to eliminate the fear that colonial governments might exploit them by high duties on fuel and food supplies or by granting monopolies to suppliers, the U. S. Army has been put in complete control.

Faster Coast-to-Coast Schedules Seen As *Constellation* Sets Records

TWA plane chalks up new marks on flights in both directions and announces 11-hr. non-stop transcontinental airmail service will start on Feb. 15.

Records set in both directions across the country last week by a TWA *Constellation* point to new, faster schedules in regular coast-to-coast commercial operation.

The *Constellation* flew from Burbank, Calif., to New York's LaGuardia Field in 7 hrs. 27 min. 48 sec. carrying 45 passengers and a crew of seven. The passengers were magazine, newspaper and radio representatives, including R. H. Wood, editor of *AVIATION NEWS* (See *Industry Observer*). It made the fastest time by a loaded commercial transport, and carried the largest number of passengers ever flown transcontinentally in a single commercial plane.

► **Set East-West Mark**—Two days earlier the same ship with 32 passengers, flew from New York to Los Angeles in 10 hrs. 49 min., breaking the East-West record. One stop was made at Kansas City.

While these times are below the schedules that may be expected in the near future, TWA already has informed the Post Office Department that starting Feb. 15 it will carry air mail coast-to-coast non-stop in 11 hours. *Constellations* will be used.

► **New Foreign Services Started**—Overshadowed by the domestic record was the important inauguration of new foreign service by TWA and American Overseas Airlines. The latter on Feb. 1 started regular flights to the Scandinavian countries, and TWA on Tuesday flew from Washington and New York to Paris. The plane, also a *Constellation*, took off from New York at 2:11 p.m. EST and arrived at Paris at 9:54 a.m. EST the following day. Flying time was 16 hrs. 21 min.

The day before TWA's Paris flight was to start, a Pan American Airways *Constellation* arrived at Hurn airport, near London, after a 12 hr. 9 min. flight from New York, beating its own previous record of 14 hrs. 2 min. Elapsed time, was 15 hrs. and 23 min. The flight was the first by a *Constellation* in regular trans-Atlantic commercial passenger service.

► **TWA Flight Was Anniversary**—

TWA's successful attempt to break the transcontinental record from the East to the West was made on the twentieth anniversary of the day TWA's president Jack Frye, who captained the ship, entered aviation in California.

In addition to the over-all records, new time was set between intermediate points. On the flight west, the plane flew from New York to Kansas City in 5 hrs. and 6 min., cutting 2 hrs. 26 min. off the old record.

The time from New York to Los Angeles was 54 min. under the previous transport record set by a TWA stratoliner.

► **329 mph. Average**—On a trip from Los Angeles to San Francisco the plane flew 50 passengers the 365 miles in 1 hr. 17 min. Return flight time was 1 hr. 15 min.

The spectacular return trip from West to East was 4 hrs. and 27 min. under the 11 hr. 53 min. for a TWA Stratoliner in 1940. Flight mileage was 2,474. Speed averaged 329 mph. with a top of 375 mph.

U. S., Belgium Reach Landing Agreement

The U. S. and Belgium have concluded an interim agreement, including Fifth Freedom privileges, granting reciprocal landing rights

in Brussels and New York, the State Department announced last week.

Pan American Airways is certificated to serve Brussels on its route from the U. S. to London and India. A formal bilateral air transport agreement is expected to supersede the interim agreement.

► **Belgium Studies Air Board**—Meanwhile, an unofficial report from Belgium states that influential members of the government and the Belgium section of the RAF plan to establish a Belgian Civil Aeronautics Board to regulate commercial and private flying there.

Similarly, it is reported that Belgique-Congo airline will place Douglas *Skymasters* in service early in 1946. The line will fly one and later two round-trips weekly with three expected by November.

TCA Canada-Great Britain Service Is Stepped Up

Trans-Canada Air Lines announced last week that Canada's air schedules to Great Britain have been increased to three a week. Seats previously kept for priority ticket holders are now available to business men and others, who may book passage from any Canadian city.

The planes leave Montreal Airport on Mondays, Wednesdays and Fridays. Westbound flights leave Prestwick, Scotland on Wednesdays, Fridays and Sundays. Normal cargo capacity is 3,500 lbs. Four of the *Lancastrians* transports built in Canada for the service carry 10 passengers each and two carry eight. Crew consists of captain, first officer, navigator, radio officer and purser-steward.



Off For Paris: The TWA *Constellation* "Star of Paris" loads passengers at La Guardia before taking off on the line's first regular trans-Atlantic run. It previously had flown from Washington in 59 min. The plane took off for Paris at 2:11 p.m. EST Tuesday and landed at 9:54 a.m. EST the following day.

CITEJA Concludes First Post-War Session

Reaches agreement under which its conventions will be presented for PICAQ adoption.

International Technical Committee of Aerial Legal Experts, which recently completed its 14th (first post-war) session at Paris, has reached an agreement under which its conventions in private air law will be passed on for adoption by the Assembly of PICAQ.

CITEJA, initials of the French name of the legal experts committee, is resuming its work after interruption by the war. It was formed in Paris in 1926, and in 1929 adopted the "Warsaw Convention" to which the U. S. is a party.

► **Scope Delineated**—Private air law deals with legal phases of aircraft operation as between citizens of one country and the government of another, or between the citizens of two different countries, whereas public air law has to do with aviation relationships between governments.

Two important matters, not on agenda of the meeting in Paris, Jan. 22-29, came up for consideration. One is a proposed convention on aircraft mortgages, and aircraft property registration. This code would protect creditors against loss through unauthorized sale of encumbered aircraft in foreign countries. The proposed registration would reveal mortgages and other

New Fee System

A new fee system for airplanes operating on Bowman Field has been announced by Al Near, Louisville's Director of Airports.

The Louisville and Jefferson County Air Board has fixed the fee at 2 percent of the gross earned by individual planes of each company. A fee of \$350 must be paid in advance on the first plane and \$100 on each additional plane. If, at year's end, the 2 percent gross does not exceed the fee collected, the fee stands.

claims against the aircraft.

► **Further Study Ordered**—This, and other matters of private air law, such as further coordination with PICAQ, interpretation and application of conventions, revision of the Warsaw convention, draft of convention on air collisions, assistance and salvage of aircraft on land, legal status of the commander and personnel, aviation insurance, designation of subcommittees, date and place of 15th session, were assigned for further study.

At the Rome conference in 1933, a convention on precautionary attachment of airplanes was adopted. It protects police, customs, and regular commercial aircraft from detention on mere suspicion. A convention was drawn, also at Rome, on the liabilities of third parties on the surface, and another at Brus-

sels in 1938, on salvage of aircraft and aircraft at sea. Neither of these has been adopted. Senator Pat McCarran proposed the latter in a bill some years ago, without success.

► **U. S. Delegates**—Stephen Latchford, Aviation Division, State Department, was chairman of the U. S. section of CITEJA at the Paris meeting, which was attended by 33 countries. Other U. S. members were Arnold W. Knauth, specialist in maritime and aviation law; Emery T. Nunneley, Jr., assistant general counsel of CAB; and Howard B. Bailey, civil air attache, American Embassy at Paris.

Trans-Marine Case Reopening Sought

Public Counsel is seeking to reopen CAB's investigation to determine whether Trans-Marine Airlines, of New York, has been operated between that city and the Cape Cod area in violation of certification requirements of the Civil Aeronautics Act.

In a motion filed with the Board, Public Counsel Julian T. Cromelin and John W. Woodworth allege that reopening of the case is in the public interest "should the Board be of the opinion that the length of the period of Trans-Marine's activities might have any substantial bearing on this investigation." ► An examiner's report last fall (AVIATION NEWS, Oct. 15) recommended that the Board find Trans-Marine had not failed to comply with provisions of the Act and that the investigation be dismissed. One of the principal grounds for the recommendation was an inadequate period of observation of Trans-Marine's activities.

Public Counsel, already having excepted to this finding, now point out to the Board that Trans-Marine continued its operations to about mid-September. They cite further a recent advertisement in New York papers telling of Trans-Marine's winter operations on New York-Miami, Miami-Bimini, Miami-Cat Cay, and Miami-Key West routes.

New DC-8 Brochure

Douglas Aircraft Co. has given airlines new specification books on the projected DC-8 transport. No radical departures from original performance estimates are noted, the new sales brochure being simply an elaboration of design and seating arrangements.

Panagra Case Remanded to CAB On Derivative Action Principle

U. S. Court of Appeals ruling extends to administrative procedure the right of a stockholder to sue on behalf of a corporation giving Board power to hear terminal dispute.

The principle of derivative action, whereby a stockholder may sue on behalf of a corporation, was extended to administrative procedure in a U. S. Circuit Court of Appeals decision remanding the Panagra Terminal case to the CAB.

A Board attorney said that to his knowledge the Second Circuit (Southern New York) decision was the first in which the derivative principle has been extended beyond a court of law to the functions of an administrative agency. Under its regular procedure, the Board was not aware that it could consider a derivative application.

► **CAB Refused to Take Jurisdiction**—The Board had decided (AVIATION NEWS, May 29, 1944) it did not have jurisdiction to extend Panagra's routes to the U. S. from the Canal Zone, materially changing Panagra's system, in the absence of an application from the carrier. W. R. Grace & Co. appealed the decision to the courts (AVIATION NEWS, Oct. 16, 1944).

CAB had instituted a proceeding to determine whether public con-

venience and necessity required such an extension after Grace and Pan American Airways, half-and-half owners of Panagra, failed to agree on whether such a petition should be filed in Panagra's name. Grace finally applied for the extension.

► **Precedent Cited**—Circuit Judge Frank concluded that the Board should be directed to decide whether Panagra should be treated as applying for the extension and, if so, whether public convenience and necessity require it be granted.

The court cited a law precedent in another case in which a shareholder was permitted to appeal although his interest did not differ from that of any other shareholder, "he could speak only for his class and his claim was therefore necessarily derivative."

► **Legal Question Outlined**—"His power so to speak for the company," Judge Frank wrote, "depended on his allegation that the action of the directors was actuated by 'illegality and fraud' which made futile any recourse to the management.

"In accord with this, it seems to us that, if Grace & Co. could prove that the opposition of Pan American (the parent company, for we disregard the subsidiary) to Panagra's applying for an extension was due to 'illegality and fraud,' it would follow that this proceeding should be regarded as a voluntary application for the extension; and then it would be open to the Board to decide the issue of public convenience and necessity." This issue was not considered by the Board in view of its finding on the jurisdiction question.

► **Course Is Favored**—"Certainly," the court continued, "there is everything to be said in favor of such a course, if it is possible."

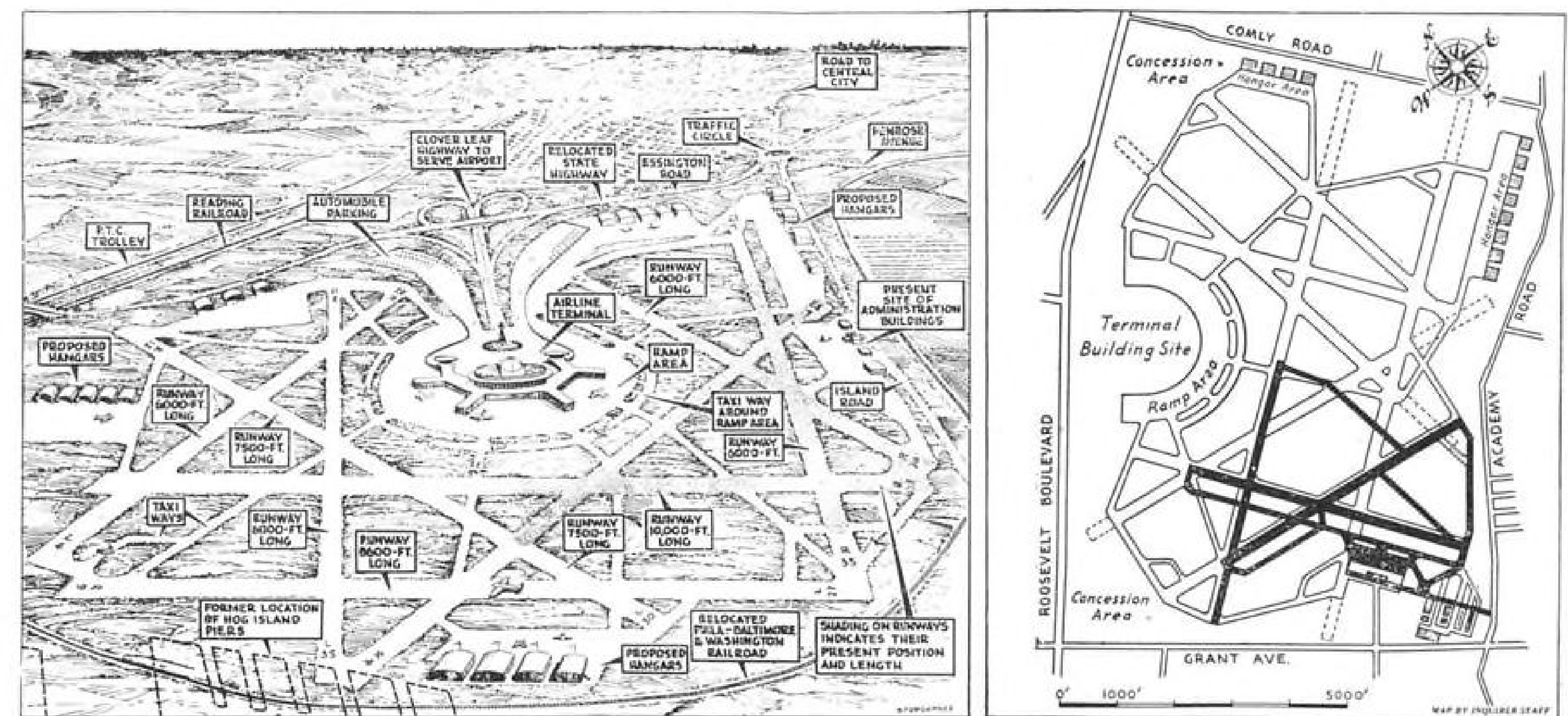
Issues on which such a shareholder's suit would depend, Judge Frank continued, would be whether Pan American was opposing the extension "because it was pursuing its own advantage to the prejudice of the joint interest ('fraud'), and because it was engaging in some unfair trade practice ('illegality')." Both issues, he explained, require specialized acquaintance, such as the Board alone would have, with commercial aviation.

Therefore the opinion was reached that the Board had power to determine, as between Grace and Pan American, which would speak for Panagra, but "needless to say, we suggest nothing as to the proper outcome of that inquiry."



UNITED HANDLES OYSTER SHIPMENT:

Possible forerunner of other similar seafood shipments, 5,000 lbs. of Chesapeake Bay oysters were carried from Washington to Chicago last week on a United Air Lines cargo plane in chartered flight. Workers are pictured as they repacked into 12-can cartons nearly 4,000 pint tins of oysters in the shipment. The tins were in ice when delivered at National Airport.



MASTER PLANS FOR PHILADELPHIA TERMINALS:

Philadelphia has announced master plans for expansion of both the Southwest and Northeast airports at an estimated cost of \$15,000,000. These sketches from the Philadelphia Inquirer show details of the projected

developments. Federal and State aid will be sought for both projects, which would be carried out in such a manner as not to interfere with current operations at the fields.

Argentina Planning International Airline

A new international airline, established by the Argentine government, is preparing to apply for permission to fly from Buenos Aires to Miami and New York, as well as to Europe and other parts of the world.

The line is Flota Aerea Mercante Argentina (Argentine Merchant Air Fleet), known as FAMA. It has been designated by government decree to represent the country in the international commercial aviation field. Competition is anticipated with U. S., British, French, Brazilian and Dutch lines. Actually, the army will control the line, and army pilots will be returned to civilian life to pilot the planes.

► **Want U. S. Planes**—Present equipment is inadequate for international flights, and Argentina hopes to get new U. S. planes, denied during the war. FAMA has 15 old German Junkers, three old French planes, and two others.

Reports recently were received in the U. S. that Argentina, which did

not attend the Chicago Civil Aviation conference and has made no freedom of the air pledges, may seek to form a bloc with Brazil and Chile to prevent other international lines from carrying passengers from one of them to another.

Danish Line Starts Service To Stockholm and London

Danish National Airways has inaugurated regular flights from Copenhagen to Stockholm and London with converted B-17's, according to Danish sources who visited Boeing Aircraft plants at Seattle recently on a U. S. tour. The airline is planning to begin service to Iceland, Labrador and New York.

Paul Westphal, secretary of the Royal Danish Aeronautical Society, said the two *Flying Fortresses* presently in use after internment in Sweden during the war were given to Denmark by the U. S. government. They have been renovated for airlines use at an estimated cost of \$125,000 per ship. On long flights, their seats accommodate 14, but for short hops 23 can be seated on long benches.

United to Convert 4½ % Preferred Stock

United Air Lines directors have voted to force conversion of all outstanding 4½ percent cumulative preferred UAL stock by April 1, giving stockholders their choice of turning in the stock for redemption at \$105.37½ a share or, in the meantime, converting it into common stock at \$30 a share.

The latter course would mean exchange of each share of preferred for 3 1/3 shares of common. Preferred was around \$160 per share early last week, and common \$48, a circumstance which leads to the expectation that virtually all the 75,000 shares of preferred outstanding at last reports will be converted to common to take advantage of a good market. Few, if any, are likely to be tendered at the call price.

► **Will Benefit Company**—The call for the preferred stock, forecast in AVIATION NEWS, Dec. 3, authorizes the City Bank Farmers Trust Co., New York City transfer agent, to receive the shares and pay for them at the redemption prices. United is arranging to permit holders of fractional shares to sell the fractions or acquire other fractions to round out full shares.

The conversion will benefit the company through elimination of a senior equity requiring annual payment of \$4.50, and avoid heavy sinking fund payments in the future.

Quentin Roosevelt Joins PAA

Quentin Roosevelt has joined the staff of Harold Bixby, Pan American Airways vice-president with offices in New York. Mr. Roosevelt, who has a long service record, is grandson of the late president and son of the late Brig. Gen. Theodore Roosevelt, Jr.

Miami Traffic Soars

Pan American Airways has increased its Miami-Havana and Miami-Nassau services over 60 percent this month to handle week-end peaks of heavy seasonal tourist traffic.

Havana flights now total 48 on Saturdays and Sundays, 42 on Fridays and 34 on other days. Miami-Nassau trips have increased to eight daily except Tuesday and Thursday when there are six.

Both AA and Pilot Blamed for Crash

Questionable judgment by both company and pilot has been found by CAB to have contributed to the crash of American Airline's west-bound transcontinental Flight 9 near Rural Retreat, Va., in February, 1945.

Pilot's failure to plan the flight properly and remain at a safe instrument altitude was the probable cause, the Board stated, with company laxity in dispatching and supervising the flight a contributing factor.

► **Weather Was Poor**—Weather conditions known to the company and crew at both Washington and New York indicated inadvisability of attempting the flight under contact rules, the report said. CAA was held culpable for not having kept close enough check on the company's operating and dispatching procedures over the route, the Board giving "a shortage of personnel" as reason for the inadequate supervision.

The accident, which killed 15 of the 19 passengers and both pilots, occurred when the plane hit a mountain at 3,910 ft. while in normal cruising flight after passing through rain, clouds and considerable turbulence.

Need of Regional Airports Stressed at Philadelphia

Development of regional rather than community airports was emphasized by a witness in the Middle Atlantic case at Philadelphia as the most practical method of providing airline service for thickly populated areas such as are found in Southern Pennsylvania.

Beauchamp Smith, chairman of the Air Transportation Committee of the York, Pa., Chamber of Commerce, declared the need of his city for additional air transportation could best be served through use of the present Harrisburg-State airport located more than 20 miles from York's downtown section. Traffic out of the regional terminal would be supplemented by charter flights from two private flying fields in York's suburban section.

► **State Program Outlined**—Pennsylvania plans construction of 289 airports costing \$34,645,450 in the next 10 years, and will need considerably more air service than present plans provide, another witness said.

'Chute Carrying Sought

A bill requiring a parachute for each passenger on board any airplane carrying persons for hire has been introduced in the Massachusetts legislature, but is attracting scant attention. Two proponents testified at a hearing before the legislative committee on aviation, after which Arthur H. Tully, Jr., state director of aeronautics, told the committee such a law probably would encroach on federal jurisdiction.

Two Ex-U. S. Air Officials Named to PICAQ Secretariat

Two Americans, both formerly associated with Civil Aeronautics agencies, were included in a list of appointments to the secretariat of the Provisional International Civil Aviation Organization announced recently by Dr. Edward Warner, president of the Interim Council.

Edward M. Weld of Tuxedo Park, N. Y., was named acting Assistant Secretary General of the Air Transport Bureau and R. J. Moulton, confidential assistant to CAB member Josh Lee until he went with PICAQ at Montreal, was appointed analyst with the Air Transport Bureau.

► **Weld formerly** was on the legal staff of the Civil Aeronautics Authority, during the war had charge of all AAF contracts with the air transport industry from October, 1942, to October, 1944, and more recently was assistant director of the aviation division, Surplus Property Board. Moulton was with Continental Air Lines at Denver before he went with CAB.

Northwest Expects Delivery Of First DC-4 Shortly

Northwest Airlines expects delivery of its first new DC-4 within two weeks and has asked CAB approval to inaugurate non-stop service between Minneapolis-St. Paul and Newark with them March 1.

Five DC-4's and ten C-54's are currently on order, the tentative schedule calling for completion of DC-4 deliveries by the end of April. First of its C-54's, now undergoing conversion by Glenn L. Martin, is expected April 4, additional deliveries running through May and June. Northwest is still considering purchase of *Constellations*, DC-7's and *Stratocruisers* for use on domestic and overseas routes.



NEW TACA HEADQUARTERS:

TACA Airways has decided to move its top executive, operations and traffic offices from New York to Miami in order to base its key personnel closer to actual operations. The line flies in 10 Latin American republics and from Miami to Havana, Central America, Panama and Rio de Janeiro. Executive officers who will move into the five-story building at Miami, shown above include Brig. Gen. Thomas O. Hardin, executive vice-president; Silas R. Richards, vice-president and general manager; Charles L. Gallo, vice-president, traffic; Rufus K. Ward, regional general manager with supervision over the U. S. and Caribbean area, and George T. Cussen, regional traffic manager. The building will be called "Edificio TACA."



Right on the nose of the NEW Piper Cruiser

Sensenich propellers have been standard equipment on Piper-built planes for years—so their selection for the new post-war Piper Cruiser is no surprise. It merely proves again that the designers and engineers—the men who know propellers best—know who make them best! So swing a Sensenich and be sure!

Prompt repair service now available.

Standard of Performance



SENSENICH BROTHERS
LANCASTER, PA. GLENDALE, CALIF.

WE KNOW



Tanks of aluminum... for fuel, lubricants or hydraulic systems... have long been a major product at Mercury... giving the know how in designing and fabricating these important units which can come only from comprehensive experience. We shall be glad to quote on your requirements.



SHORTLINES

• **All American Aviation** has increased its board of directors from eight to 11 members. New members are A. Felix du Pont, Jr., Harry W. Lunger, and Arthur P. Davis. Mr. du Pont was an original member of the board but resigned to enter the AAF. His brother, Richard C. du Pont, founded the company. Mr. Lunger is a Wilmington lawyer and Mr. Davis, of New York, a former director.

• **American** started the month with two converted C-54's operating between New York and Chicago. Next ones received probably will go into service between Washington, New York and Boston, then Washington to Chicago and the West. . . . The Bell system recently put into service for American the first transcontinental private telephone line ever established.

• **Braniff** is revamping its traffic department in anticipation of operation

of DC-4 equipment that will more than double its seating capacity. . . . Male pursers, in addition to hostesses, will be used on the 56-passenger ships.

• **Colonial** credits relaxation of war-time travel restrictions for Canadians for its all-time December high for passenger traffic between New York and Montreal, 64 percent higher than the same month of 1944. Passengers carried last year numbered almost twice as many as the year previous.

• **Continental** has carried furs and food on its new air freight service, on which it participates with TWA on joint through rates from points on its own system to those on TWA's.

• **Chicago & Southern** has become the 14th airline to shift to the 40-hr. week. Rate increases to provide the same take-home pay formerly received for 48 hrs. work were made retroactive to Jan. 1.

• **Eastern's** revenue passenger miles in December, totaling \$43,700,000, 60 percent above December, 1944.

• **Mid-Continent's** net profit of 1945

was \$171,973 after taxes, or 44.4 cents a share, compared with \$138,976 or 36 cents a share in 1944. Operating revenues for calendar 1945, according to unaudited reports, were \$3,216,829, against \$1,980,978 in 1944, an increase of 62 percent. Revenue miles flown were up 49 percent and revenue passengers up 108 percent. Passenger load factor last year was 75.75 percent, where in 1944 it had been 77.63 percent.

• **National's** revenue passenger miles in 1945 gained 74 percent over 1944 to reach 70,210,637. Load factor in 1945 was 89.4 percent.

• **Northeast** reports number of passengers carried during 1945 was 175,608, an increase of 227 over 1944. The line attributes a 15 percent increase in load factor to the Boston-New York operation it started May 1. . . . Northeast's shareholders will meet March 7 to act on the proposed merger of the company with PCA, already approved by directors of both companies.

• **Northwest** is redesigning all its

equipment, "from planes to linens and silverware," with the object greater passenger comfort, eye appeal, and a uniform motif. J. Gordon Lippincott & Co., New York industrial designer, is in charge of the job.

• **Panagra's** president, Harold J. Roig, is on an inspection tour of the company's network through eight Latin American nations in anticipation of expected increases in commercial and tourist traffic to the west coast of South America.

• **Pan American's** Pacific pilots have been receiving indoctrination training in operation of C-54's from Naval Air Transport Service at Moffett Field, Calif., averaging three hours in NATS C-54's (Navy's R5D) covering transitional instruction in take-offs and landings. . . . Pan American recently opened a new express office at Honolulu. . . . Survey flights are being made in preparation for land plane use in PAA's Pacific routes.

• **PCA's** newly-converted C-54, with a load of 52 passengers and crew of four, recently flew the 602 miles from Chicago to Washington in 2 hrs. and 5 min. Scheduled time is 3 hrs. 24 min.

• **Trans-Canada Air Lines** has completed initial installations of Very High Frequency ground radio facilities at Montreal and Moncton, N. B. . . . Increasing availability of aircraft and personnel has made possible addition of a fourth flight daily between Winnipeg and Lethbridge. TCA expects to have a full transcontinental fourth daily flight in operation by early summer.

• **TWA** has provided a crew, on contract basis, to operate a specially equipped **Flying Fortress** in which the Army Air Technical Service Command is sending on a two month study of thunderstorms and electrical disturbances in various parts of the world.

• **United** estimates that employee suggestion awards in 1945 will mean annual savings of \$6,191 in materials, 46,842 man-hours, and a fleet weight reduction of 693 lbs. The company paid \$26,051 in awards for the 1,634 suggestions adopted of 7,247 submitted. . . . UAL's air express traffic was 14 percent higher in December than a year ago. . . . The line's job placement bureau is interviewing 9,000 applicants a month. An average of 450 will be employed each month for the next four years.

• Permitted immediate inauguration by Western Air Lines of non-stop service between Los Angeles and Salt Lake City on AM 13 and by Eastern Air Lines of Newark-Boston non-stop service on AM 5 and 6.

• Dismissed on applicant's petition application of Russell V. Trader, doing business as Land & Water Air-Service; and granted permission to intervene to cities of Buffalo, N. Y., Worcester, Mass., and Bradford, Pa., and county of Luzerne, Pa., in Middle Atlantic area case (Docket 674 et al.).

• Extended to April 30 effective period of temporary permit of Expreso Aereo Inter-Americano, S. A., for service between Miami and Havana (Docket 778 et al.).

• Dismissed applications of Airline Communication Employees Assn. and Aviators Assn. for permission to file petition to reopen dockets 1345 and 1346 and an alternative request that the Board assume jurisdiction for investigating and settling employment problems and grievances between flight radio officers and navigators of American Airlines and the managements of American Airlines and American Overseas Airlines.

• Denied petition of Plantation Air Lines for reconsideration and revocation of order 4398, which denied consolidation of its application, Docket 2108, in Kansas City-Memphis-Florida case (Docket 1051 et al.).

• Denied motion of Mid-Continent Airlines to dismiss Amendment 3 to application of Eastern Air Lines (Docket 1967), which has been consolidated into the Kansas City-Memphis-Florida case (Docket 1051 et al.).

• Granted Delta Air Corp. use of Tyler, Tex., Municipal Airport for service to begin Feb. 15 and permitted Delta to inaugurate Savannah-Jacksonville non-stop service on AM 54.

• Permitted TWA to inaugurate Newark-Pittsburgh and Newark-Harrisburgh non-stop service on AM 2.

CAB SCHEDULE

Feb. 12. Briefs due in route consolidation case. (Docket 932 et al.)

Feb. 14. Exhibits due in Royal Norwegian Air Transport's (RNAT) foreign air carrier permit case. (Docket 2145.)

Feb. 18. Exchange of rebuttal exhibits in Arizona Airways case for acquisition of TWA's AM 38. Postponed from Feb. 4. (Docket 2005.)

Feb. 18. Exchange of exhibits in Universal Air Travel Plan case. Postponed from Jan. 28. (Docket 1939.)

Feb. 18. Hearing in Kansas City-Memphis-Florida case. Postponed from Feb. 5. (Docket 1051 et al.)

Feb. 18. Exchange of exhibits in Pan American Airways' application for domestic routes. (Docket 1803.)

Feb. 18. Exchange of exhibits in route consolidation cases of Braniff Airways, TWA, Chicago and Southern Air Lines, and American Airlines. (Dockets 1154, 2142, 2177, 2187.)

Feb. 20. Briefs due in Great Lakes area case. Postponed from Feb. 1. (Docket 535 et al.)

Feb. 20. Hearing on Royal Norwegian Air Transport's (RNAT) application for foreign air carrier permit. (Docket 2145.)

Feb. 25. Hearing in Arizona Airways' application for acquisition of TWA's AM 38. Postponed from Feb. 14. (Docket 2005.)

Feb. 26. Hearing in Pan American Airways Latin American and Miami-Leopoldville mail rate cases. Postponed from Feb. 4. (Dockets 1593 and 1909.)

Mar. 1. Hearing in Pan American Airways-Panair do Brasil, S. A. agreement case. Postponed from Feb. 11. (Docket 2032.)

Mar. 4. Hearing in route consolidation cases of Braniff Airways, TWA, Chicago and Southern Air Lines, and American Airlines. (Dockets 1154, 2142, 2177, 2187.)

Mar. 11. Hearing in Universal Air Travel Plan Case. Postponed from Feb. 18. (Docket 1939.)

Mar. 11. Hearing in All American Aviation's case for acquisition of control of Equipamento All American Aviation, S. A. (Docket 1969.)

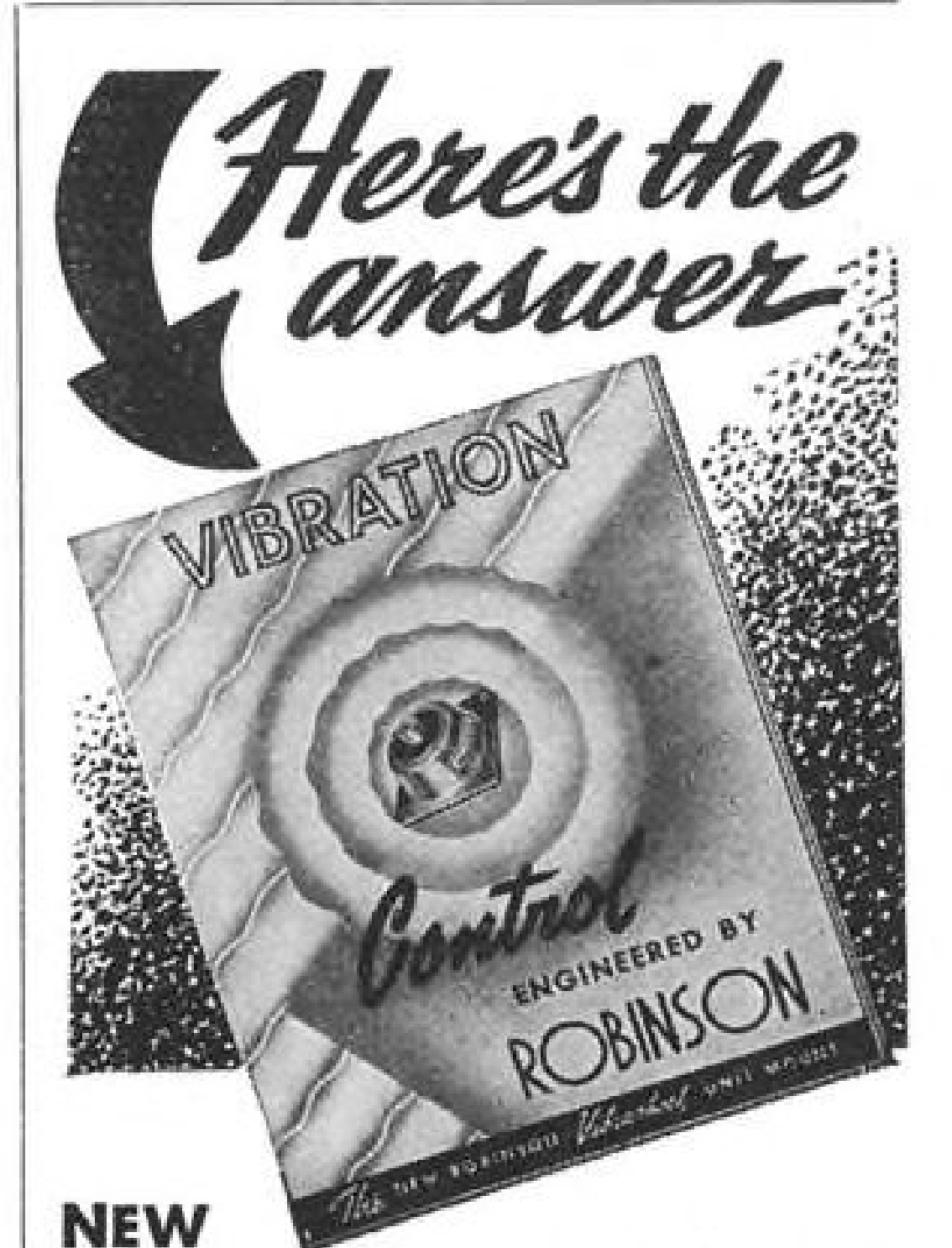
Mar. 18. Rebuttal exhibits due in Pan American Airways' application for domestic routes. (Docket 1803.)

Apr. 1. Hearing on Pan American application for domestic routes. (Docket 1803.)

Apr. 19. Exchange of exhibits in Boston-New York-Atlanta-New Orleans case. Postponed from Feb. 18. (Docket 730 et al.)

Apr. 29. Exchange of rebuttal exhibits in Boston-New York-Atlanta-New Orleans case. Postponed from Mar. 1. (Docket 730 et al.)

May 6. Hearing in Boston-New York-Atlanta-New Orleans case. Postponed from Mar. 11. (Docket 730 et al.)



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CAB ACTION

The Civil Aeronautics Board:

• Granted Pan American Airways permission to resume service until March 31 between Monrovia, Liberia, and Leopoldville, Belgian Congo, to handle a passenger backlog. The operation extends Pan American's present flights between New York and Monrovia via Foyles and Lisbon (Docket 2189).

• Authorized Continental Air Lines to inaugurate service between intermediate points Lubbock and Wichita Falls, Tex., and Oklahoma City, and the terminal point Tulsa (Dockets 503, 587, 1126, 1142 through 1146).



Initiating An Air Power Policy

IN its January 21 issue AVIATION NEWS proposed editorially that the quickest way to obtain congressional definition of national defense policy would be through presentation to Congress by the Army and Navy of concrete recommendations for legislation. The FEPC filibuster in the Senate then was three days old. The Senate has done virtually nothing since. How much longer can we afford to wait for Congress to assume leadership?

It is the conviction of some of the aircraft industry's leaders that the Army and Navy jointly present their recommendations for an air power policy. The proposal has merit.

It is the contention of these industry men that the declarations of policy of previous years, essentially that of the Morrow Board incorporated in the Air Corps Act of 1926, and the Air Commerce Act, need revision to reflect the new stature of the air forces, and the impact of scientific research and technological development revealed by our experience in World War II.

They feel that impressive evidence has now been presented Congress to supply a firm foundation for a new air power policy. This evidence charts the course which the nation should follow. But it is so detailed and voluminous, and has been offered in so many various forms, that it becomes imperative that it be brought into focus for projection against the future.

Among the most important pronouncements have been the report of the Air Coordinating Committee, biennial report of the secretary of War, report of the chief of naval operations to the secretary of the Navy, the third report of the commanding general of the AAF to the secretary of War, National Planning Association's recommendations on national aviation policy, testimony submitted to the aviation subcommittee of the Mead Special Committee investigating the national defense program, testimony submitted to the joint hearings on proposed national research foundation legislation, and before the Senate Atomic Committee and the House Military Affairs Committee; hearings of the House Naval Affairs Committee on the subject of the composition of the post-war Navy, hearings before the House Post-war Military Policy Committee and voluminous evidence by the planning echelons of the Army and the Navy.

This material and much other valuable evidence is available. It remains only for the armed services to crystallize it into its proper elements and to chart a sound and effective policy which Congress can adopt and follow.

"It might be said that the presentation of an air power policy is premature, that there has not been time to gain perspective necessary to properly adapt our course in the ensuing years," one industry top executive points out to the News. "But it also might be said that the very victory of our arms proves that the trinity of air power—the air forces, the aircraft industry and air commerce—has gained the necessary perspective, and, further, that it is the duty of the aviation leadership of the Nation to project this perspective for the benefit and advice of the United States as a whole. Unless and until this can be done, the planning and coordination vital to air power must be maintained on an interim basis, subject always to possibly ill-informed and hasty revision or stultification by both executive agencies and the legislative branch of the government."

Some hesitation in presenting an air power policy can be understood at a time when the over-all military organization of the country is under debate. But how can there be conflict in either philosophy or viewpoint between the armed services in the basic policy of air power?

While Congress dawdles, and refuses to take the initiative, what can be lost in urging that an air power policy be placed before the Congress, and that the armed services jointly support its adoption?

Appreciation

ONCE a year each subscriber to AVIATION NEWS receives a questionnaire, signed by the editor, requesting comments and suggestions as to how this publication can meet even better the needs of each reader. The response to the mailings has been far above the average for this type of questionnaire, according to the McGraw-Hill research department. The opinions and suggestions offered to date have been extremely valuable to the editors. The many compliments are appreciated. We thank the subscribers who have taken the time to answer.

ROBERT H. WOOD



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