

# Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

APRIL 8, 1946



**Pogue's Successor:** James M. Landis, dynamic Harvard Law School dean, who has been selected by President Truman to succeed L. Welch Pogue as chairman of the Civil Aeronautics Board after Pogue's resignation in June. Dean Landis, who has developed a course in international and domestic air law at Harvard and built up an aviation law library there, will bring to the Board an extensive economic background. He has held numerous government administrative posts. (Story on Page 32)

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Rocky Mountain and Florida case rulings indicate nationwide network will be approved.....Page 7

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Four-place Bellanca family-type plane has many qualities long considered desirable; list price is \$5,375.....Page 13

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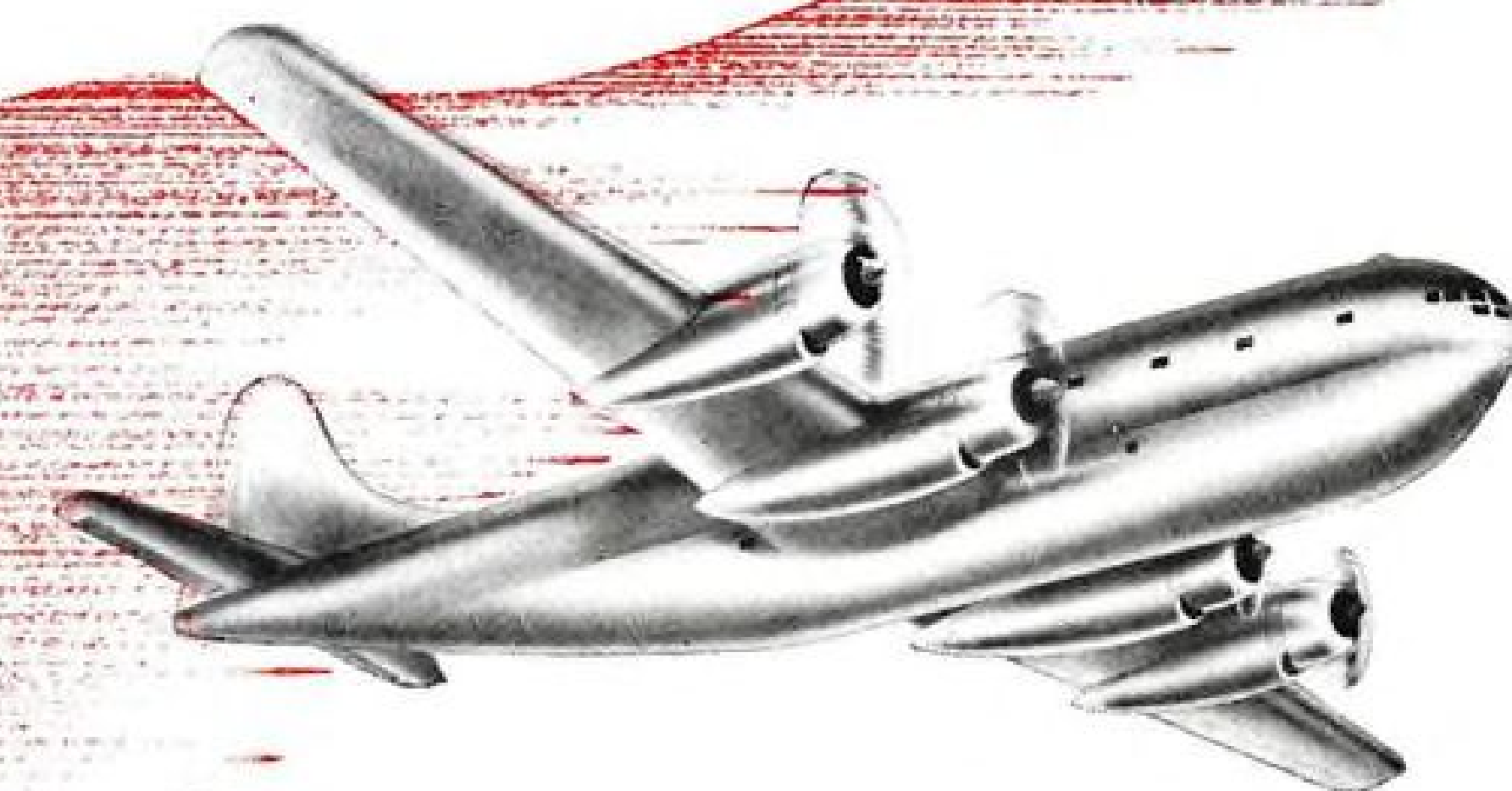
## **TWA Outlines Foreign Pacts**

Reveals details for participation in operation in Ethiopia, Iran, Latin America and Italy.....Page 33



# BOEING selects Honeywell Electronic Fuel Gages and Turbosupercharger Controls

## for the NEW 377 STRATOCRUISER



MINNEAPOLIS  
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CONTROL SYSTEMS

CREATIVE ENGINEERING

MAKERS OF THE FAMOUS M-H ELECTRONIC AUTOPILOT, USED ON AAF 4-ENGINE BOMBERS

### THE AVIATION NEWS

## Washington Observer

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**CAA'S REPAIR BASE**—Chances of CAA's obtaining Congressional authorization and appropriations for its repair base as originally envisioned are believed to be waning. National Aviation Trades Association's Region III last week went on record against it, several Democratic Representatives have indicated they will oppose it on the floor if the committee votes it out. More damaging to CAA's plans is that the General Accounting Office has rendered an informal and unofficial opinion that CAA can enter into annual or semi-annual service contracts.

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**U. S. CHAMBER OPPOSES**—One of the main reasons CAA announced for establishing its own repair base was that it took too much time to get three bids for every job costing more than \$100. The GAO ruling would wipe out this excuse. The U. S. Chamber of Commerce also has taken issue with CAA, citing the possibility of making annual contracts, and has sent letters to Administrator Wright and to Rep. Louis Rebaut (D-Mich.), chairman of the subcommittee which is expected to act next week on CAA's request for an appropriation to set up the repair base.

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**SURPLUS PLANTS**—The first request for "preferential treatment" in the disposing of a surplus aircraft plant to an aircraft company has been handled, but the industry still wonders just what that treatment is. In the Surplus Property Administration's report to Congress on surplus aircraft plants, it was stated that special treatment would be given to an aircraft company only on formal request by the Army or Navy. Republic Aircraft applied for War Department approval to a lease on its Farmingdale plant. The approval was in this form: the War Department has no objection to the sale of the plant to anybody provided it did not jeopardize delivery of War Department supplies.

★

**MUST PURCHASE**—War Department and War Assets Administration have agreed that no aircraft company will be dispossessed from a plant in which it is working on a Government contract. However, it is pointed out that the Department's approval of the Republic lease was negative instead of positive, and that the only sure way not to "jeopardize" Government production is for the company to buy the plant. Further, the Department ducked the main point at issue by not mentioning its views on leasing of the plant.

**COMPETITION VS. COMPETITION**—Scheduled intrastate airlines, as well as prospective interstate feeder lines—which have been assailed by trunklines as offering unnecessary competition—now are worried by competition from non-scheduled operators. Some canny non-scheduled operators have been studying briefs and other data submitted to CAB by intrastate and feeder applicants. Then they set up service between the heaviest traffic-generating centers. Point is that at some later date they might go before CAB and claim prior operating rights.

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**CONTRACT TERMINATION**—There will be no new civilian agency to take over the Government's end of termination settlement. Settlement will remain with the services. The Office of Contract Settlement will disappear and in the reorganization the remaining functions will go to the Office of War Mobilization and Reconversion. The Office of Contract Settlement has laid down termination policy with procurement agencies the operational organizations.

★ ★ ★

**AT-11 PRICE**—War Assets Corp. was worried for a while over criticism of the price range on surplus AT-11 twin-engine Beech trainers—\$17,500 to \$25,000—in view of the fact that of approximately two-score previously sold the highest price was \$15,000. Being explained now is that former sales were of non-flyable AT-11's, and that prices were based on condition.

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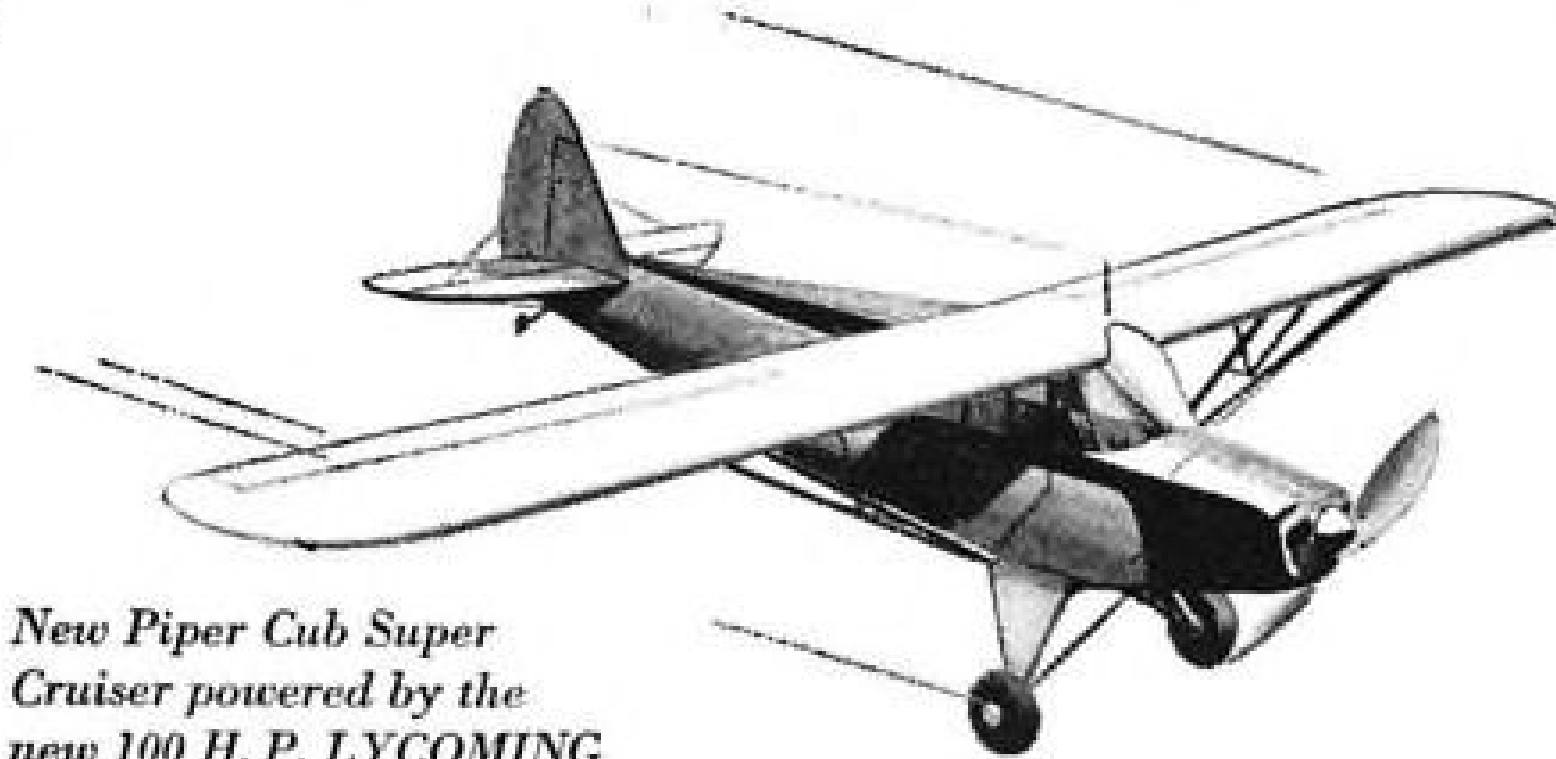
**AAF TECHNICIANS**—Fast-moving technological trends have prompted the Army Air Forces to select a group of officers, preferably technicians or engineers with combat experience, to attend leading universities this year. Approximately 70 officers will be named for the first class and about 500 additional will be selected later.



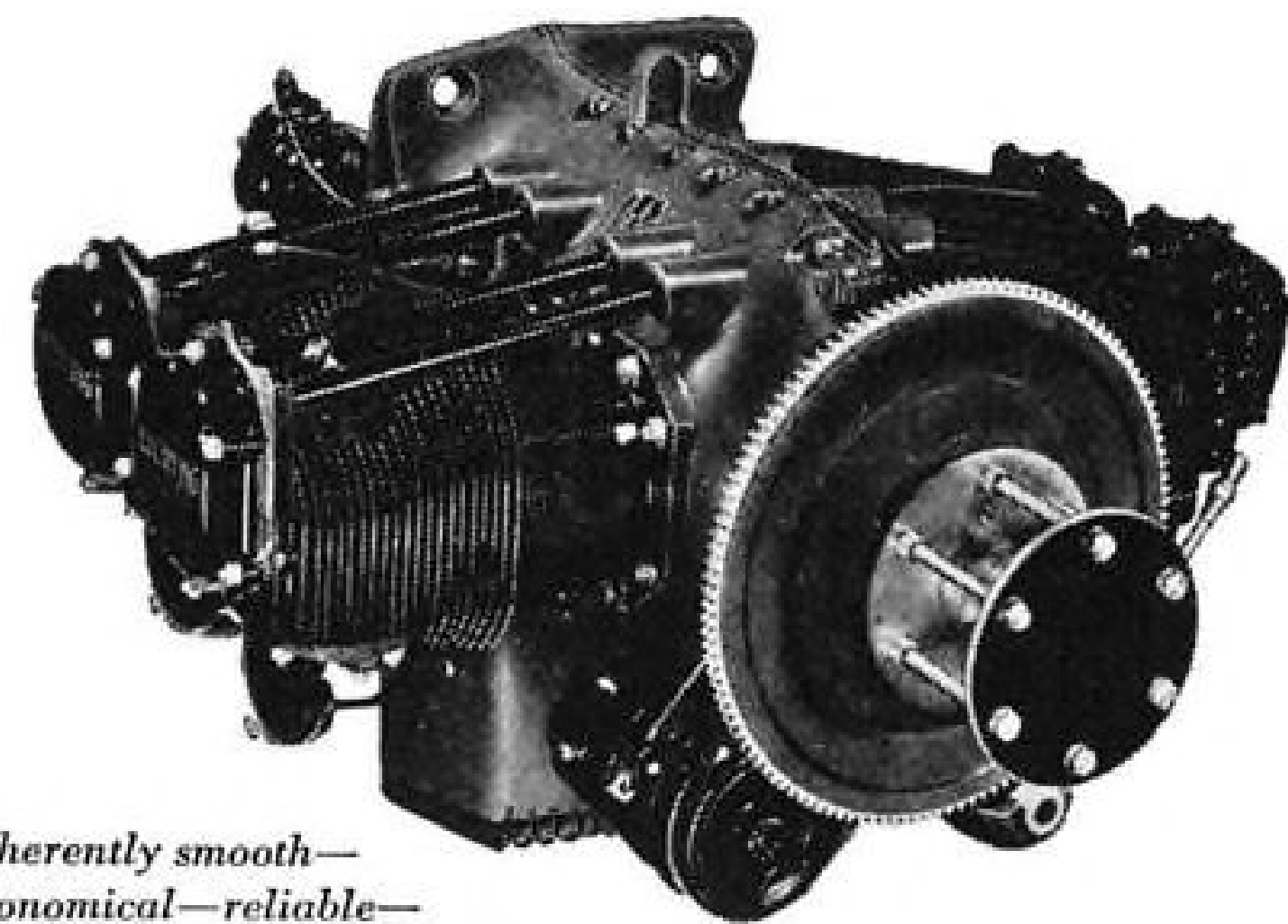
Coast Guard helicopter lands on the carrier Midway during "Operation Frostbite" (See Page 10)



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## News at Deadline

### Non-scheduled Parley Called

First major meeting of non-scheduled cargo and passenger carriers in the U. S. has been scheduled for April 15 at the Waldorf-Astoria Hotel, New York, by the Institute of Air Transportation, 500 Fifth Avenue. Representatives of some 75 contract carriers are expected to attend the session where government regulations will be discussed and possibilities of group purchasing, uniform bills of lading, joint maintenance facilities and a public relations program will be explored.

### NATA Group Opposed CAA Base

Region III of the National Aviation Trades Association, meeting in Chicago last week, went on record —(1) against establishment by CAA of a repair base, (2) for reorganization of NATA into state, rather than regional units, (3) against CAA's proposed regulation change which would permit one-half of required dual time for a private certificate to be given by an unrated instructor, (4) in favor of the national president of NATA calling a meeting of the board of governors to recommend curriculum for flight training for veterans, and a guide to standard rates. Fund-raising campaign through an increase in dues (AVIATION NEWS, Feb. 18) did not get to a vote, although it was tacitly approved by officers.

### Personal Plane Conference Set

A joint meeting on personal aircraft of CAA and the Aircraft Requirements Committee of the Aircraft Industries Association will be held in Washington at the Shoreham Hotel May 6-8. Tentative topics of discussion include certification procedures, design requirements according to Part 03 of Civil Air Regulations and flight test procedures.

### Landing Aids Project Mapped

A joint landing aids research center will be set up May 1 at the Navy's Arcata, Calif., experimental station with the Army, Navy, ATA, Commerce Department and Radio Technical Commission for Aeronautics co-operating in work on all-weather flying problems.



► Well on the road to recovery from post-war jitters, the seven major airframe plants of the West Coast aircraft industry had well in excess of \$600,000,000 in backlog orders, military and commercial at the close of the year's first quarter. While the companies have issued no formal announcements of their position as of April 1, the following backlog estimates are made by AVIATION NEWS:

Lockheed Aircraft Corp., \$130,000,000 military and \$57,800,000 commercial, plus \$43,300,000 in conditional contracts and options.

Douglas Aircraft Co., \$116,000,000 military and \$167,000,000 commercial.

Northrop Aircraft, Inc., \$53,000,000 principally military and including a relatively small amount of commercial aircraft modification.

Boeing Aircraft Co., \$111,000,000 combined military and commercial.

Consolidated Vultee Aircraft Corp., \$22,000,000 in commercial transport orders.

Neither Convair nor North American Aviation, Inc., will discuss the current value of military backlogs, which cover several still-classified experimental projects and may have a total value in excess of \$100,000,000. Similarly, no information is available on Ryan Aeronautical Co.'s backlog.

► Indications are that the system set up with considerable industry hope last year assigning U. S. civil air attaches to key foreign countries will be reshuffled. At present, State Department officials say that while aviation specialists will be assigned to problems of various foreign areas, the men will be based in Washington. The set-up may be taken out of the Department's Aviation Division and actual foreign contacts turned over to experienced consuls throughout the world, directed from here.

► Cessna Aircraft Co. is considering sale of its Hutchinson, Kansas plant. It has already received several bids.

► Feederline applicants are showing active interest in the new Lockheed Saturn, but do not expect any deliveries until 1947, leaving the new Beech D18C as the only feederliner in the Saturn class which is likely to be ready this year.

► Industry observers in Canada report Fairchild Aircraft, Ltd., Montreal, has designed a small freight transport especially designed for Canadian bush operations. It is powered with a Pratt & Whitney engine. Trial flights are scheduled for early summer.

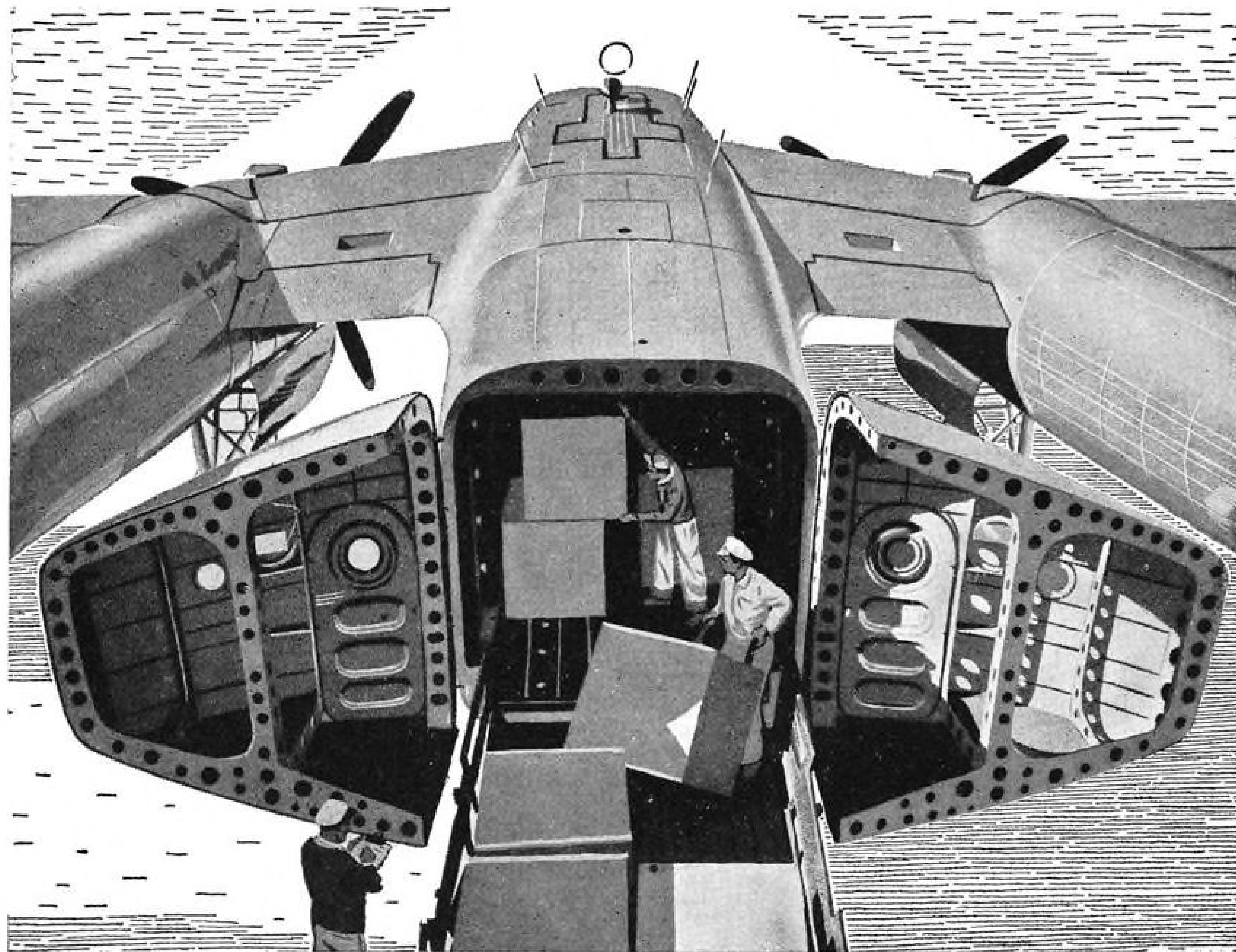
► Kingman, Ariz., site of the largest surplus aircraft center in the country, with slightly more than 7,000 aircraft, soon will be expanded to 15,000 planes, according to western surplus agency officials. Probably no more than 10 percent will be sold. Those of potential military utility will be preserved in long-time storage. The others will be reduced to scrap, with parts salvaged. P&W 1830-43 power plants already have been removed from B-24s, and are on sale at from \$67 to \$600 each. An engine in good condition can be modified for about \$1,000 for DC-3 installation, surplus authorities say.

► Airmail has been speeded considerably in certain sections of the country since Second Assistant Postmaster General Gael Sullivan levied heavy fines on at least two airlines for off-loading or delaying pickup of mail at heavy passenger traffic centers.

► Consolidated Vultee denies reports that production of the Stinson Voyager will be transferred from Wayne, Mich. Officials said recently that ultimate plans call for producing up to 16 Voyagers a day at Wayne. Payroll there was last reported at approximately 1,600. Company's development group, formerly known as the Stout Division, now is headed by Joe Gwinn, and will remain in San Diego.

► One of the world's largest aircraft engine dynamometers capable of absorbing nearly twice the power of present types, is under construction at the East Pittsburgh works of Westinghouse Electric. Of the combination eddy-current and d-c electric type, the new design consists of two 850-hp d-c generators and two 3,000-hp eddy-current brakes, all coupled to a single shaft. One of the generators may be disconnected and used to test small engines, if desired. Whereas present dynamometers in wide use can absorb only 4,000 hp, this new unit will handle up to 7,700 hp. The customer for this equipment has not been announced.





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VOLUME 5 • NUMBER 13

# Aviation News

McGraw-Hill Publishing Co., Inc.

April 8, 1946

## Rocky Mountain, Florida Cases Assure National Feeder System

CAB decisions in first two of 11 proceedings indicate local needs will be secondary to desirability of establishing nation-wide network; three temporary new certificates issued.

By CHARLES L. ADAMS

Forging the first links in a Nation-wide system of feeder lines, the Civil Aeronautics Board has granted three-year temporary certificates to three new carriers in the Rocky Mountain and Florida areas and established principles which assure local service with trunk line connections to scores of small cities never before provided with scheduled air transportation.

The new air lines set up by the Board in its first two decisions in 11 regional feeder cases are Ray Wilson, Inc., Denver, Colo., Summit Airways, Inc., Laramie, Wyo., and Orlando Airlines, Orlando, Fla. The Board also authorized new stops and route extensions for Western Air Lines, Inland Air Lines and National Airlines.

► **Augurs Well For Future**—Scope of the route authorizations, especially the unanticipated certification of a feeder in the Florida area, augurs well for applicants favorably recommended by examiners in the West Coast and New England cases, which are due for early Board action.

► **Board Application Seen**—Assurance that the new feeder service were not granted simply because of conditions peculiar to the Rocky Mountain and Florida areas was unmistakable in the Board's statement of guiding principles covering all feederline applications.

"We believe," the Board said, "that we should authorize a reasonable amount of local service throughout the United States on an experimental basis. This will permit the development of actual traffic experience, non-existent now, which can be used effectively as a guide in making any future additions to this service."

► **Will Be On Strict Probation**—CAB made clear, however, that the new

feederlines would be on strict probation. In limiting new certificates to carriers which show the best expectation of success at a reasonable cost to the government, and in specifying that the operations must show justification for continuance after the experimental three-year period, the Board said:

"We cannot emphasize too strongly that the carriers authorized to operate such services will be expected to be on a constant search for methods of achieving economies in operations" . . . in order that they may not become increasingly dependent on government mail subsidies.

► **All Have Experienced Backers**—All of the newly certificated feederlines are backed by men with extensive experience in fixed base

### Faction Came Slowly

Until the recent award of certificates of convenience and necessity in the first CAB regional route case decision, only one new line had been authorized to start operations since the board was created.

That was Essair, Inc., whose Texas route, also under a three-year temporary certification, is wholly within that state. The latest certificates are the first the board has granted to new carriers for interstate operation. Aside from Essair, the national route pattern represents extension of routes certificated under the automatic "grandfather" clause of the Civil Aeronautics Act of 1938.

operations. Ray Wilson, president and majority stockholder of Ray Wilson, Inc., which will operate five routes extending from Denver to Salt Lake City and Albuquerque, has been engaged in various aeronautical activities in the vicinity of Denver since 1929.

In 1935 he started a flying school and additionally conducted aerial



### TERRORS LAST YEAR—JUNK TODAY:

These 2,500 once-mighty Flying Fortresses lined up at Kingman, Ariz., surplus depot to await the wrecker are a graphic demonstration of the speed with which warcraft become obsolete. Only a few years ago they were the terrors of the skies, now they are good only as scrap.



photographic surveys and charter services. Three years later his business was incorporated as Ray Wilson, Inc. In 1941 the activities of Ray Wilson, Inc., were suspended and Wilson became a partner in the Wilson-Bonfils Flying School at Chickasha, Okla., which carried out a cadet training program for the Army Air Forces.

► **Will Increase Capitalization** — Funds and equipment of the Wilson-Bonfils Flying School will be available for the feeder operation, and authorized capital of Ray Wilson, Inc., will be increased to \$500,000.

Wilson last week told AVIATION NEWS that the hopes to activate several routes with one round-trip daily in time for vacation travel this summer. He said that while twin-engined Beechcrafts were originally chosen for the service "something bigger" may be used instead.

► **Summit Given Three Routes** — Summit Airways, which has been certificated for three routes extending north and west from Denver to Billings, Mont., and Salt Lake City, was organized in 1941 by the late Charles W. Hirsig, II, to conduct aviation activities, especially pilot training, at Laramie.

On the death of Hirsig last year, his majority stock interest in Summit was purchased by Fred M. Manning, an oil executive. Existing facilities and personnel of Summit's fixed based operations will be used as a nucleus for the feeder service, with about \$260,000 to be spent for five Beechcrafts and miscellaneous new equipment.

► **Florida Line Formed in '44** — Orlando Airlines, which will have routes in northern Florida connecting Orlando with Tallahassee, Gainesville and Jacksonville, is headed by Thomas E. Gordon. A pilot who engaged in aeronautical activities at Columbia, S. C., after World War I, Gordon acquired the Cannon Mills Airport near Orlando early in 1944 in the name of Florida Aeronautical Supply Co. In March, 1944, he organized Orlando Airlines, an intrastate charter service.

He intends to begin operations using four, single-engine, three-passenger Fairchild F-24's, later switching to twin-engine Beechcrafts.

► **Details Given**—Details of the new routes and additional authorizations to existing carriers made by CAB in the Rocky Mountain case are:

► **Ray Wilson, Inc.**—Three-year temporary certificate to carry persons, property and mail, (a) between Salt Lake City and Grand Junction, Colo.,

## Scrap Aluminum "Verdict" Today

In the first major test of the market for aluminum scrap obtained from surplus aircraft, War Assets Administration was to open bids today (April 8) on 32,000,000 lbs. This amount is practically the entire supply of aluminum scrap expected to be available, and bids will be accepted for future delivery.

While surplus officials for months have been contending that scrap from combat aircraft would find a ready market, persons familiar with the metal and metal-fabricating industry have been skeptical. They point out that the metal in airframes is an alloy, not pure aluminum, and that reclaiming the aluminum might be uneconomical.

In addition, there is the question of whether the supply of airframe scrap will exceed the demand, thus exercising a depressing affect on the market.

► **Demand Brisk For Small Lots**—Under regulations established by the old Surplus Property Administration, floor price for the aluminum scrap such as being offered now by WAA is 2.5 cents a pound. WAA reports that the demand for small quantities at that price has been brisk.

Whether the 32,000,000 lbs. can be sold at that price, or whether some will have to be held back and fed into the market as it can be absorbed, is the question the bids are expected to answer.

## Lend-Lease Deal Will Return Many Planes

Terms of the recently-concluded lend-lease settlement with Great Britain are expected shortly to bring back into the United States sizable quantities of some surplus aircraft that are in demand and in flyable condition. Under the terms of the agreement, Britain must put returned planes into condition, and fly them back to this country.

One example is 1,000 PT-26's now in Canada. All will be sent back to this country. The 11 C-54's loaned to Britain have been returned, as have 500 other transports. ► **Details of Deal**—Approximately 6,600 aircraft were involved in the settlement of \$532,000,000. For that sum Great Britain receives: (1) full title to 72 Douglas C-47 transports for use on civil airlines; (2) full title to 600 C-47's, 25 Beech C-45's, and 18 Consolidated C-87's on provision that when they become surplus to British military requirements they cannot be transferred to any other nation without U. S. consent; (3) the lease of 671 C-47's for a total of 7,213 aircraft months. The sales were effective, and the leases began last Sept. 2.

The lease on any aircraft can be continued beyond the agreed term at the rate of \$333.33 per aircraft month. The 72 transports for the civil airlines were figured at a cost of \$20,000 each, while the 600 C-47's were priced at \$15,000 each. Covered by the lend-lease settlement were 2,576 transports, 3,916 trainers, 63 liaison, and 60 flying boats and amphibians.

## Service Unification Advocates Intensify Educational Campaign

Developments indicate backers feel fight is by no means won, despite Truman endorsement; Joint Air Defense Conference talks favor it as Navy withdraws its speaker.

Advocates of unification of the armed services feel the fight is by no means won, despite Presidential endorsement, it is strongly indicated by a campaign which is growing in intensity to present arguments favoring unification to the public.

Three developments point up the heightening vigor of the campaign.

► **One** is the election of F. Trubee Davison as president of the Air Power League (AVIATION NEWS, March 25) and the replacement of Executive Director Howard Angus by Col. Jacob Smart.

Smart, an AAF veteran who was in charge of primary training activities by contract schools early in the war, is reported to have been suggested for the post by the AAF high command.

► **Another** is the activation of the Citizens Defense Council which is rapidly completing its organization and is expected shortly to reveal its entire program which will favor unification.

► **The third** was the recent Joint Air Defense Conference, sponsored by the National Aeronautic Association, which was billed as an impartial appraisal of the merits of unification, but during which noted

speakers pleaded in favor of it.

► **Truman's Proposal Is Presented**—President Truman's Army-endorsed unification plan was presented, but the impartiality of the conference collapsed when the Navy withdrew its speaker on the Eberstadt plan (which would create a third cabinet department, for air, coordinating the three in a national security council) for "reasons beyond the Navy's control."

► **Indorsed By Small**—Certain aspects of the Eberstadt plan, however, were endorsed by J. D. Small, chief of the Civilian Production Administration, who saw in the National Security Resources Board proposed by Eberstadt a medium for speedy industrial mobilization in time of need.

He reviewed the difficulties prior to the establishment of the War Production Board and asserted a need for some peacetime agency which would be the nucleus of some future WPB.

The method of handling research under the Eberstadt plan was criticized by Dr. Vannevar Bush, director of the Office of Scientific Research and Development. He declared any scientific body must be

## Leasing Dropped

Leasing of surplus transport aircraft will be discontinued effective July 1, War Assets Administration announced last week. Some 250 leases are now in effect, but these will not be affected, nor will leases in process of negotiation.

Announced reason for discontinuance is that the leases have served their purpose: to make surplus transports quickly available to the airlines during the initial stages of reconversion. However, leases have never been popular with some top surplus officials who felt they were in one sense subsidizing the industry. It was pointed out that an airline could lease a transport for five years, wear it out and, when new equipment was available, return a useless and nonsaleable plane to the Government.

► **Disliked By Officials**—Leases on all surplus property are frowned on by the present chief of surplus disposal on the grounds that a lease merely delays final disposition of the property. This view is reflected in WAA's announcement of the discontinuance of aircraft leases: "leases . . . merely prolong the disposal operation."

so constituted as to be able to resolve differences arising within itself. Bush recommended the Army's unification plan as being



### NEW NORTHROP CAMERA PLANE:

Based on its war-famous Black Widow Northrop Aircraft has developed the F-15 Reporter, versatile 440-mph.-plus camera plane. Designed during closing phases of the conflict and war-late in production, the plane showed so much promise in high and low-altitude photography that a \$7,500,000 contract for 175 units was given and now is being filled. The basic design mounts six cameras, and alternate arrangements

will permit the mounting of eleven different types of cameras. What is said to be the largest piece of plexiglass ever blown gives the Reporter a massive bubble canopy providing the plane's two-man crew 360-degrees vision. The plane has a range exceeding 4,000 miles, and a ceiling in excess of 35,000 ft. It is powered by two Pratt & Whitney R-2800-C engines equipped with turbosuperchargers.



the best proposal insofar as research is concerned.

► **Eaker Gives Keynote Talk**—Lt. Gen. Ira C. Eaker, keynoting the conference in place of W. Stuart Symington, assistant secretary of War for air, who was ill, gave a four-point formula for security. First must be professional diplomacy—diplomats reared and educated with the same effort put into rearing sailors and soldiers; second must be a central intelligence agency—"we did not have good intelligence early in the war;" third must be adequate military organizations to support the United Nations Organization and secure our own safety in case UNO breaks down; fourth must be to teach the country a proper brand of patriotism—"people are putting their own interest ahead of the national interest."

► **Stresses Research**—In the military organization which finally emerges, Eaker wants the emphasis to be on research and development. He warned that if engineering is to continue on an adequate scale, the Federal Government must do it. "The second weapon," he said, "is almost useless."

Maj. Gen. Patrick J. Hurley, former ambassador to China, criticized the Army, Navy and Air Force for not getting together and presenting a plan of unification to Congress. He declared the armed forces should be reorganized and re-equipped in the light of the changed concept of national defense brought about by rocket inventions and the control of atomic energy.



#### HAULING DOWN THE FLAG:

The Special Devices Division of the Navy Office of Research and Invention has moved its headquarters from Washington, where hundreds of training aids were developed during the war, to the old Gould estate at Sands Point, Long Island, N.Y. Present at the "decommissioning" of the old plant were (left to right) Rear Admiral H. G. Bowen, ORI chief; Assistant Secretary of the Navy John Kenney; Rear Admiral Louis de Florez, ORI deputy chief and founder of Special Devices; Capt. D. L. Hibbard, Special Devices director; and the building guard who lowered the flag at the ceremonies.

#### Midway Returns

The 45,000-ton aircraft carrier *Midway* has returned from the Navy's "Operation Frostbite" after testing equipment and technique under severe weather conditions in Arctic areas.

The *Midway* carried Chance Vought *Corsair* fighters, Curtiss dive bombers, Grumman *Hellcats* and one helicopter, the first to operate from a carrier.

Rear Admiral John H. Casady, commander of the Task Force, and Capt. Herbert S. Duckworth, skipper of the *Midway*, both indicated they had found answers to most of the questions propounded by the operation and that the expedition was a success.

#### Spang Joins Colonial

H. Heinrich Spang, CAB examiner since November, 1943, and



formerly with the Board's Economic Bureau, has resigned to become assistant vice-president of Colonial Airlines. He will establish executive offices in Washington

and is located temporarily in the Shoreham Building. Colonial, which inaugurates its new Washington-Montreal-Ottawa route April 15, also will open a Washington city ticket office shortly.

### CAA, State Officials To Continue Sessions

A continuing series of regional meetings with state aviation officials has been inaugurated by CAA to assure cooperation in the prevention and punishment of reckless flying. Two important by-products are expected to be the strengthening of the National Association of State Aviation Officials, and better relations between CAA regional administrators and operators.

Three meetings have been held, and the fourth was to be held at Atlanta late last week. At the close of each session, arrangements have been made for quarterly conferences in the future. The first meeting was held in New York last month, with another later in Minneapolis.

► **New Group Set Up**—The other meeting at which CAA was represented, was called in Enid, Okla., by representatives of five state aviation commissions and resulted in the formation of the Association of Southwest Aeronautical Officials, which will become affiliated with NASAO.

The program is an outgrowth of the long negotiations between NASAO and CAA on the proposed model state aeronautics act (AVIATION NEWS, Feb. 11), and a policy defining spheres of activity and control of the Federal and state governments. Under a tentative agreement reached at a Washington conference in February, the states will undertake the policing of private flyers and the punishment of reckless flying.

► **Final Session Set**—What is hoped to be the final conference on this subject is scheduled for Washington late this month. CAA hopes to complete the regional discussions by that time.

#### House OK's 'Port Bill

The House has approved the conference airport measure providing for a \$1,000,000,000 airport construction program over the next seven years. Senate action on the bill is scheduled for early this week.

While most observers felt that Senate acceptance of the bill was assured, Sen. Owen Brewster (R., Me.) said he would "point out" that the method of channeling funds laid out in the conference bill "completely reversed" the method approved earlier by the Senate.

### Harlan Ellis Resigns Hamilton Sales Post

Sales Manager to enter personal business; C. L. Burgess named aide to Frye; Manning to sit on ACT board.

Several changes in the sales department of United Aircraft Corp.'s Hamilton Standard Propellers division highlighted personnel news announced last week.

► **Harlan M. Ellis** (photo) has resigned as sales manager of the firm



to enter personal business. George L. Estes, Jr., who has been assistant West Coast representative of United Aircraft Service Corp., has been named an assistant sales manager of the firm

to direct contact work with airlines and manufacturers for new installations, while William P. Huxley has been named assistant sales manager in charge of orders and sales contacts. No immediate successor to Ellis is being named. William H. Habicht of the propeller division's engineering department replaces Estes on the West Coast.

► **Carter Lane Burgess** has been appointed assistant to Jack Frye, president of TWA. Burgess formerly served as executive and special assistant to the assistant Secretary of State for Administration and the Foreign Service, and also as deputy executive secretary of the UNO Conference in San Francisco. While in the Army, Burgess was aide to Gen. Walter Bedell Smith, chief of staff to Gen. Eisenhower and now Ambassador to Russia.

► **Merrill M. Manning** of Cadwalader, Wickersham & Taft, has been elected to the board of directors of Air Cargo Transport Corp.

#### Menasco to List on Curb

Menasco Manufacturing Co. of Burbank, Calif., will take immediate steps to list its stock on the New York Curb Exchange. Currently it is listed on Los Angeles and San Francisco exchanges. The New York listing was authorized at the company's recent board meeting, during which all directors were reelected and John M. Templeton, New York City, president of the investment counseling firm of Templeton, Dobrow & Vance, was added to the board.



#### CONSTELLATION'S "BAGGAGE CAR":

Lockheed says its new "Speedpak" cargo container (AVIATION NEWS, April 1) makes it possible for the airliner to carry an additional load equal to the payload of a two-engine transport and at the same time obviate long delays in cargo handling. It was developed as the answer to how to increase the plane's capacity after performance tests showed it could operate safely at gross weights in excess of design. The "Speedpak" can be pre-loaded, wheeled under the plane and lifted into position in two minutes by self-contained electric hoists (below). It cuts the plane's speed about 10 mph. First deliveries will be to TWA.



#### Walter A. Hamilton Dies

Walter A. Hamilton, a nationally-known figure in airline maintenance, died recently at Kansas City. Hamilton was superintendent of maintenance for TWA until 1939 when he resigned to become a field representative and then a member of the board and manager of the El Segundo plant of the Douglas Aircraft Co., Inc. Last fall Hamilton rejoined TWA as special assistant to the executive vice-president.

#### 'Copter Proceedings Start

Two parallel proposals to carry airmail by helicopter between post offices and airports in the Los Angeles metropolitan area are scheduled for prehearing conference today (April 1). The case, which includes the dockets of Southwest Airways Co. and Los Angeles Airways, Inc., represents the first consolidation of helicopter applications before CAB examiners. Post office officials have encouraged the applications by stating that post office-airport service by plane in the Los Angeles, San Francisco and New York areas would be helpful.

#### AVIATION CALENDAR

- April 5-13—National Aviation Show, sponsored by Aviators Post No. 743, American Legion, Grand Central Palace, New York City.
- April 8-10—Annual meeting of Aero Medical Association of U. S., Edgewater Beach Hotel, Chicago.
- April 12—New England Council, third annual aviation conference, Hotel Statler, Boston.
- April 12-15—Annual flight of Sportsman Pilots Association to Palm Beach, Fla.; headquarters at Brazilian Court Hotel.
- 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.
- April 28-30—NASAO Executive and Legislative Committees meeting, Statler Hotel, Washington, D. C.
- May 6-7—AIA National Aircraft Standards Committee, 11th national meeting, Hotel Lexington, New York City.
- May 6-8—Joint meeting on personal aircraft, CAA and AIA Airworthiness Requirements Committee, Shoreham Hotel, Washington.
- May 9—First post-war NACA Engineering Conference, Langley Field, Va.
- May 13-14—New York State Aviation Council, semi-annual meeting, Westchester Country Club, Rye, N. Y.
- May 13-19—Aviation Week Air Show, Galveston, Texas.
- May 21—PICAO Assembly begins three-week meeting, Montreal.
- May 27-28—Aeronautical Training Society annual meeting, Mayflower Hotel, Washington, D. C.
- June 1-2—National Air Carnival, Birmingham.
- June 2-7—SAE Summer (Semi-Annual) Meeting, French Lick, Ind.
- June 8-9—Formal dedication of Eldon, Mo., Airport.
- June 12-15—International Air Show, DeHavilland Airport, Toronto, sponsored by National Aeronautical Association of Canada. NAAC third national air conference will be held concurrently (June 14-15) at King Edward Hotel, Toronto.
- June 13-15—First post-war Annual New England Lightplane Tour.
- July 18-21—World's Fair for Aviation, Omaha.
- July 19-20—NAA national convention, Omaha.
- Aug. 1-2—National Flying Farmers Association first annual convention and Oklahoma Flying Farmers conference, Oklahoma A & M College, Stillwater, Okla.
- Aug. 22-24—SAE National West Coast Transportation & Maintenance Meeting, New Washington Hotel, Seattle, Wash.
- Aug. 31-Sept. 2—National Air Races, Cleveland.
- 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.



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DC-3, DC-4, DC-6, M202, M303,  
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★ One man can move and handle this well balanced, stable fueling ladder, including gassing and fueling services. Its versatility has made it increasingly popular with many of the major airlines and airport operators.

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11. Fairlead holds nozzle of hose
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Write for the "HAMMOND PACIFIC PLAN"—a valuable analysis of West Coast production. Prices quoted on request.

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## PRIVATE FLYING

\*\*\*\*\*

## First Bellanca Cruisair Sr., Listed At \$5,375, Delivered to Dealer

Four-place plane has many qualities which analysts and private flyer polls have agreed are desirable in family-type craft, including 150-mph. cruising speed.

By ALEXANDER MCSURELY

Jim Johnson, operator of the Springfield, Mo., Flying Service, took delivery last week on the first production four-place Bellanca Cruisair Sr.

G. M. Bellanca, head of the company, turned over the plane to Johnson, but not until he had personally checked it. The diminutive, Italian-born manufacturer had his men lift up the tail so the plane was in flight position, sighted along the wings, and gave the plane his blessing.

► **Meets Many Demands**—A study of the Cruisair Sr. which sells at a list price of \$5,375 shows the plane has many of the attributes which analysts and polls of flyers have agreed are desirable in a family-sized plane, including:

► Cruising speed of 150 mph. (actually 153.6).

► Electric starter, generator and battery.

► Retractable landing gear (operated with a crank which actuates a torque tube and chain drive).

► Accommodation for four average-sized adults without undue squeezing (rear seat is 40 inches wide).

► Built-in provision for radio and radio compass, including a loop aerial inside the fuselage behind the cabin, and a ceiling speaker.

► A slow stalling speed quoted at 45 mph. in the preliminary speci-

cations, but which is actually much nearer 40, according to Chief Test Pilot Herbert Venable.

► Flaps, operated by a lever, which have a 43-degree maximum deflection.

► Good forward visibility, achieved by plexiglas one-piece windshield, and full-cantilever low-wing design.

The buyer, for the list price, gets a fixed-pitch propeller, and doesn't get a radio. It is believed that few purchasers will balk at the extra cost of a radio and an Aeromatic variable pitch propeller which are optional, and which of course add materially to the plane's utility.

► **Interior Is Comfortable**—Interior fittings offer comfort which is coming to be expected in the post-war airplanes but which has been too often lacking heretofore. Dual wheel controls are provided and the attractive instrument panel, shock-mounted, has the following standard instruments: compass, air-speed, tachometer, oil temperature, oil pressure, fuel pressure and electric fuel level gauges. Baggage compartment is behind the rear seat.

The plane's wing is the excellent Bellanca "B" airfoil, and to it is attributed much of the plane's good performance. It is of wood construction, with 15 full ribs and 15

## CAA Recordation Jam

More than 10,000 unfilled applications for aircraft registrations have piled up in the CAA certification and recordation section it was disclosed last week when John T. Morgan appealed for elimination of special inquiries concerning certificates by phone or by personal visit.

Action on improperly-submitted applications will be delayed in favor of those correctly prepared, he added, saying the section was reorganizing its flow of work, preparing a new single form combining ownership certificate and bill of sale, and seeking other shortcuts to catch up with the increased volume of registrations.

former ribs in each half-wing, covered with plywood. Making and assembling the many pieces in each wing is the main fabrication job on the airplane, since the fuselage is a conventional steel-tubing fabric structure.

► **Production Plane**—The New Castle, Del., plant expects to turn the planes out at the rate of one a day in April, gradually stepping up to a maximum, with the present line, of about five a day.

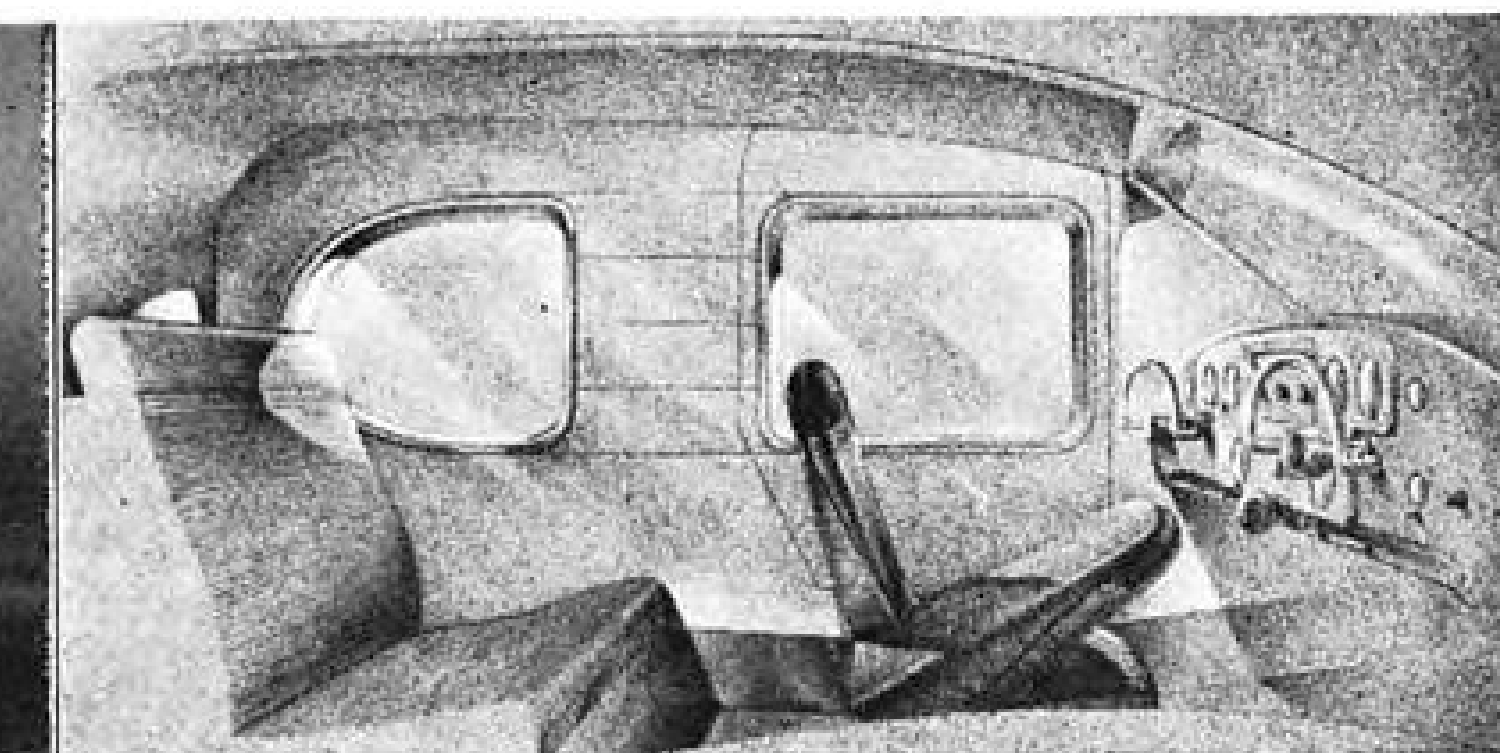
Not an inconsiderable factor in the plane's potential is the backlog of experience of its manufacturer. Giuseppe Mario Bellanca designed and built his first airplane, a two-place pusher biplane, in 1908 in Milan, Italy, and his second plane in Brooklyn, N. Y., in 1911.

Bellanca planes have played an important part in aviation record-making down through the years, and have been known particularly for their efficient wing design and load-carrying ability.

► **Based on Pre-War Plane**—The The Cruisair Sr. is a development of the pre war Cruisair, which in



Bellanca "Cruisair Sr.": Flight picture and interior sketch of the Bellanca Cruisair Sr., show the plane as achieving luxury standards in four-place aerial transportation.



The plane's standard color scheme is vermilion and cream with blue grey upholstery. List price is \$5,375, not including radio or Aeromatic propeller.





**First Bellanca Delivery:** James C. Johnson, Springfield (Mo.) Flying Service (right) receives title to the first post-war production plane built by Bellanca Aircraft Corp., New Castle, Del., from G.M. Bellanca, president of the company and designer of the plane.

various models carried two and three persons. It is the only airplane which Bellanca is building, although a Canadian company has been licensed to build the Bellanca *Skyrocket*, a pre-war single-engine cargo plane especially suited for use in the Canada bush country.

## Air Tours to Canada Expected to Increase

With relaxation of wartime private flying restrictions in Canada, the growing stream of United States private planes crossing the border northwards is expected to reach record proportions this summer.

Canada has few private airfields where a private aircraft can land from south of the border. All international traffic must meet customs and immigration regulations in the same way as motor traffic. Landing at international airports as Malton, at Toronto, Dorval at Montreal, Windsor, Winnipeg, Lethbridge, Vancouver, or Moncton presents little difficulty.

► **Customs Officers On Hand**—A customs and immigration officer is at hand most of the day at these points where scheduled airlines land.

Landing at other airfields, it is advisable to wire or telephone ahead far enough to allow a customs officer to arrive at that airport when the plane comes in. Seizure of plane is liable if there is no customs officer at hand when the aircraft lands.

► **Regulations Outlined**—The pilot of a visiting aircraft will be required to produce a U. S. certificate of airworthiness, pilot's certificate

## CAP Post-War Plan Outlines Projects

Efforts to stimulate lagging interest of senior members of the Civil Air Patrol through a program of varied activities centered principally around flying appear as the immediate principal objective of the CAP in its new peacetime status.

A detailed post-war plan circulated recently to unit leaders by Col. Harry H. Blee, deputy national commander, calls for emphasis on projects aimed at holding the peacetime interest of senior members who signed for war duties, at attracting interest of air force veterans and other flyers, and at keeping the interest of cadets in CAP after they reach the transition age of 18 when they would become senior members.

► **Need Emphasized**—"A substantial body of citizens must be organized around the working nucleus of CAP officers and cadet instructors to accomplish the broad promotional aims of the organization," the plan declares.

► **Suggested senior activities** are: instructing cadets with credits for Army reserve officers who are instructors; standby for emergency missions such as search and rescue; disaster relief in cooperation with Red Cross; mercy missions such as delivery of blood plasma, serums, etc.; forest patrol, flood patrol; co-operation with law enforcement agencies; various types of organized flying to maintain flight proficiency, including navigation flights with observers; mass cross country flights; breakfast flights, visits to other units; air shows, mobilizations, practice search missions, etc., and purchase of airplanes through organization of flying clubs among individual units in cooperation with commercial operators.

► **Ground Activities**—Other activities related to the proposed flight program include: ground school training courses for seniors as well as cadets, to make them better pilots, with flight scholarships as incentives; establishment or continuance of statewide CAP radio networks for training and emergency communications; marksman-ship program in cooperation with National Rifle Association; first aid and medical studies in cooperation with the Red Cross; expansion of the physical fitness program; building of clubhouses and other facilities for CAP units at airports; social events; competitive sports, hobby activities such as photography, amateur radio, model aircraft, etc.

## Airport Designation Requirement Dropped

Elimination of the wartime requirement for CAA designation of airports, is seen by aviation observers as clearing another obstacle in the path toward more airports for the private flyer.

The CAB removed the requirement recently, by repealing Section 43.8 of the Civil Air Regulations which required that all airfields used as a regular base by aircraft be designated for this use by the Civil Aeronautics Administrator.

► **One Affected At Once**—The repeal provided an immediate remedy last week in the case of L. H. Kahl, who had been negotiating with CAA and with the Interdepartmental Air Traffic Control Board for designation of an airport in the outskirts of Tucson, Ariz.

Proximity of the field to Davis-Monthan Army Air Field, a B-29 base, caused some military concern. Kahl also was encountering opposition to his proposed private flyers field from some city officials he sought to prevent its establishment by zoning laws.

► **Already In Operation**—While the federal requirement is now removed, Kahl still may have difficulty with the local zoning ordinances. However it is understood that Kahl already had two runways and two hangars at his new field before the zoning action was begun, which would place the airport in a state of operation, which presumably would not be suspended by later legal action.

Lake Littlejohn, chief of commercial operations section, CAA, who has been in charge of the designations, said his organization was "up to date" on applications for new airports, which are being issued temporary designations by inspectors, although many of them had not yet received permanent designation.

► **Still Subject to Local Laws**—He pointed out that removal of the designation requirement now made it possible for any one who wished to start an airport, to go ahead without CAA designation, subject however to any state or local laws governing airports.

The designation system, which was put into effect to keep a check on civil aircraft during the war, has no connection with CAA's physical standards for airports, such as Class I, II, etc. which are not changed. These, however, are recommended standards, and are not mandatory.



**SEABEE IN FLIGHT:**

A new picture of the four-place 212-hp. Republic Seabee amphibian in flight, shows the airplane essentially as it will be marketed in its production version. First production Seabees are expected to be produced during the current month, with production mounting steadily toward a goal of 5,000 during the first year.

## Private Pilot Examiners Increased to 1,500 By CAA

The number of private pilot flight examiners with authority to issue 60-day temporary student pilot permits has been increased to 1,500 by recent appointments, CAA reported last week.

Administrator T. P. Wright also has authorized the nine CAA regional offices to issue temporary approvals of flight and aviation mechanic schools in order to expedite the applications of the schools.

► **Effects Outlined**—Under the new setup, a would-be pilot may start his flight training on the day he applies for his temporary student permit which is subject to replacement by a more permanent permit, mailed later from the CAA district office. The temporary approval of schools makes it possible for an

institution to advertise itself as a CAA-approved school as soon as it gets a temporary approval from CAA officials in the local district.

## Loening Survey Remarks Corrected by Hartranft

J. B. Hartranft, Jr., secretary of the Aircraft Owners and Pilots Association, has issued a statement correcting a previous statement with reference to a survey of lightplane manufacturers made by Grover Loening, NACA consultant.

"I find Mr. Loening . . . recommended extended research to improve private flying and reported that the lightplane manufacturers, in general, expressed great interest in research and detailed many problems on which NACA could be of assistance," Mr. Hartranft said.

"Any statements by me to the

## Producers Cool To Folding Wings

The trial balloon sent up by John H. Geisse, assistant to the Civil Aeronautics Administrator in charge of personal flying development, on a proposal to fold wings of personal planes to conserve hangar space, has met with a lukewarm to frigid reception from the manufacturers, at least so far as any immediate future plans are concerned.

A poll of a number of manufacturers fails to disclose even one planning to use the folding wing principle on an early design.

► **Republic Holding Off**—Republic Aviation Corp., which earlier had been reported to be making plans to utilize the folding wing on its

Seabee amphibian, does not expect to do this, at least on this year's model, a company spokesman said. Main reason for manufacturer's disinterest is the added manufacturing costs, for planes which are in most cases already more expensive than they had hoped to produce.

► **Cost Is Barrier**—"If the plane owners want folding wings, eventually they will get them," one manufacturer summed up the present status. "But up till now we have had very little indication that they cared one way or the other. We don't feel justified in putting on another gadget which will raise the first cost of the plane."



effect that Mr. Loening reported lack of interest on the part of light-plane manufacturers was unintentional, based on misinformation obtained from official and usually reliable sources, and is incorrect."

## Carl Friedlander Resigns As Aeronca Vice-President

Carl Friedlander, former president of Aeronca Aircraft Corp., Middletown, Ohio, and more recently vice-president, submitted his resignation as vice-president last week and announced he was leaving the active management of the company. He will continue, however, on the Aeronca board of directors.

Friedlander also resigned as Aeronca's representative on the Personal Aircraft Council of the Aircraft Industries Association. His brother, John Friedlander, who succeeded Carl as Aeronca president, will become its new PAC member. **Plans New Venture**—Carl Friedlander has been with Aeronca 11 years, and prior to that time, was connected with a flying service in Texas. He said he was going into another phase of aviation, but did not indicate what it was.

## Shell Oil Co. Booklet Has Valuable Information

*Civilian Wings for Everyone*, a booklet recently published by Shell Oil Co., in the interests of personal aviation, compresses within its 40 pages most of the best arguments for learning to fly.

Besides introducing the non-airman to the airplane in terms he can understand, it provides information on the steps needed to obtain a pri-

## Dart in Production

The Applegate *Dart* (AVIATION NEWS, Dec. 17, 1945) is now licensed and in production at the Meyers Aircraft plant, Tecumseh, Mich., Ray Applegate, head of the Dart Airplane Co., announced last week. The *Dart*, which now uses a 100-hp. Continental engine, is available for immediate deliveries, Applegate said.

The low-wing two-place monoplane is credited with a cruising speed of 125 mph., and a range of 500 miles. Starter and generator are included as standard equipment. The plane is a new version of the pre-war *Dart* which had a 90-hp. engine.

## Briefing For Private Flying

The story of how Jim Johnson, Springfield, Mo., distributor for the Bellanca *Cruisair Sr.* happened to get the first production model of the new four-place plane is interesting. It seems Johnson, who has handled Bellanca planes for years, was visiting G. M. Bellanca, at his New Castle, Del. plant a couple of years ago when Bellanca was hard at work on military contracts. "What are you doing about an airplane for the private flyer, after the war?" Johnson asked, and went on to tell the slight grey-haired Bellanca, "What this country needs is a good four-place airplane, something like the present *Cruisair*, only larger and with more power. One that will cruise an honest 150 mph. and have a pretty fair range." Johnson was told afterwards by Bellanca that this talk was the beginning of the company's planning for the *Cruisair Sr.*, and that because of his suggestion he was to receive the first production plane as a demonstrator.

**CAA MANUALS**—CAA has just published two new aviation manuals for the private flyer, "Realm of Flight" dealing with meteorology, and "Path of Flight," dealing with navigation. They may be purchased from the Superintendent of Documents, Government Printing Office, Washington, for 60 and 40 cents respectively. Designed to supply to the private flyer the fundamentals of these two subjects in relatively painless form, the new manuals represent a considerable simplification over previous CAA publications on the same subjects. "Realm of Flight" contains 32 multi-color illustrations showing various weather phenomena, Voluntary study of these subjects by private flyers is being urged by CAA since the removal of requirements for examinations in navigation and meteorology.

**AERONCA EXPANDS**—Expanding its manufacturing facilities, Aeronca Aircraft Corp. has leased 75,000 sq. ft. of space in the former AAF modification center at Dayton, Ohio, Municipal Airport.

**HOUSTON AIRPARK PLANNED**—Maj. Robert E. Nesmith, of Houston, is planning to begin construction within 60 days on a \$200,000 private flying center on the Katy highway, near Houston. Plans include two 3,500-ft. paved runways, administration building, restaurant, tourist courts, rent-a-car service, hangars for private planes, sales and display rooms for new planes and tennis courts. Before the war Maj. Nesmith operated Sportsman Field, at Houston, and the Nesmith Aircraft Co., which he will re-establish at the new center.

**CAP EDUCATIONAL ROLE**—CAP state wing commanders expect that ultimately the CAP cadet educational program will serve as an extra-curricular activity supplementing the aviation ground school training received by the cadets in their regular high school work. However until aviation training becomes more universal in the high schools, CAP heads expect to continue ground school courses as part of cadet work in areas where comparable courses are not offered in the schools. National headquarters is urging local groups to seek early establishment of aviation courses in more schools and high schools. —Alexander McSurely

vate pilot's license, including a digest of the information needed to pass the written examination.

**Benefits Seen** — R. T. Goodwin, manager of Shell's aviation department, expects the new booklet will be of considerable benefit in promotion of private flying if it is widely distributed. Flyers and aviation business men will find it a useful free addition to their bookshelf.

## Licenses For Foreign Pilots

Limited pilot certificates will be issued to citizens of other nations, who can submit reliable evidence of sufficient pilot time and aeronau-

tical experience, under terms of a recent amendment to Part 20 CAR, put in force by the CAB. The limited certificate does not permit the holder to carry passengers or cargo for hire.

## Oregon Board Approves Eight Airport Applications

The Oregon State Board of Aeronautics has approved eight of 20 recent applications to construct new airports. Two of the fields already are under construction. One is an "aero-camp" airport at Portland; which is to have overnight cabins, cafeteria and rent-a-car service.



"Yes, my triple-size territory brings me the income right now that I've always dreamed of earning within the next ten or twelve years! And we're serving new areas our big competitor can't go into until he trains more field men . . . unless he starts flying his men like we do."

That's from the young man at the wheel of his *Swift*. He could be the **regional sales supervisor** of a big drug products distributor, the **advertising representative** of a national magazine, a **technical field consultant** with a chemical engineering firm . . . he could be YOU.

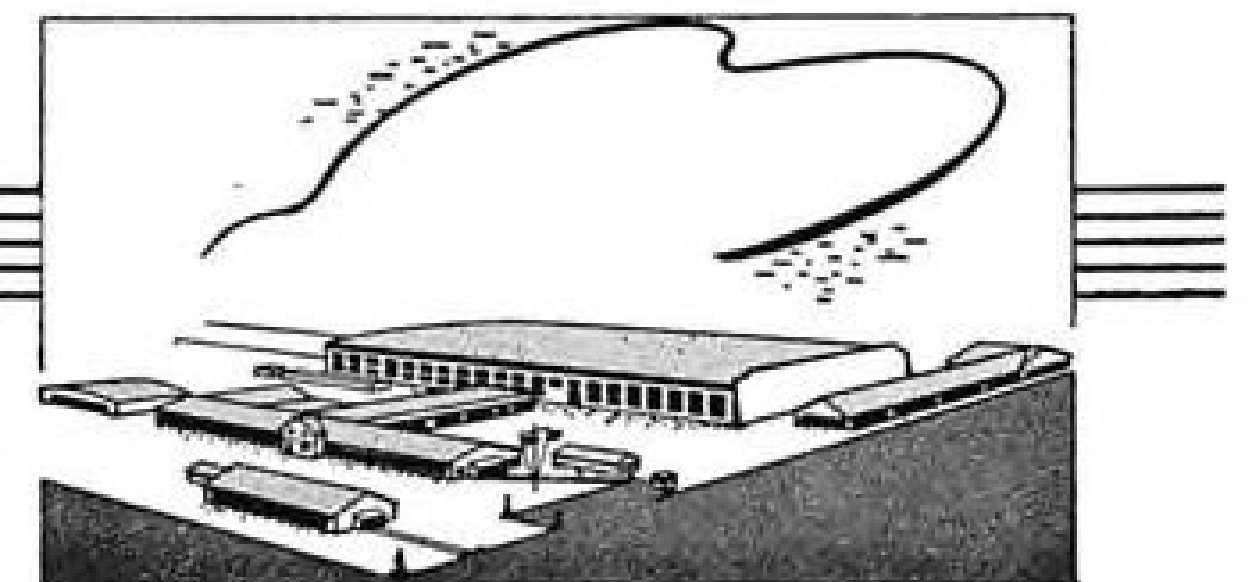
In **any** traveling job you'll find that flying your new *Swift* will pay off in at least four ways. You can earn more money by producing more results . . . by spending

more time on the job, less time "on the road." You enjoy more time at home with the family . . . in and out every few days, not every few weeks. You lower traveling costs and up traveling profits . . . quickly become worth more than a non-flying man. As a *Swift* flying man, you build recognition and prestige for yourself and your firm for being modern, alert and progressive.

The *Swift* helps bring you all these advantages, because it is specifically designed as the business man's airplane. It has the range, speed, and airworthiness that makes cross country flying safe and easy. It's easy to fly and as dependable as your automobile. It gives you luxury and looks you'll be proud of anywhere.

Now is the time to start making your traveling job pay off double or triple by flying your *Swift*. Place your order with your *Swift* Dealer NOW!

**The Swift**  
Made by **GLOBE AIRCRAFT CORPORATION** Fort Worth, Texas  
JOHN KENNEDY, President





## PERSONNEL

\*\*\*\*\*

**Clarke Kee**, well known airport expert, has joined the firm of Airways Engineering Consultants, Inc., 1621 Connecticut Ave. N.W., Washington. Kee served as airway and airport engineer for American Airlines for 12 years and was section superintendent for Pan American Airways in the West Indies and Central and South America. Most recently he has been in Mexico doing consulting work for private interests.

**John D. Mooney** (photo), just out of the Navy, has been named legal officer for the Atlantic division of Pan American Airways at La Guardia Field. Before entering the service he was with a law firm. Another Atlantic division appointment is that of



**Dorothy Mills** as chief stewardess. She was the first PAA stewardess to fly the Atlantic and is the only chief stewardess in the entire system at present. **Ray Kirvin** of the news bureau in New York has been transferred to the West Coast office under **Ivy Lee, Jr.**, before going to Seattle where he will manage the news bureau for the whole Alaskan operation.

**Huly E. Bray** has been named director of the War Assets Administration office of public information, a post formerly held by John M. Redding.

**Daniel L. Sinkler**, formerly with the AAF, has rejoined Eastern Air Lines as New York district manager.

**John Hammet** has been appointed manager of Hawthorne Aero Supply, headquartered at Orangeburg, S. C. Hammet served 12 years with American Airlines and later was with Consolidated Aircraft.

**Francis R. Hammack** (photo), former FBI agent, has been appointed assistant to the president of PCA to direct territorial development for the airline's southern region.



Hammack, for a time was administrative assistant to J. Edgar Hoover, head of the FBI. **Frederick S. Cowen** has joined the staff of PCA as district sales manager in Washington. He was a naval aviator.

**Sigmund A. Czarnecki** (photo) has been appointed production engineer for Hamilton Standard Propellers division, United Aircraft Corp., to be responsible for development of much of the special production machinery.



**Ermano Garaventa**, who has been in charge of the company's production of its new hollow-steel blade, has been promoted to process development engineer. Both men have been with the division for many years.

**Arthur E. Welch** has been elected vice-president in charge of sales of Aireon Manufacturing Corp. after serving as comptroller of the Kansas City division. He was formerly assistant treasurer of the Brewster Aeronautical Corp., and comptroller of the Frigidaire Sales Corp., New York. During the war he served as resident auditor at the Buffalo plant of Curtiss-Wright.

**Sigfried O. Samuelsson** (photo), formerly Northern regional traffic manager for U. S. Airlines, has joined Russell H. Potter Associates, Inc., public relations counselors. Samuelsson is chairman of the Air Cargo Committee of the Aviation Section of the New York Board of Trade and was recently elected to the office of executive vice-president of the newly formed Institute of Air Transportation.



**Ben Stern**, assistant administrator in charge of aviation information for the Civil Aeronautics Administration, has received the first annual award of the American Public Relations Association.

**Walter T. Bonney** has returned to Bell Aircraft Corp., Buffalo, as public relations director after two years in the Army Air Forces. He succeeds **John Snure, Jr.**, who has resigned to accept another public relations position.

**Bertran F. Sternfield** has been named director of personnel for Colonial Airlines, Inc. Sternfield has recently returned from the Navy where he held the rank of commander.

**James P. Farrell** (left), New York district manager for Eastern Air Lines, has been appointed district manager for the airline in Mexico City, replacing **James W. Paige**, who has received a new assignment. **H. Massey Brown** (right) has been



named regional field supervisor for Eastern with headquarters at Municipal Airport in Charlotte, N. C., to supervise operations in that area.

**William C. Greenlaw**, a construction and electrical engineer for several years for American Airlines has been appointed supervisor of plant maintenance for the company at La Guardia airport.

**Floyd W. Carlson**, 28-year-old chief helicopter test pilot for Bell Aircraft Corp., has received the Buffalo Junior Chamber of Commerce Gold Key as the city's outstanding young man for 1945. He was active in developing the Bell helicopter and performed the first indoor test flight in this country.

**C. C. Gaudio** has been appointed air express manager at Chicago for Railway Express Agency. During the war Gaudio served as chief of the Aircraft Allocations and Plans Section of the Air Transport Command.

**Arthur L. Hewitt** has been appointed general manager of agencies for Western Air Lines with headquarters in Los Angeles. He has been district traffic manager in Los Angeles.

Hewitt joined Western as a cargo clerk in 1940. He now assumes charge of agencies over the entire system.



**Brig. Gen. Lawrence J. Carr**, former commander of the Seventh Bomber Command on Okinawa, has been elected chairman of the board of Trans-Caribbean Air Cargo Lines, Inc. He will assume office immediately upon receiving his final retirement papers from the AAF. A West Point graduate and command pilot he will have complete supervision over the operation of the airline organized last fall for the purpose of transporting freight between the U. S. and Latin America. His headquarters will be in New York.

## PRODUCTION

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### Agency Agreements Viewed As Key To Speedy Surplus Liquidation

Gen. Mollison asserts WAA will not resort to "dumping" methods of disposal, says handling will be speeded, seeks greater participation by industry.

By WILLIAM KROGER

Agency agreements, under which War Assets Administration turns surplus material over to normal channels of trade for sale, are seen as the key to the promise of Lt. Gen. Edmund B. Gregory, WAA Administrator, to President Truman that a "substantial part" of surpluses will be liquidated within a year.

That promise, taken in conjunction with the recent bulk sale of aircraft engines to three airlines, has given rise to some fear in the aircraft industry that in fulfilling its objective, WAA would be forced to resort to "dumping" aeronautical surpluses in any channel for whatever price could be obtained. Such a procedure will not be used, Brig. Gen. James A. Mollison, vice-president in charge of the aircraft division, asserts in a special statement to AVIATION NEWS.

► **Aim At Speed-Up**—"We expect, however, to speed up our disposal methods so that aircraft and aeronautical material will be made available while still needed," Gen. Mollison states.

"A greater participation by the aviation industry in the sale of components, parts and equipment through agency contracts is an important part of our program. We feel that this method of distribution through normal channels of trade best serves the interests of all concerned."

► **Drawbacks Conceded**—WAA frankly confirms industry reports that the agency method of disposing of aircraft components and parts has not been too productive to date. The reason, it is explained, is the delay in shipping to dealers the material for which they asked after signing the agreements.

Although the agency agreement procedure has been in operation for more than a year, items costing originally only \$29,000,000 had been sent to dealers by February 1, 1946.

However, from that date until March 22, approximately \$6,000,000 worth of surpluses flowed to agents. Agents' sales have realized more than \$1,000,000.

► **Items Hard To Locate**—The shipping delay was occasioned by the inability of WAA and its predecessor organizations to locate any particular item when it was in demand. There is expected eventually to be perhaps \$4,000,000,000 worth of engines, components and parts in surplus. This huge stock is stored in AAF warehouses throughout the country, but little of it is classified. It is being moved to dealers as fast as classification permits.

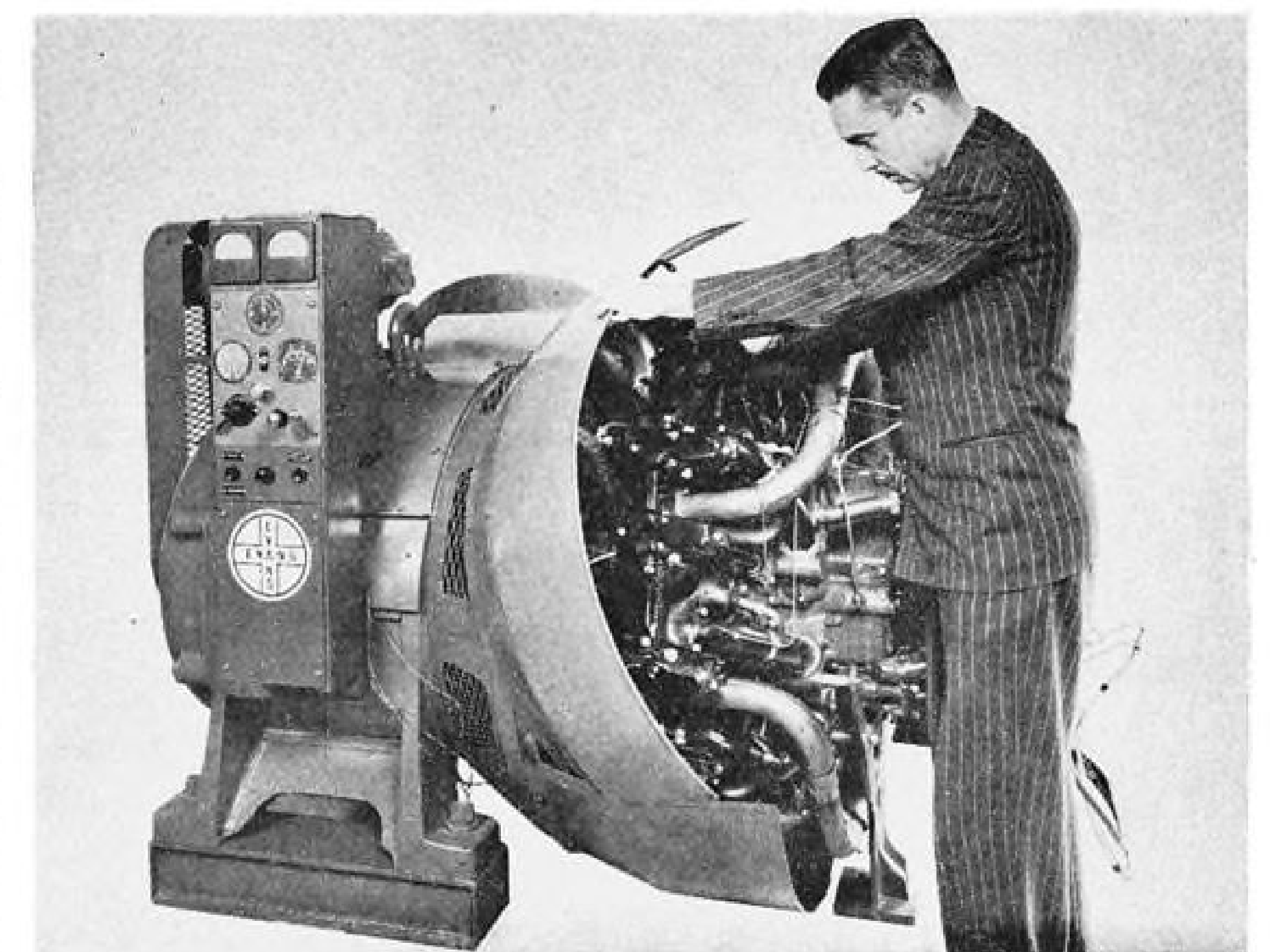
The original agency agreements,

negotiated by the Reconstruction Finance Corp., were on a cost-plus-a-fixed-fee basis, and 16 agents were signed on those terms. Last Fall, the agreement was revised to call for an agent's retaining 40 percent of the sales price to cover his expenses. For several months, due to the lack of shipments to dealers, no more contracts were signed. Then the 16 CPFF contracts were cancelled, with their holders offered an opportunity to sign the newer type of agreement.

► **Two Drop Out**—Of the original 16, two companies, Jacobs Aircraft Engine Co., and Fairchild Camera Co., have not renewed. The Aircraft division of Fairchild Engine & Airplane Corp. still is negotiating, and Link Aviation Devices, Inc. has signed but still is discussing terms of its contract.

With the pipeline to dealers now set up, WAA has redoubled its efforts to boost the number of dealers. As of Mar. 22, there were 59, with 21 agreements under negotiation, and 36 applications on hand. Of the 59 dealers, only 49 actually are marketing surplus. The others are doing research and experimental work in an attempt to discover new applications for aviation surpluses with little civilian market.

► **Novel Engine Conversion Developed**—Evans Products Co., of De-



### GROUNDPOWER:

Sample of the type of stationary electric power plant designed and built by the Evans Products Co., Detroit, with surplus air-cooled aircraft engines. Installation is believed especially useful for industrial purposes in undeveloped parts of the world, such as China. Plant shown was built around a Wright R-975 450-hp. engine.





Mr. Franklin N. Knapp—another famous Esso Dealer, is President of the Tennessee Flight Operators Association. He has been flying for almost 20 years and in 1939 began the successful operation of Knapp Flying Service, which still flourishes at Clarksville, Tennessee.

## "Esso goes into every plane stationed at our field!"

— KNAPP FLYING SERVICE

Frank Knapp, President of Knapp Flying Service, recently switched over to Esso Aviation Products for use at his airport at Clarksville, Tennessee. We asked him why... and this was his answer.

"We wanted products of high quality for ourselves and for our customers. Our customers had been asking for Esso products in the servicing of their planes—and we realized that these products could be depended upon for service and satisfaction. Furthermore we knew that Esso was a pioneer in aviation, and their research has

placed them with the leaders in this field. So we switched to Esso.

"Since switching, we have found Esso representatives quick to lend us valuable aid in the form of good advertising support, marketing hints, windsocks, computers, and publicity.

"We have had the opportunity through years of experience to try ALL of the available products. Low maintenance costs to ourselves and better satisfied customers have been the consistent result of using Esso."

Since we fueled the Wright Brothers' first flight at Kitty Hawk in 1903, Esso has been making quality petroleum products for aviation. Because Esso Aviation Products are backed by so much experience and never-ending research, pilots know they can depend on them. They are sold by over 500 airport operators in the 25 states indicated.



**MR. AIRCRAFT OWNER:** For ready reference keep this list in your map case. Esso Aviation Products are on sale at the following airports in the Tennessee area. Memphis Flying Service, Memphis Municipal Airport; P. A. Keith, Ripley; Dyersburg Flying Service; Obion Flying Club, Walter Kennon (Riddle-McKay), Union City; Gill-Dove Airways, Martin; Milan Flying Service; Jackson Aircraft Sales, Gillespie Airways (McKellar Field), Jackson; Knapp Flying Service, Clarksville; Gillespie Airport, Cornelia Fort Airport, Nashville; Franklin Flying Service; Norman Air Service, Mt. Pleasant; Pulaski Flying Service; Wilks Flying Service, Fayetteville; Boyd Field, McMinnville; Tri-City Airport (Kingsport, Johnson City, Bristol); Lebanon Flying Service; Crossville Flying Service; McGee-Tyson Airport, Knoxville; Morristown Flying Service; Aeronca Airport, Johnson City; Kingsport Flying Service; Cleveland Municipal Airport; Lovell Field, Chattanooga; Skylines, Inc., Humboldt; Bomar Airport, Shelbyville; Graves Airport, Paris; Brownsville Municipal.

troit, has made probably the greatest strides in this direction. With air-cooled engines ranging from 450 hp. to 1,000 hp. it has been building stationary electric power plants. Its apparent aim is to concentrate on the export market, principally China.

Col. George H. Moriarty, chief of the aircraft components sales division, believes it a fair statement that WAA agents in the end will sell the greatest proportion of components and parts. Few, if any, agreements will be signed for engines.

**► Would Turn All Over To Industry**—WAA's ideal would be to turn the entire disposal job on components and parts over to the industry. Despite the establishment of a mammoth warehouse at Cleveland, and depots in other parts of the country, Col. Moriarty insists that the main function at Cleveland will be to ship to agents.

There probably will be small-scale sales from there, just as WAA in Washington will continue selling direct. But the policy will be to refer prospective purchasers to dealers.

### Jahco Industries To Merge With Eisemann Corp.

Jack & Heintz Precision Industries, Inc., has announced plans to take over Eisemann Corp., Brooklyn, N. Y., manufacturers of magnetos and other products as a second step in the program for broadening operations. Earlier this month a group of individual investors acquired a financial interest in Jack & Heintz, Inc., through the merger of that company into Precision Products Corp.

Williams S. Jack, chairman of the board of the successor company, said that acquisition of Eisemann Corp. "will further diversify the line of products now manufactured by Jack & Heintz Precision Industries, Inc. and give the company the additional advantage of a ready-made distribution organization." Eisemann has some 700 dealers and distributors.

### 3,500th Graduate

The service school of Hamilton Standard Propellers division of United Aircraft Corp. has graduated its 3,500th student since its opening in May, 1942. The school, which gives training in the operation and maintenance of hydromatic and controllable-counterweight propellers, handled some 2,500 Army and Navy specialists during the war.

### Model 240 Can Use Prop-Jets Later On

Consolidated Vultee's 40-passenger Model 240 transport, soon to be built for American Airlines and Western Air Lines, is the first transport to be designed for replacement of conventional reciprocating engines by prop-jet turbine engines as soon as the latter are perfected.

The wing is designed for substitution, without structural modification, of the TG-100 prop-jet turbine for the Pratt & Whitney R-2800 reciprocating engines which will be installed initially, or the Wright 3350C engine which some buyers may prefer.

**► Could Use Both Types Together**—Also, the airplane is designed for conversion into a combination twin-engine (reciprocating) and twin-jet transport by replacing wingtips with outer wing sections mounting 16-in. Westinghouse turbojet engines at their extremities.

Present indications are that if the TG-100 engine in a commercial version can be developed to deliver its full rated thrust of 2,400 lbs. it will give the Model 240 a direct flying cost of around 60 to 66 cents per mile (using kerosene at today's market prices) in contrast with a direct flying cost of 79 cents per

mile employing the Pratt & Whitney R-2800 power plant.

**► Jet Still Below Rated Thrust**—Present indications are that the TG-100 is delivering considerably under the rated thrust, and until it is fully developed no attempt will be made to use it in the 240 other than experimentally.

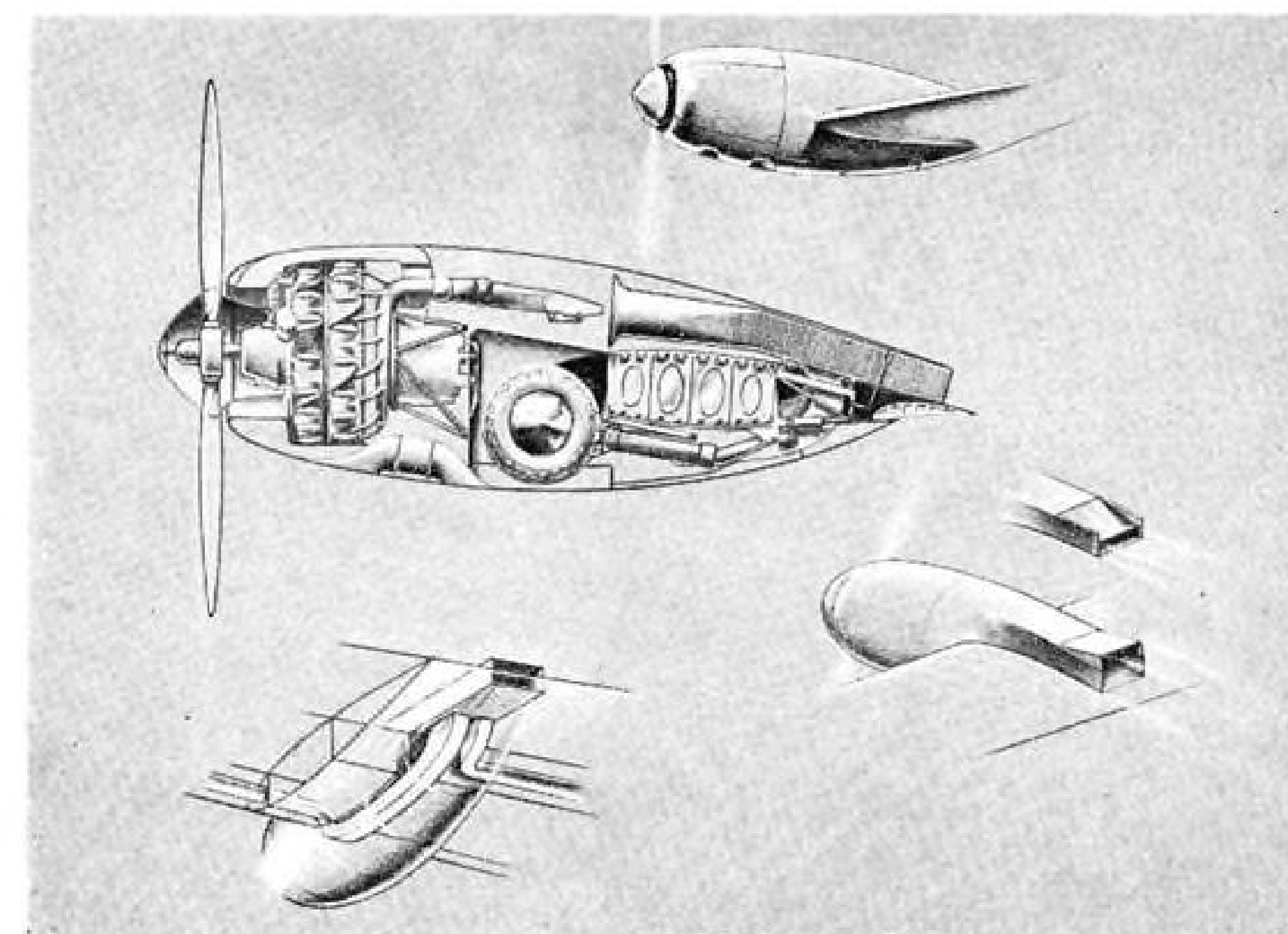
Performance figures estimated by Convair for the Model 240 with the three engines (R-2800, 3350C, and TG-100) are interesting.

**► With the R-2800** the plane is expected to have a payload of 11,500 lbs., a cruising speed of 296 mph. at 15,000 ft., and a single-engine ceiling of 12,000 ft.

**► Figures for the 3350C engine** model show a payload of 9,630 lbs., 317-mph. cruising speed at 15,000 ft., and 16,500-ft. single-engine ceiling.

**► Using the TG-100 engine** the plane should have a payload of 9,850 lbs., cruising speed of 353 mph. at 15,000 ft., and single-engine ceiling of 12,500 ft.

**► Using two R-2800 reciprocating engines** inboard and two 16-inch Westinghouse turbojets on wingtips, the airplane's comparative figures become: 7,550 lbs. payload, 354 mph. cruising speed at 15,000 ft., 22,000-ft. single-engine ceiling. However, the direct flying cost for this model becomes \$1.30 per mile.



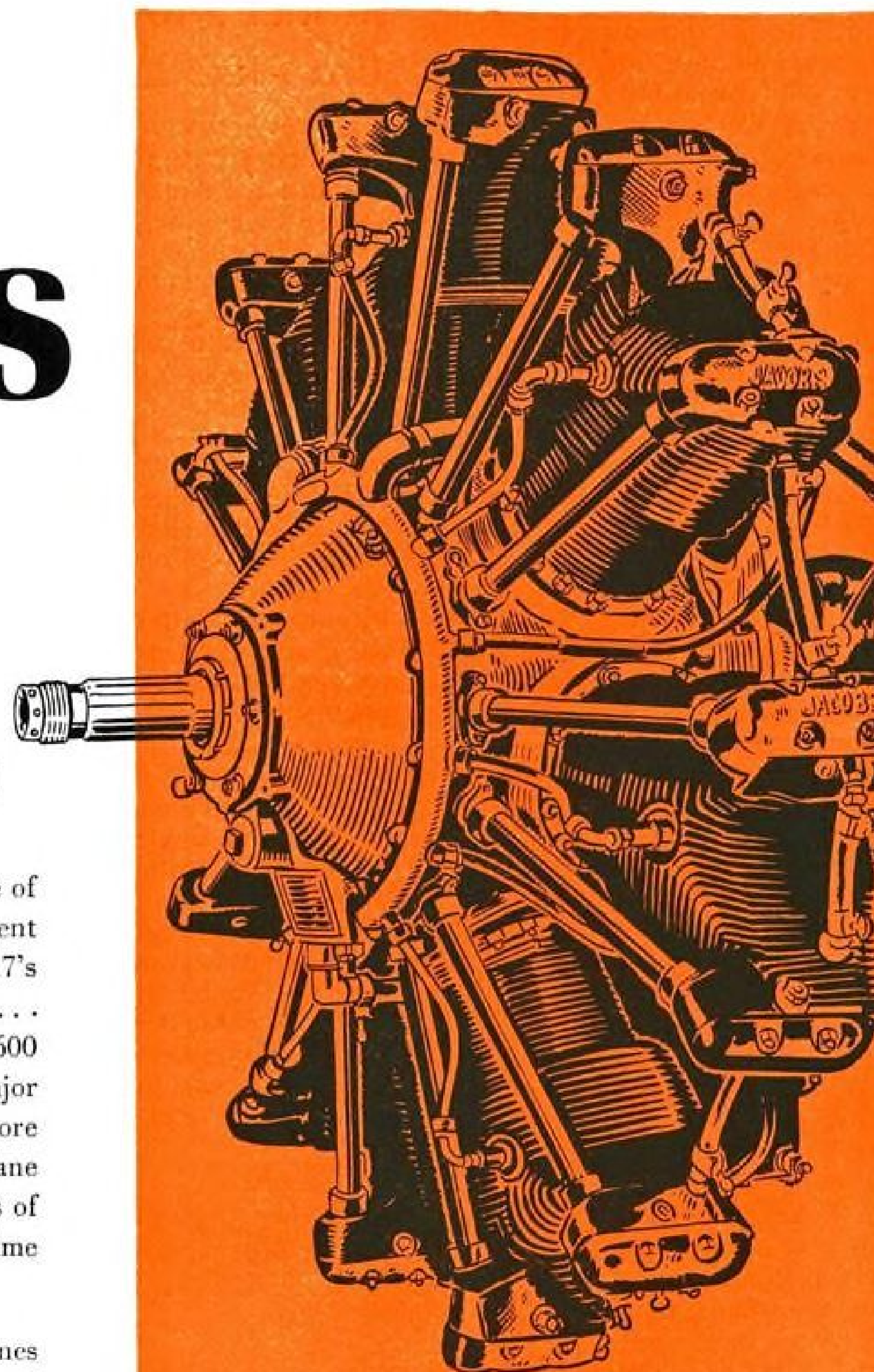
**Exhaust Thrust:** Diagrammatic view of the proposed exhaust system on the powerplants of the Consolidated Vultee Model 240. Cowl flaps are eliminated and the exhaust is forced into the "augmentor exit" through a special nozzle. Thrust of the exhaust when expelled through the augmentor is calculated to give the aircraft a speed increase varying between 10 and 12 mph. Cowl has usual opening in front through which cooling air enters. Scoops in the bottom of the augmentor supply heat for de-icing and cabin warming.



# AAF Surplus JACOBS rebuilt R755-9's Factory Guaranteed

The R755-9's are the famous "Workhorse of the Air" engines that established such magnificent performance records in the twin-engine AT-17's and UC-78's used in training bomber pilots... delivered hundreds of hours more than the 600 recommended by the manufacturer between major overhauls—despite grueling service, and more time at full throttle than any other service plane engines... Today, they are working for scores of feeder lines and transport services, flying peacetime payloads with minimum operational costs.

In the Jacobs plant at Pottstown, these engines have been completely torn down, inspected and rebuilt, with new parts installed if required. All latest modifications have been incorporated and each engine has been checked and run-in on our test stands... carries the manufacturer's rebuilt guarantee. Available singly or in lots, these R755-9's represent important savings over original cost for the engine that will serve dependably with less care and lower maintenance costs than any other aircraft engine in its rated class today. Immediate delivery... Complete information on application... Jacobs Aircraft Engine Company, Division of Republic Industries, Inc.



## SPECIFICATIONS

**TYPE**—Direct drive, seven cylinder air-cooled radial  
**TAKE-OFF RATING**—245 bhp at 2200 rpm  
**NORMAL RATING**—225 bhp at 2000 rpm (at sea level, on 73 octane minimum fuel)  
**DRY WEIGHT**—510 lbs., without accessories  
**BORE**—5.25 inches **STROKE**—5.00 inches  
**DISPLACEMENT**—757 cubic inches  
**COMPRESSION RATIO**—5.4 to 1  
**IGNITION**—Magneto-battery, radio-shielded  
**OVERALL LENGTH**—39.5 inches **DIAMETER**—44.0 inches

 **JACOBS** • Pottstown, Pa.  
 Division of Republic Industries, Inc.

## Republic '45 Sales Fell To \$222,148,329

Effect of the end of the war is reflected in the annual report of Republic Aviation Corp. which reveals 1945 sales as \$222,148,329, as against peak 1944 sales of \$369,593,425, and a year-end backlog of \$45,276,000.

President Alfred Marchev reported to stockholders that the company's net income after Federal taxes amounting to \$3,636,074, was \$1,889,778. This is equal to \$1.92 on each outstanding share of common stock. Net for 1944 was \$5,141,440, or \$5.23 per share.

► **Military Orders are Heavy**—Although Republic has made a bid for commercial business with reconversion of C-54's, development of the Rainbow transport and the Seabee personal plane, chief reliance still is on military orders. These constitute \$33,698,000 of the total backlog.

Republic's acquisition for \$1,500,000 of Aircooled Motors Corp., manufacturers of Franklin engines, has assured the company of a powerplant supply for its personal aircraft. In addition, the engine company has a backlog of orders amounting to \$5,864,500.

► **Dividend Unchanged**—Marchev pointed out that the company paid the same dividend in 1945 as in the previous year, 50 cents per share, transferring \$1,474,478 to earned surplus which now totals \$7,134,937.

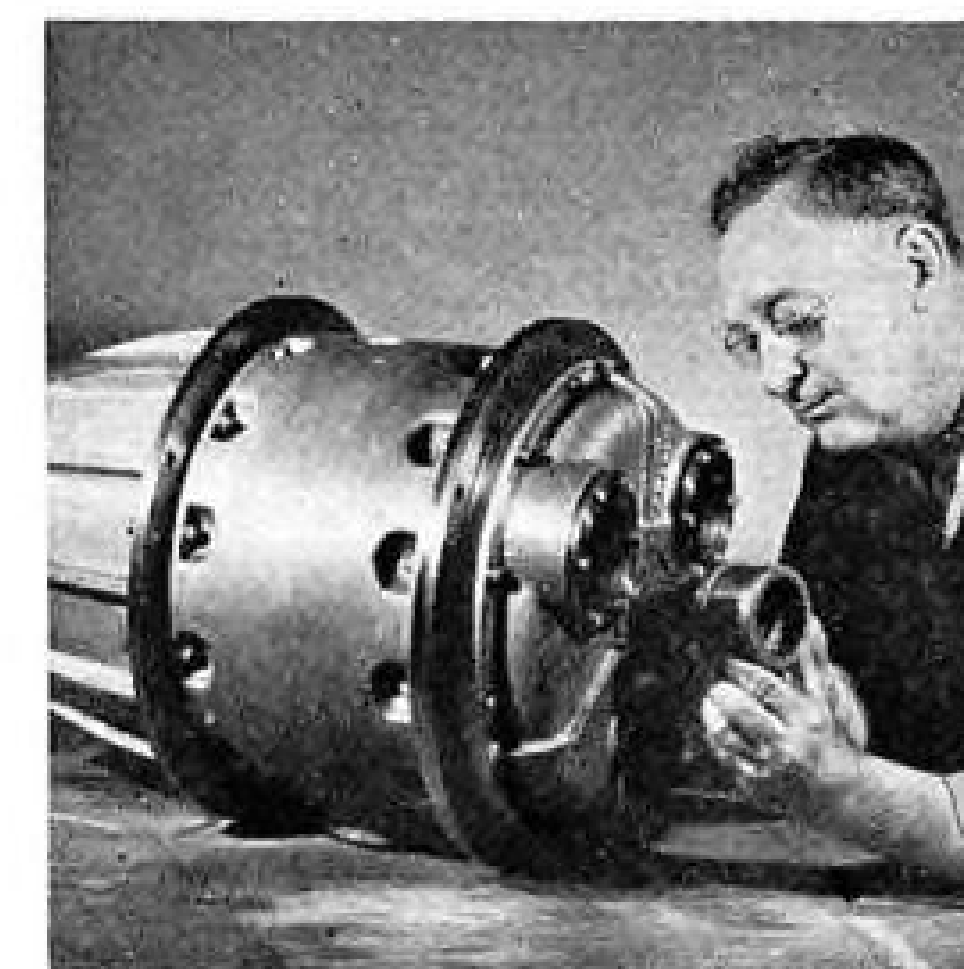
Republic employment, which dropped to a low of 3,700 in November, now exceeds 6,000.

## Large Number of PBY-5A's Put on Sale in Canada

Canada's War Assets Corp. has placed on sale a large number of PBY-5A *Canso* or *Catalina* amphibians not yet available through the U. S. War Assets Administration. To date CWAC has sold 10, one of which already has been converted and delivered to the Texas Oil Co. for use in Colombia (AVIATION NEWS, April 1).

Noorduyn Norseman single-engine transports also are available. CWAC already has sold 15. Twin-engine Avro Anson bomber trainers are being sold for \$10 each for the airframes.

► **Most Going To Farmers**—They are going mostly to farmers who report being able to use the hydraulic equipment for lifting tables on farm combines, the tubing and wiring for general repairs.



**Reduction Gear:** Engineer examines the new light-weight 10-1 reduction gear developed by the Nuttall Gearing Division of Westinghouse Electric Corp. to apply powerful gas turbines to propeller uses.

## New Westinghouse Gear Harnesses Gas Turbines

Nuttall Gearing Division of Westinghouse Electric Corp. has disclosed a compact, light-weight gear which it is claimed will hasten the output of a new type of commercial airplane powered by a geared gas turbine. Having a reduction ratio of 10-to-1 it will reduce the 12,000-rpm. speed of a large gas turbine to 1,200 rpm. at the propeller.

Folke Richards, engineering manager of the gearing division, points out that geared gas turbine airplanes which harness the power of a turbine engine to turn a propeller, instead of exhausting a high velocity jet into the atmosphere as do present jet planes, will have distinct advantages in economy and load carrying ability.

► **Very Light**—The new gear, including the propeller shaft support, weighs only about 1/30th as much per horsepower as an industrial gear. This new drive consists of one set of high speed planetary gearing that transmits its energy to a low speed planetary gear set, all in the same housing.

## New Propeller Firm

The E. J. Conklin Aviation Corp., a newly organized firm, has leased quarters and equipment at the Richmond, Va., Army Air Base to undertake the development and manufacture of controllable and reversible pitch propellers for light aircraft, and of gas turbine engines. Immediate plans are to recondition and sell surplus aircraft.

## Thompson Products Maps Stock Issue

A registration statement covering the proposed issuance and sale of 40,000 shares of 4 percent cumulative preferred stock, \$100 par value, and 75,000 common shares, without par value, has been filed with the Securities and Exchange Commission by Thompson Products, Inc., Euclid, Ohio.

Proceeds will be added to general funds and used in connection with the purchase by the company for \$5,000,000 of the land, buildings and some personal property held by Thompson Aircraft Products Co. under lease from the Reconstruction Finance Corp.

► **Is Wholly-Owned Subsidiary**—Thompson Aircraft Products Co. was organized as a wholly-owned subsidiary of the issuer in January, 1941, for the purpose of producing, with the aid of Government-owned facilities and Government financing, aircraft parts and aircraft engine parts in conjunction with the defense program.

Additional funds will be spent by the company and its subsidiaries in the acquisition of machinery and equipment necessary in the equipping of the plant to be acquired, and in converting, modernizing and expanding the facilities necessary for the manufacture of peace-time products, and in other plants owned by the company and its subsidiaries.

► **Will Need More Funds**—The prospectus stated that it cannot now be determined how much additional funds will be required for this program, but estimated it at approximately \$3,000,000. It also was disclosed in the prospectus that Thompson Aircraft Products Co. is continuing the manufacture, pursuant to orders from certain customers, of components for jet propulsion.

Unfilled orders of the company and its subsidiaries, exclusive of jobber orders, were approximately \$24,000,000 as of Feb. 1, 1946, of which \$13,400,000 represented orders for jet propulsion components.

## New Tire Changer

"Tirematic," a new manual tire-changer developed by the Wats Manufacturing Enterprises, 746 Northwest 31st Ave., Miami, Fla., has made complete changes of tires on large aircraft in 17 minutes in tests at the Pan American Airways shops in Miami.





High in a comfortable sky—a bridge game in the Boeing Stratocruiser's main cabin

## Trumps in air travel

Gracious modern living reaches a climax in Boeing's great new Stratocruisers. Never before have passengers enjoyed such complete comfort in the air—or such distance-devouring speed. In the time it takes to play a rubber of bridge, whole states flash below!

The entire interior of the two-deck Stratocruiser is superbly air and altitude conditioned. Fresh air circulates under constant temperature control, providing comfortable, normal atmospheric

pressure even at 25,000 feet; complete comfort during climb and descent.

Boeing introduced the first pressurized airliner—the Stratoliner—in 1938. During the war the B-29 Superfortress was the only military aircraft similarly conditioned for crew comfort and well-being. From this background Boeing will soon offer—in the Stratocruiser—altitude-conditioned air-travel comfort and pleasure unparalleled by any other transport.



Stratocruiser—fastest transport in the air

For airline operators, the Stratocruiser, because of its utility and advanced design, offers maximum earning capacity—lowest operating cost. For their passengers—

greater speed, comfort, reliability. "Built by Boeing," it's built to lead.

# BOEING

## SPECIAL AIR SERVICES

CHARTER      NON-SCHEDULED      INTRASTATE

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## Slick Airways of Texas Brings Oil Millions to Cargo Work

New firm, headed by son of famous wildcatter, already has six C-46E's in service; experienced flight, managerial and sales staffs are organized for expansion.

In sharp contrast to the "shoe-string and prayer" beginnings of the average non-scheduled operator, Slick Airways, Inc., San Antonio, Tex., has entered the cargo business backed by oil millions and loaded with experienced flight, managerial and sales personnel.

Slick dispatched its first cargo flight March 6, and by April 1 six Curtiss C-46E's were shuttling fresh vegetables, fruit, fish, meat, magazines and manufactured products between agricultural areas in the West and Southwest and industrial centers around Chicago and the East. An additional C-46E (*Commando*) will probably be put in service every ten days until 10 are in operation some time next month.

► **President Is Flyer**—President of Slick Airways is Earl F. Slick, 25, former Air Transport Command pilot and son of Tom Slick, famous oil wildcatter.

Other officers are Samuel C. Dunlap, III, former American Airlines pilot and colonel with ATC, executive vice-president; E. A. Warren, at one time with Curtiss-Wright, vice-president in charge of operations; W. B. Langmore, vice-president in charge of sales; Charles F. Urschel, Jr., treasurer, and Louis J. Moorman, secretary.

► **Heavily Backed**—Of its authorized capital of \$2,700,000, a total of \$1,110,000 cash has been paid in by the organizers of Slick Airways without public offering of stock. At the company's own expense, the C-46E has been type certificated in a category permitting scheduled air carriage of cargo.

Slick has set up complete overhaul and maintenance shops at Alamo Field, San Antonio, and has arranged for use of airport facilities at Chicago, Los Angeles, Newark and Miami. Employees number around 160, including 41 pilots formerly with ATC and now holding

airline transport ratings. In supervisory operational capacities are eight rated pilots who have had considerable experience as pilots or co-pilots with scheduled air carriers. Other pilots with transport ratings and ATC experience are available if and when needed. Ninety-eight percent of the entire Slick personnel are ex-service men.

► **Future Plane Outlined**—Plans for the future include scheduled cargo operations with a CAB certificate, but for the present Slick is concentrating on new contracts, especially for carriage of manufactured products on return trips from the North and East. (See Page 34)

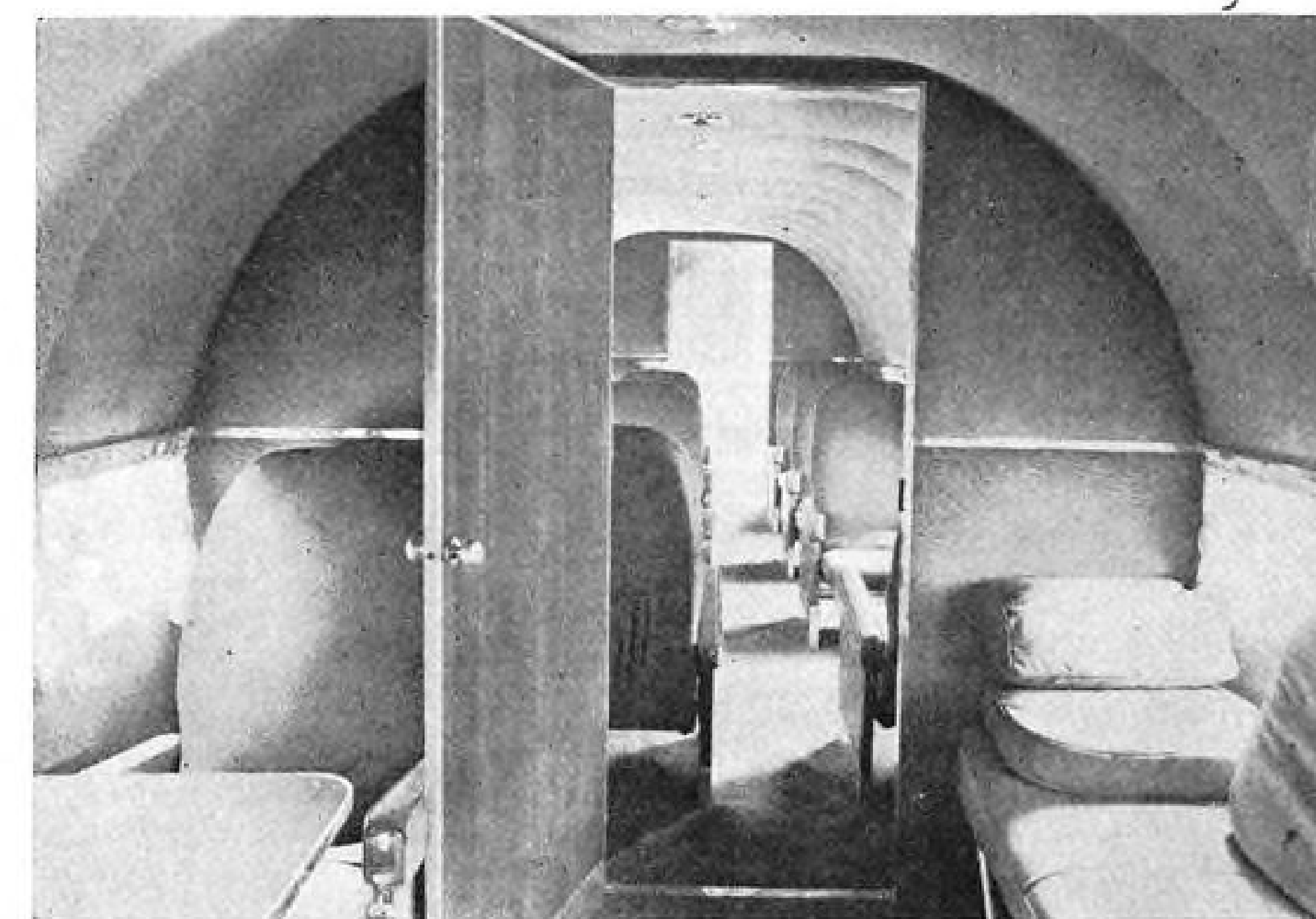
Slick sees an expanding market

for cargo carriers in flying newspapers and other periodicals but believes best prospects for large volume in the immediate future are in the hauling of perishables, which undergo considerable deterioration on long hauls across country, even with careful refrigeration.

► **Sales Offices Set Up**—Slick is well aware of the high mortality rate which faces non-scheduled carriers when the certificated airlines receive new equipment and start a determined campaign for cargo business. To strengthen its position, the company has established sales offices in San Antonio, Chicago, New York, Miami and Los Angeles, and special emphasis will be placed on long-term contracts and business which will keep the planes flying with some sort of a payload on return trips.

## Former AAF Flyers Start Australia-China Service

SYDNEY, Australia (McGraw-Hill World News)—Seven former AAF pilots have banded together to inaugurate an Australia-China aerial freight service. Operating six *Dakota* (DC-3 type) planes, their Roy Farrell Export-Import Co. recently completed its first round-trip—from Sidney to Shanghai. Three and a half tons of Australian piece-



## NEW LODWICK CONVERSION:

Interior of the first C-47 converted by the newly organized Lodwick Aircraft Industries, Inc., Lakeland, Fla., headed by Albert I. Lodwick. The executive ship has been delivered to W. D. Pawley, U. S. Ambassador to Peru. This view looking aft from the executive compartment shows a desk between two seats and (right) the lounge. The work was done in 30 days, the company says. Considerable reconversion work for South American airlines is contemplated.



goods carried on the northward hop were disposed of to eager Shanghai wholesalers within an hour of landing. Return cargo included embroidered silk, the first China silk to reach Sidney in five years. The fledgling air traders are planning to expand their service to two round-trip flights each week.

## NEW DEVELOPMENTS

### Six D18C's Ordered By Empire Airlines

Empire Airlines, Inc., LaGuardia Field, New York, announces an order for six D18C Beech transports, described by the New York State carrier as the fastest twin-engined transport. Six more such ships will be purchased before year's end, the company says.

Present routes connect New York City with Binghamton, Elmira, Jamestown, Utica, Schenectady, Watertown, Plattsburg, and Glens Falls. The longest flight in the system, 305 miles from LaGuardia to Jamestown, will be made in 90 mins., while runs to Binghamton and Schenectady will be scheduled for 45 mins., bringing "most upstate cities within commuting distance of LaGuardia airport every morning and evening." Delivery of the first six planes is announced for June and July.

► **Officers Listed** — Meanwhile, although there have been no public offerings of stock, present financing is "adequate," Dean Alfange, president, told AVIATION NEWS. The present executives, directors, and "two or three outsiders" hold all presently outstanding shares.

Company directors, other than the executives previously listed in AVIATION NEWS, include: George P. Skouras, president of Skouras Theaters Corp.; Col. David Walker Wear,

public relations consultant; Maurice P. Davidson, member and counsel of the New York State Power Authority; George J. Schaefer, ex-president of United Artists and RKO, and wartime war activities chairman of the motion picture industry; Samuel G. Staff, president of Julius Grossman Shoes; Richard Balch, president of Horrocks-Ibbotson Co.; Joseph Kirschner, insurance executive, and Leon J. Marketos, attorney and secretary of Empire.

► **Planning Expansion** — According to the president, the company's fundamental policy will remain to serve communities within a 350-mile radius of New York which are not major interstate airline stops. Later, routes into Pennsylvania, Connecticut, and Massachusetts probably will be requested of CAB. Cargo probably will be carried when demand justifies purchase of a surplus C-47.

Present passenger fares are about 6½ cents a mile. When the Cessnas now in service are replaced, copilots will be added but there is no intention now to initiate stewardess service. The Cessnas will be held for charter flights after the Beech equipment is delivered.

Other developments in the same field include:

► **Chesapeake Airways**, Salisbury, Md., on April 5 was scheduled to start intrastate service between Salisbury, Easton and Baltimore, under a certificate granted last fall by the State Public Service Commission.

Using a converted C-47, Chesapeake will make two round-trips daily until mid-June, when it expects to receive a second plane to

### 'Chutest Reporters?

A unique service for newspapers and wire services has been proposed by a 26-year old ex-paratrooper, Mike Watson, of Pasadena, Calif.

He has organized Paranews. On order from clients, he will charter a plane and send a reporter-cameraman parachuting "with a walkie-talkie and a couple of sandwiches" into the midst of an otherwise inaccessible big story. He tells prospective clients that they will not be liable for injury to Paranews personnel.

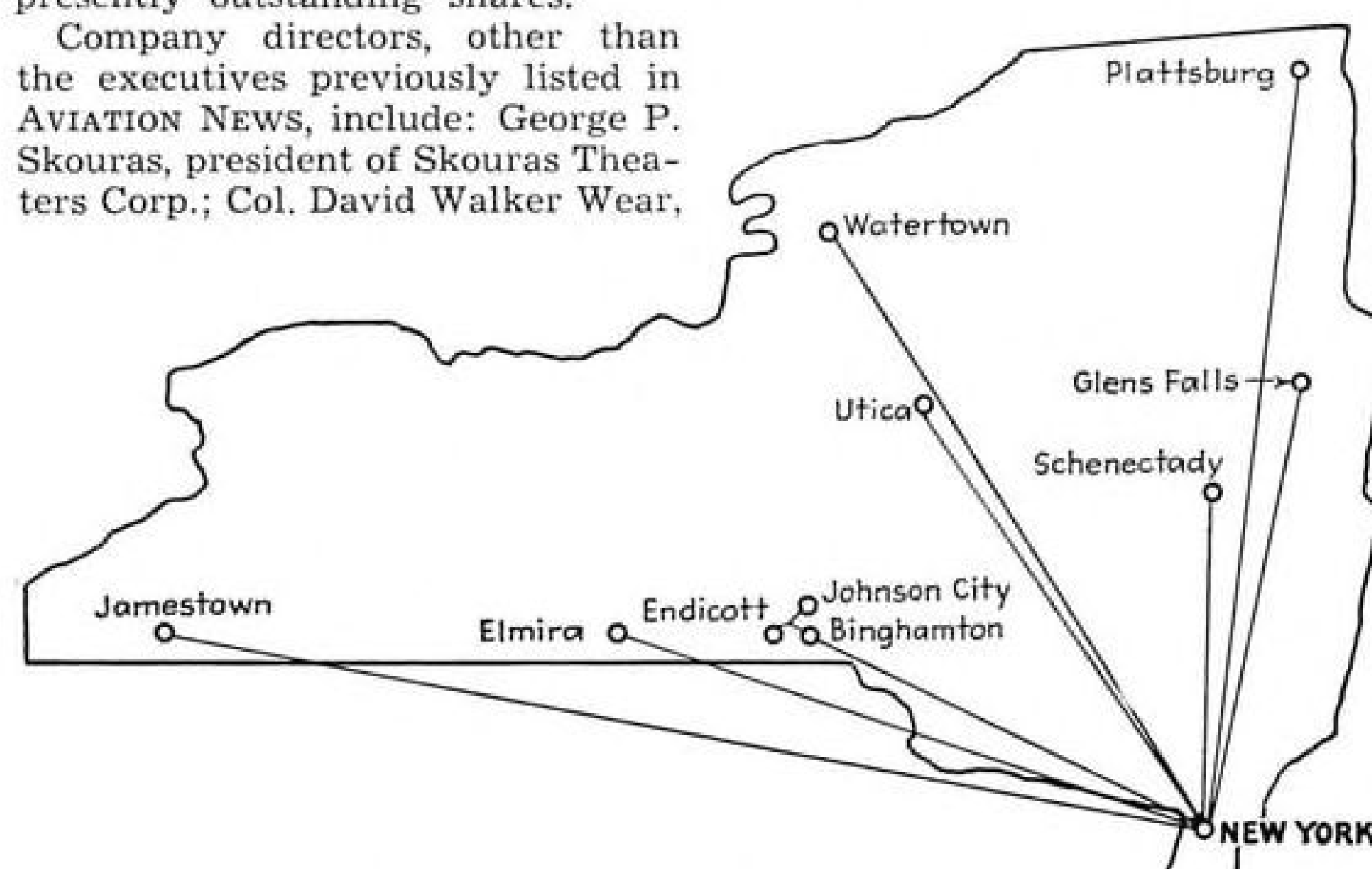
meet heavier resort demands from Baltimore to Ocean City. Company's arrangement with Red Star Motor Coaches, Inc., only bus line serving Maryland's Eastern Shore, will provide connecting service at Salisbury. Fares will be seven cents a mile.

► **Texas Air Transport, Inc.**, Love Field, Dallas, has begun 12-minute air taxi service between Dallas and Ft. Worth. Headed by D. Harold Byrd, president, the company operates 12 flights daily in each direction, using Noorduyn Norsemen. The service was originated to benefit trunk airline passengers. A number of transcontinental planes stop only at one of the two cities. T. J. Hatten, airline captain for 14 years, is chief pilot. Ticket offices are maintained at Love Field and at Meacham Field, Ft. Worth.

► **McFerrin Air Express**, St. Louis, headed by Maj. J. M. McFerrin, is converting a C-47 to a flying refrigerator car to carry perishable foods and flowers between St. Louis and Chicago, Nashville, Atlanta, and Jacksonville. Conversion is being done by Palmetto Air School, Spartanburg, S. C.

► **Sierra Flying Service**, Winnemucca, Nev., expects to open air freight service April 15 connecting cities in Utah, Nevada, Idaho, Oregon and California. Charles Burnett and William Brethwaite, partners, said they will use eight cargo planes between San Francisco, Klamath Falls, Ore.; Salt Lake City, Boise, Caldwell, Idaho Winnemucca, Battle Mountain, Elko and Lovelock, Nev.

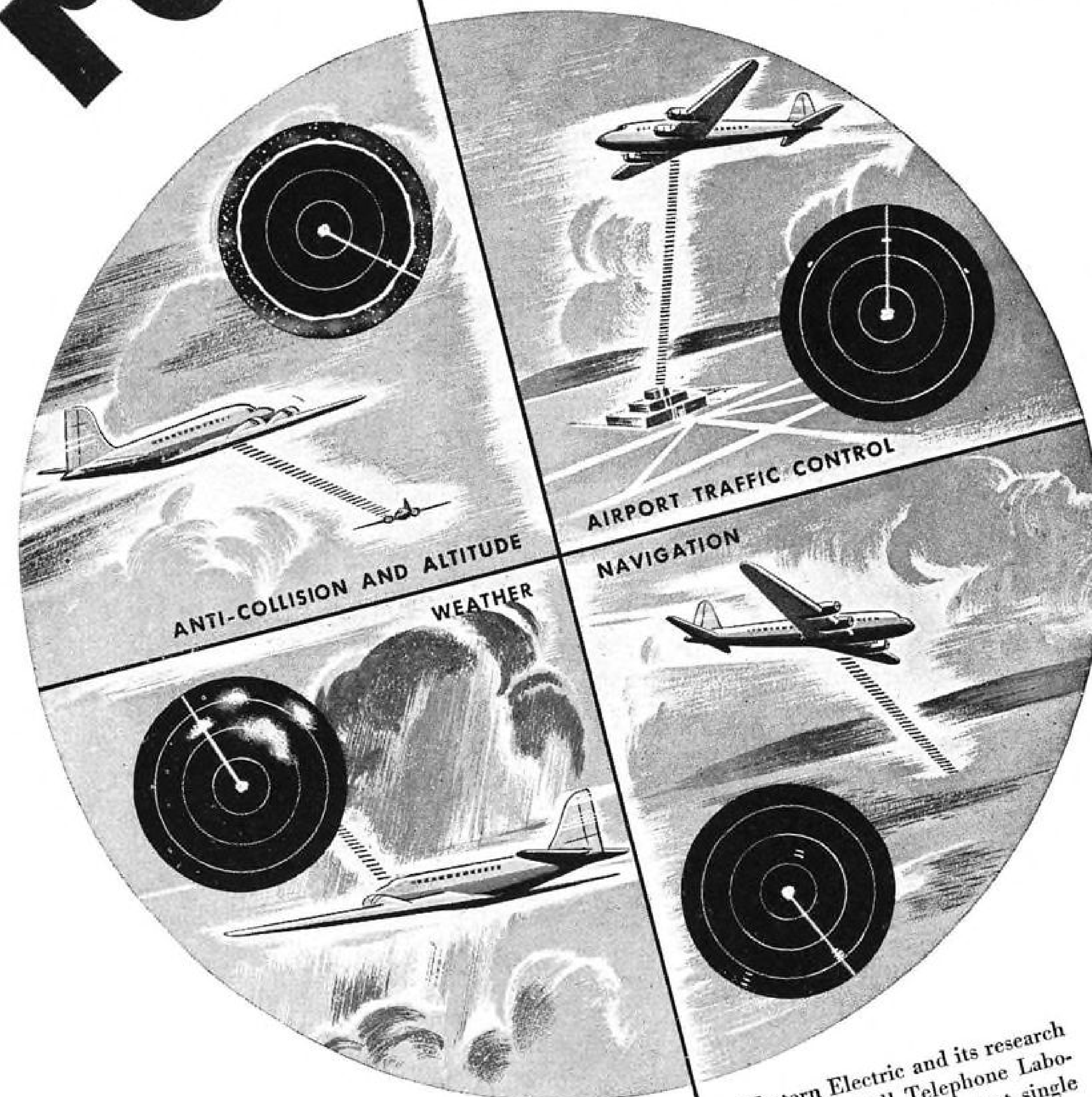
► **World Airways, Inc.**, Roosevelt Field, New York, is converting its first C-47 at Palmetto Air School, Spartanburg, S. C. Company comprises air force veterans. Palmetto is headed by Robert F. Turner, veteran pilot. J. B. Rintoul is spokesman for the airline.



Empire Airlines Routes: Map shows routes to be served by Empire Airlines, based at LaGuardia Field, New York City.

# radar

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Western Electric and its research teammate, Bell Telephone Laboratories, were the greatest single source of radar in war. This same team will be in the forefront of development and production of airborne radar in peace.



## FINANCIAL

### Airline's Share Capitalization Due To Rival Rail Stock Issues Soon

Are faced with tremendous capital commitments resulting from broad expansion programs; proposed five-for-one split of AA common may be example of forthcoming dilutions.

Airline share capitalizations soon will rival the extensive stock issues of the railroads. The proposed five-for-one split of American Airlines common stock will multiply its outstanding shares to 6,452,840. This total will be exceeded in number by only two of the nation's railroads: the Pennsylvania with 13,167,754 shares and the Chesapeake & Ohio with 7,657,354.

The airlines are faced with tremendous capital commitments resulting from their broad expansion programs. This means a continuing process of additional financing.

► **AA Plan May Be Typical**—The American Airlines proposal may be typical of the far-reaching dilution that may occur in airline equities. The five-for-one stock split-up gives the stockholders nothing

which they do not now have, any more than Eastern stockholders will receive added inherent value from their proposed four-for-one split.

Such splits merely broaden the market interest in these securities and are speculative in character.

► **New Issue Mapped**—American financing plans call for the creation of a new issue of 600,000 shares of a convertible preferred stock and the issuance of debentures. Some \$80,000,000 is expected to be acquired in this manner. Now, no new common stock is proposed but it is the market value of this issue which will determine the success of selling the preferred stock and debentures.

To be made attractive, conversion privileges are generally attached to these new securities. Hence, if anything, the present American common stockholders, instead of receiving anything "extra" are placed on notice that their equity will be diluted.

► **Avco Sale Is Factor**—An additional indirect factor which has served to dampen the initial market order for American's common stock following the split-up announcement, is the proposed sale by Aviation Corp. of the carrier's shares.

Aviation Corp. is expected to sell about 211,000 shares of American Airlines common in compliance with a Civil Aeronautics Board divestment order. These shares resulted from conversion by the Aviation Corp. of American's debentures about eight years ago. The cost to Aviation Corp. is \$6.25 per share.

At present market prices the holding company stands to receive about \$18,990,000 for 211,000 shares, realizing a capital gain of around \$17,700,000. This is a hardship any holding company may be willing to suffer in submitting to a divestment order from any federal regulatory agency.

► **Increase In Shares Is Natural**—The increasing number of airline shares in the hands of the public is

TABLE II  
RAILROAD COMMON SHARES  
OUTSTANDING

Railroad	Common Stock Capitalization
Pennsylvania .....	13,167,754
Chesapeake & Ohio ..	7,657,354
New York Central ..	6,447,413
Southern Pacific .....	3,772,763
Baltimore & Ohio .....	2,562,953
Santa Fe .....	2,427,060
Union Pacific .....	2,222,910
Illinois Central .....	1,357,978
Chicago & North-western .....	816,303
Atlantic Coast Line ..	813,427
Gulf Mobile and Ohio ..	590,421
Erie .....	456,093

a phenomena which accompanies the growth of any industry. The similarity to railroad capitalization at this stage, however, is very striking.

Table I reveals the common shares outstanding or soon to be issued for all of the air carriers. Table II shows the common shares outstanding for the country's major and representative railroads. It can be seen that American and Pan American surpass most of the railroads in potential common shares. Eastern and United have promise to outscale a wide segment of steam carriers as well.

► **Important Distinction**—There is an important distinction in comparing the two industries, however. The railroads have a substantial funded debt preceding their common stocks and frequently, preferred shares as well. The airlines continue, for the most part, to have their capitalizations confined to common stock.

It is noteworthy, however, that in recent years, railroads reorganized through receivership proceedings, have emerged in strong shape with simple capitalizations. The Chicago & Northwestern, for example, has only 816,303 shares of common and 914,526 shares of preferred. This accounts for about 50 percent of the total capital structure, the balance being represented by bonds. A gradual debt retirement program is being followed, thus strengthening the position of the equity.

► **Opposite True of Airlines**—The opposite trend is true with the airlines. Debentures, bank loans and other credits are becoming more prominent in the airline picture. Preferred stocks appear but do not remain. It is much easier to sell a preferred stock than common. Subsequently, it is hoped that the preferred could be retired through the conversion route. This has been the unchanging pattern.

## time machine

IN THESE busy days of re-conversion and struggle toward full attainment of peacetime production a machine that would expand each day for your organization's top executives and key personnel would be invaluable.

A twin-engine Beechcraft can't change the speed of the clock, but it can serve to expand the utility of each minute connected with co-ordination and liaison between widely scattered corporate operations.

Assume two plants 400 miles apart and off the regular airline routes. By surface travel a round trip and consultation will be at least a tiring 36-hour affair. By Beechcraft your valued executive can spend an hour or two at his own desk in the morning; fly 400 miles in less than two hours of relaxed travel; have lunch and consult for two hours with the personnel of the other plant; fly home and be there before the close of the business day. If desired, he can consult and confer with others en route or can dictate correspondence while in flight. Not only has time been expanded in utility, but also the mental reluctance connected with a tiresome trip has been eliminated.

If you don't have an airport near your branch plants it usually will be practical to create one. Beechcrafts don't need big fields or paved runways. We test-flew and delivered thousands on a year-round basis from a small sod field.

Inquiries are invited so that we can arrange for a distributor to call and present facts and figures and arrange for a demonstration, without obligation.



WE INVITE INQUIRIES ABOUT THE WORLD-FAMOUS D185

TWIN-ENGINE BEECHCRAFT AND ITS APPLICATION TO CORPORATION USE. FACTS,

FIGURES, AND DEMONSTRATIONS ARE AVAILABLE WITHOUT OBLIGATION.

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# LOAN TO BRITAIN

## ... Investment in World Economic Unity

CONGRESS should give swift and confident approval to the proposed loan to Great Britain.

Few other issues of foreign policy in the present troubled world lend themselves to such clear appraisal of where our National interest lies.

In simplest terms, the question is whether we should extend to Great Britain a credit of \$3¾ billions (plus \$650 millions in payment for lend-lease balances) in return for her promise to repay principal with interest over a fifty year period starting at the end of 1951, and her pledge to give the fullest possible support to the kind of world trading system which it is the declared policy of both the United States and the United Nations Organization to promote.

### We Can Afford to Make It

The sum we hazard is not inconsiderable, but financial risks have meaning only when related to resources. The line of credit provided by the loan will amount, at most, to a claim on 2/5 of 1 per cent of our gross output for the five to six year period over which it may be used. The interest rate charged, while moderate, is higher than our Treasury is paying upon current borrowings. The risk entailed is well within our resources as a creditor. In the considered judgment of the American and British technical experts who thrashed through the intricate accounting for three painful months, the amount and terms offered will suffice to allow Britain, under rigid austerity, to relax her system of foreign trade restrictions, and to expand exports sufficiently to pay her debt commitments.

Against the considered risks of extending the loan, there must be weighed the certain costs of refusing it. Without the loan, Britain has no recourse but to maintain and extend the system of bloc trading which she adopted under stress of world depression and world war. If that is the route Britain follows, she will carry with her a large part of the sterling area countries—all British Commonwealth and Empire countries (except Newfoundland and Canada) plus Egypt, Iraq, and Iceland—and many of the nations with which the United Kingdom has payment agreements (Argentina, Bolivia, Brazil, Chile, Paraguay, Peru, Uruguay, Belgium, Czechoslovakia, Denmark, Finland, France, Netherlands, Norway, Portugal, Spain, Sweden, and Turkey).

Altogether, the United Kingdom's orbit accounts for more than half of the world's imports

and exports combined. It likewise is crucial to the trade of the United States. In the years immediately preceding the war, the sterling area and payment-agreement countries provided just under one-half of both the import and export trade of this country.

Russia, of course, will continue to conduct her foreign commerce exclusively upon a state-trading basis. Before the war, the Soviet Union transacted only a little more than 1 per cent of foreign trade business, but its future sphere of influence will be large—conceivably embracing as much as 30 per cent of total international trade.

### We Cannot Afford to Refuse It

If the weight of British influence in foreign trade is thrown toward the Russian pattern rather than toward ours, it is apparent that bloc trading, with all of its supporting devices—bilateral deals, exchange controls, import and export quotas, subsidies, currency manipulations\* and the like—will be the prevailing pattern for foreign transactions.

In self-protection, the United States would have no alternative but to conform to the dominant pattern. We should be forced to form our own bloc, and to enter into active economic warfare in bidding for trade concessions against the offers of our rivals. How well we would do this is problematical. To the game we would bring the largest economic potential in the world. But our handicaps would be equally impressive.

First, under a system in which political and economic motivations are inextricably fused, a democratic nation, and particularly one with a tradition of freedom in its domestic enterprise, would operate at a great disadvantage. We should inevitably be driven toward more and more government control of our entire economy.

Second, with a pattern of foreign trade in which our exports habitually are greater than our imports, our bargaining position in international trade is much weaker than our over-all economic strength would suggest. Under state-controlled trading we should still find it difficult to compete successfully without resort to loans, and under these conditions our loans would be supporting a system alien to our choice and interest.

Third, under a regimented system which made economic decisions subservient to political considerations, it is virtually certain that the volume of world trade would shrink. That was the clear experience of the nineteen-thirties. Thus, the

standard of living in the United States would suffer in common with all others, and we would be forced into a particularly drastic curtailment of certain war-expanded segments of our economy, at the very time when a large portion of the world is most in need of the products they can produce.

### Weighing the Alternative Costs

In the years immediately ahead it is certain that from two-thirds to three-quarters of all international trade will be transacted either in pounds or dollars. If both circuits are linked in a determined effort to restore competitive world markets, to which buyers and sellers alike have access without discrimination, that will be the dominant system of foreign trade. If the sterling group with its satellites organizes a closed grid, our exclusive effort cannot preserve the trade pattern that we believe offers most to us and to the world.

No one can accurately measure the costs to the United States of refusing the loan and accepting the consequences. But unquestionably they would dwarf to insignificance the sum risked in the proposed credit. We would lose through the shrinkage of our trade, through the wrench of violent readjustments in our production patterns, and eventually through the curtailment of our over-all output below what it would be under an open rather than a closed system. We would lose heavily in economic liberty under a procedure that can be followed with success only by a close regimentation of production as well as trade.

Most of all, we would lose in prestige, through demonstrating that we are still unprepared to exercise a world leadership to which our giant stature as the possessor of almost half of the world's economic capacity entitles us. Once again we would be exhibiting to the world political feet of clay supporting an economic frame of heroic proportions.

### It Is Far from a "Soft" Bargain

There has been some disposition in this country to regard the loan to Britain as a somewhat "soft" and generally unprecedented transaction that smacks of charity. This is the sheerest nonsense.

In the first place, the kind of economic system we want has never functioned and cannot operate now without a lender. For many decades prior to World War I Great Britain filled the creditor role. In 1913 her foreign investments totaled \$19 billions, and she not only made such transactions pay, but they proved her salvation through two grim wars. Her credits helped in the industrial development of a large segment of the world, including the United States. Of all the nations in the world, only the United States can assume now the mantle which Britain no longer can support.

In the second place, the terms of our proposed loan to the United Kingdom are far from easy. Britain put a substantially greater proportion of her relatively meager resources into the war than we did, and dissipated a large share of her foreign holdings in the process while accumulating an outside debt of crushing magnitude. On a per capita basis her internal debt is greater than ours. Many Britons feel that our proposed loan is too small, and its terms too rigorous. If the amount proves to be inadequate, we shall have to consider supplemental aid at a later date. But the majority believe that the present offer gives a fighting chance to restore the system of world trade that we and they both want, and upon which the World Bank, the Monetary Fund, and the International Trade Organization under United Nations aegis are based. It is certain that without our loan all of this will go by the board.

In the third place, our proposed loan is far from being without precedent. Canada, which is linked by far closer economic ties to us than to the Empire, already has provided for a loan to Britain of \$1,200,000,000. This amounts to almost a third of what we propose to lend, although Canada's population is less than 10 per cent, and her income is little more than 5 per cent of ours.

### Shall the United States Lead or Follow?

The way to exercise leadership is to lead. Nothing could be more futile than to go half way toward establishing the economic order for which we stand, and then withhold the crucial measure that will make it work. Failure to approve the loan to Britain will be a clear default of leadership. Failure to approve it promptly will dissipate its effectiveness.

It has been officially stated that the British loan is a unique case that will establish no precedents for further credits to other nations. It is exceptional in its importance to our aim. But if the United States expects to make its economic program the dominant one for world trade, it must continue to exercise the creditor function without which that program cannot persist.

The most that we should ask is that future loan transactions be scrutinized as was this one to see that they offer comparable security and comparable return in support of the program for which we stand.

For the loan to Britain, it can be said that never before has one nation had an opportunity to gain so much at so little risk as has the United States in this uniquely decisive case.



President, McGraw-Hill Publishing Co., Inc.

THIS IS THE 46TH OF A SERIES



## TRANSPORT

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# Choice of Landis As CAB Head Seen Strengthening Its Position

Observers point out that Harvard Law School dean would not have accepted nomination if agency were scheduled for curtailment of authority or merger with ICC.

By MERLIN MICKEL

Selection of James M. Landis, dean of Harvard University Law School, to head the Civil Aeronautics Board after the resignation of Chairman L. Welch Pogue is considered by some observers as definite evidence that President Truman has no disposition to do away with the Board and place its functions under the Interstate Commerce Commission.

They base this conclusion on the contention that a man of Landis' caliber and attainments would be unlikely to take the post if such a change were contemplated. Under the reorganization bill passed by Congress last December, the President has broad powers to change executive agencies, and considerable pressure has come from some quarters for integration of the Board with the ICC.

**May Be Strengthened**—Technically, CAB is a part of the Commerce Department, but actually it has more the status of an independent agency. The Landis appointment is a possible indication that this status will be maintained, if not strengthened through an executive directive declaring the Board (and Civil Aeronautics Administration) a separate, independent authority.

Others speculate that Landis, noted for his administrative ability, was chosen to more completely coordinate and expedite CAB's various functions, particularly the handling of route cases. The Board's work is increasing constantly, and some dissatisfaction has been expressed at delay in disposal of pending matters.

**Will Take Post In June**—A 46-year-old educator who already has interrupted his private career several times to answer calls to government duty, Landis will return to Washington in June to assume the Board chairmanship.

The White House announced last week that his nomination would be

sent to the Senate. Little if any opposition was expected. He will be designated chairman after confirmation.

**Taught Aviation Law**—The nominee does not have a background in practical aviation, though he has built up his own course in aviation law, both domestic and international, at Harvard and has seen to the development there of an air law library. Nevertheless, his legal and administrative background should serve him well.

His friends point out that he was not a financial man when he became a member of the Securities and Exchange Commission in 1934, but when he left in 1937, after two years as chairman, the Nation's financial interests considered that

he had been understanding, sympathetic and fair.

**Reaction Generally Favorable**—Landis was the second chairman of the SEC, succeeding Joseph P. Kennedy. Previously, in 1933 and 1934, he was with the Federal Trade Commission. He has been Dean of Harvard Law School since 1937, but since then, among other public services, was director of the Office of Civilian Defense in 1941-42, and from September, 1943, to January, 1945, was director of economic operations and minister to the Middle East.

First reaction in the industry to his selection appeared favorable, although it was too early for any general sentiment to manifest itself. A few individuals at the Board and with the airlines were skeptical, but one Board member who knows Landis well said he believed the appointment was excellent and with the airlines were skeptical, but one Board member who knows Landis well said he believed the appointment would be a capable and just Board chairman.

**Pogue Anxious to Leave**—Pogue's term expires Dec. 31, 1947. He has been chairman of the Board since January, 1942. Originally desirous of resigning by the end of last February to return to private law practice, he was persuaded to stay on a few months longer by President Truman. He was expected to return late last week from Paris, where he aided in negotiation of the aviation agreement with France.

## Shipping Group Attacks Bermuda Pact

Almon E. Roth, president of the National Federation of American Shipping, last week called on Congress to nullify both the Chicago air agreements and the Bermuda air agreement and delay action on all prospective international air agreements until steamship rights to engage in airline operations have been established.

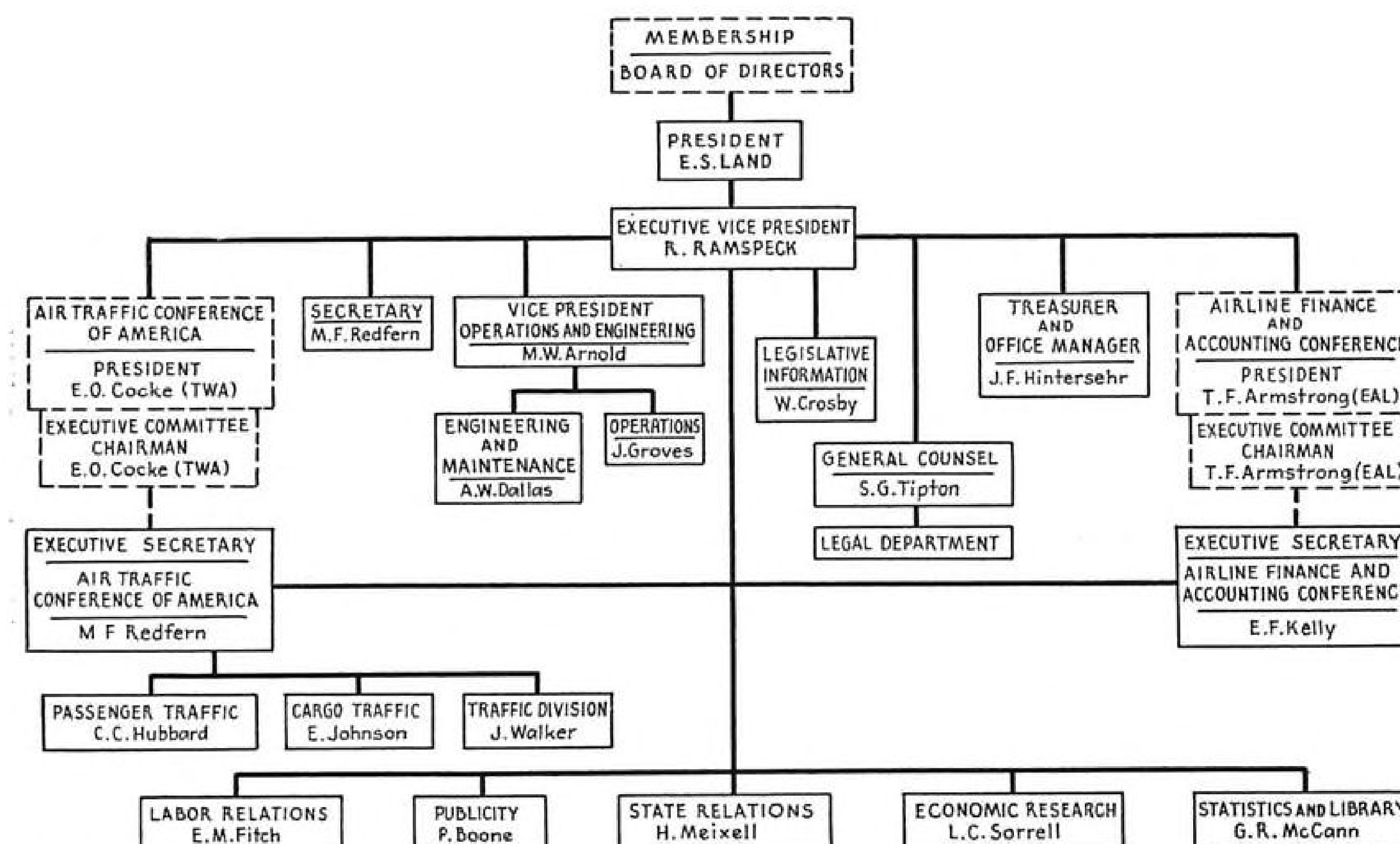
Testifying before the Senate Commerce Committee, Roth said the Chicago and Bermuda agreements permit foreign carriers to engage in operations to the United States without having to meet the tests of convenience and necessity and corporate structure applied to U.S. carriers. Specifically, he opposed the Bermuda-type agreement as permitting steamship-owned foreign airlines to operate to the United States, while U.S. shipping lines are denied the privilege of engaging in air transportation over their routes.

**Will Seek Legislation**—Roth said the shipping group would petition

a member of the Senate to introduce legislation explicitly establishing the right of U. S. shipping lines to operate aircraft over their routes in the near future.

He was one of five opposition witnesses to appear before the committee. Also urging that the Senate require the agreement to take the form of a treaty, and then refuse to ratify it, were Donald W. Hornbeck, counsel for the Brotherhood of Locomotive Engineers; Martin H. Miller, representing the Brotherhood of Railroad Trainmen; H. W. Brown, president of the International Association of Machinists; and Lewis G. Hines, representing the American Federation of Labor.

**Cite Wage Differences**—The labor witnesses took the position that the Bermuda agreement was economically undavisable since it placed American companies in the domestic transportation field in direct competition with foreign operators with substantially lower labor costs.



## AIR TRANSPORT ASSOCIATION ORGANIZATION:

This new chart shows ATA's organization as it is set up under the Association's three new top officers—Emory S. Land, Robert Ramspeck and Milton W. Ar-

nold. Copies of the chart, with biographical sketches of the three men, have been sent out to top airline executives.

## TWA Gives Details of Foreign Agreements

Details of recently-negotiated agreements for financial and managerial participation in Iranian and Ethiopian airlines, an increased interest in TACA and plans for early operation of Italy's Linee Aeree Italiane have been announced by TWA officials.

Main points of the contract with Iranian Airways Co. call for purchasing approximately 10 percent of the carrier's capital stock for not more than \$100,000 and assistance in organizing and operating the system, which may extend to neighboring countries. With Ethiopian Airways, TWA has complete managerial control and a two-year option to purchase up to 25 percent of the stock for not more than \$250,000. TWA's interest in TACA Airways, S. A., has been increased to \$1,650,000, or 27 percent, through purchase of \$300,000 in convertible notes.

**Italian Lines Approved**—Meanwhile, both the Allied Control Commission and Combined Chiefs of Staff have approved resumption of operations on Italy's civil airways,

## Ceiling Change Asked

Domestic airlines have asked OPA to permit inclusion of the cost of air transportation in market price regulations on fresh fish and seafood, lest volume shipments of these commodities be restricted by local ceiling prices.

Suggestions were made by Emory F. Johnson, secretary of Air Transport Association's cargo traffic section, that amendments like those made last summer on fresh fruits and vegetables, requiring distinct labelling and packaging of air-borne produce before shipment to preclude confusion with surface-borne products, could be applied to salt water edibles.

permitting TWA to push plans of Linee Aeree Italiane, in which it has a 40 percent interest.

**Will Use Converted C-47's**—Using C-47's modified in Italy, TWA hopes to inaugurate at least token service by June 1 on some of the proposed 14 routes radiating from Rome. TWA's participation in the Italian airline has been vigorously opposed by British interests.

## Report Urges Freedom For Foodstuff Carriers

Full freedom of development for the carriage of agricultural perishables by air, whether existing passenger airlines or new contract carriers prove to be the better means, is recommended by the Department of Agriculture in a recently released report by a working group of the Interbureau Committee on Post-war Programs studying conversion of marketing facilities and methods.

Quantity of agricultural products that will move as air cargo, the group found, depends on five factors: air transportation's absolute cost and relative cost compared with other transportation methods; extent to which other marketing costs of air-shipped produce can be reduced; extent to which air transportation will cause increase in demand; the quantity of industrial products that will move as air cargo; and ground facilities available for handling planes and cargo.

**Volume Expected To Be Small**—The report predicts that volume of post-war air cargo will be only a small percentage of the total car-



ried by surface carriers, who can be expected to rush equipment improvements if the airplane threatens a substantial portion of their traffic volume.

Test shipments of agricultural products made thus far, the Department feels, are only indications of what to expect when large quantities of produce go by air.

► **Other Findings Listed** — Among other findings:

► Ground handling costs for plane loads of perishables probably will average much lower than 8 cents per ton-mile.

► Containers for use in air shipment will stress reduction in weight, insulation, and resistance to the elements.

► Shipment by air permits elimination of some of the usual marketing costs on some commodities, such as inventories and ripening costs. Reduction in waste and spoilage also probably would be substantial. Artificial refrigeration costs should be reduced, if not eliminated, by precooling of commodities and use of insulated blankets and containers against temperature changes en route.

► Most air-carrier produce must sell at premium prices to cover higher air transportation costs, despite low ton-mile costs and economies in handling. Much more merchandise must be transported and sold to consumers before conclusions on air freight potentials can be reached.

► While there is little likelihood of livestock or poultry products moving in appreciable quantities in the near future, a "tremendous increase" in the flower business of the West Coast and Southwest may occur if air-freight service at expected rates is established.

► Some fruits and vegetables now imported from foreign countries by surface carrier probably could be carried by air.

► Estimates of future rates range from as low as 5 cents per ton-mile to 10 cents. While none specified load factor, the department assumes the predictions were based on 65 or 75 percent.

## Cargo Carriers Ask New Route Concept

New route concepts for exclusively cargo operations in continental U.S. have been proposed to CAB during recent weeks by non-scheduled carriers seeking scheduled services.

Several applications filed with the Board contend that basic differences between scheduled carriage of passengers and mail and scheduled carriage of property only require consideration of a more flexible route structure for the latter. In effect, the cargo operators want to carry over into scheduled service part of their accustomed freedom from rigid timetables and itineraries.

► **Area Permit Asked**—Slick Airways, San Antonio, Tex., has asked the board to grant a certificate permitting service to a number of cities in specified areas rather than to points along a rigidly-defined route.

Experience has shown, Slick states, that such authority is required to enable a cargo carrier to serve bulk shippers at the most convenient shipping point and provide the carrier with a sufficient trade area from which to draw cargo moving in both directions regardless of local seasonal fluctuations.

► **Direct Routes Sought**—Slick also asks that its certificate include authorization to fly between specific

areas on the most direct airway over which weather is flyable at any given time in order to minimize spoilage of perishables.

Other carriers, including U.S. Airlines, St. Petersburg, Fla.; and Globe Freight Airlines, Hartford, Conn., have stressed the need for service to off-line points, possibly on an irregular basis, in addition to cities included along the main route. Exhibit map of U.S. shows a 100-mile area on either side of the main route, to which service would be provided.

## Report Justifies Dropping of West Virginia Service

Failure of TWA, PCA and American Airlines to provide service to Clarksburg and Morgantown, W. Va., has been completely justified by safety considerations, and in view of the inadequate airport facilities resumption of stops at the two cities is not now feasible, CAB Examiners William J. Madden and Frank J. Trelease have reported following hearings on a Board investigation of the carriers' decisions.

The examiners recommended that the Board find economic factors did not enter into the service suspensions and added that the narrow margin of safety available during operations into the two airports was such that good fortune, more than anything else, prevented accidents. A temporary exemption permitting PCA to stop at Elkins, W. Va., on AM 55 was recommended to furnish a measure of relief to Clarksburg pending resumption of normal air service.

## Plan American Flying To Tokyo for UNRRA

Pan American Airways has started a series of weekly charter flights to Shanghai via Tokyo under contract with UNRRA. The service, using *Constellations*, will continue into early summer.

First flight, with 21 passengers, was made via Honolulu and Midway, but succeeding flights were to operate over the Great Circle route with an intermediate fueling stop at Adak, Alaska. The Tokyo-Adak segment, hitherto not flown commercially, was surveyed on the first return flight, which was made without passengers.

► **Routes Compared**—Distance from San Francisco to Tokyo, via Honolulu and Midway, is 6,253 miles, compared with 4,789 between Seattle and Tokyo on the Great Circle route.

## AIRPORT ROUNDUP

### N. Y. Airport Action To Wait on Surveys

LaGuardia and Idlewild leases will be analyzed before being turned over to new authority.

Immediate measures will be taken to set up the new Airport Authority for New York City under legislation passed recently by the State Legislature.

Mayor O'Dwyer said he would appoint the three members of the Authority as soon as Gov. Dewey signed the bill. Two surveys, one financial and engineering and the other statistical and documentary, are being completed for both LaGuardia Field and Idlewild Airport, but several steps, including full analysis of airline lease agreements, must be taken before they can be transferred from the City to the new authority.

► **Other Developments**—Elsewhere there were the following developments in the airport picture:

► **Washington**—Plans are progressing the National Airport terminal building. Details were discussed at a recent meeting of Airport officials and airline executives.

► **Buffalo**—American and PCA presented their arguments for long-term leases and new, lower landing fees to a special Airport Committee of the Buffalo Common Council, objecting to the present rate of \$50 per month per flight plus an excess weight charge of \$2 for each 1,000 lbs. over 25,000. An Airport Advisory Board spokesman said their complaints that the rates are highest of any U. S. city served by the two companies was an unfair comparison, since they failed to allow for charges in other cities for use of services other than the landing field which the carriers do not pay in Buffalo.

► **St. Louis**—Expenditure of \$45,000 for a one-story addition to the administration building at Lambert-St. Louis Municipal Airport was approved by the Board of Public Service. If finally approved, the structure will provide more space for passengers and airline ticket offices. . . . A Circuit Court grand jury reported after a visit to the airport that crowded conditions there were "obvious proof" of need for a larger St. Louis airway terminal.

► **New Orleans**—Operations of Pan American have been transferred from New Orleans Airport to the new Moisant International Airport. Other airlines probably will follow suit May 1. . . . The State Aeronautics Division, which has a 10-year development plan for 71 new airports in Louisiana, sees the need for more airport restaurants, cab service, and transient hotels, and will help establish such services as one of its main objectives.

► **Ft. Worth**—City plans for a new \$6,000,000 airport moved forward when a 2,400-acre tract nine miles south of the downtown district was designated as the site of the six-runway project. Ft. Worth plans to operate the field, some of whose runways will be 6,000 ft., but hopes to lease most of the facilities to American, Braniff and Delta. Plans include an administration building to cost \$2,500,000 and four hangars totaling \$640,000. The city expects to receive

### Tennessee Survey

A survey to determine the air traffic Tennessee airports can expect for the next decade has been started by the University of Tennessee's Airport Development Laboratory, with the close attention of the State Bureau of Aeronautics.

The study started at Chattanooga, and in the near future will deal with the Tri-Cities (Johnson City, Bristol and Kingsport), Dyersburg, Jackson and Columbia. It will cover passenger, freight and express volume and the number of private and commercial planes each airport should expect in the next ten years.

\$2,500,000 in federal aid and supply about \$3,700,000 itself through bonds and other revenue-raising measures.

► **McAlester, Okla.**—James Cole, formerly of Ardmore, Okla., has been named manager of McAlester Municipal Airport.

► **Tampa, Fla.**—Eastern and National are expected to move their Tampa operations soon to Drew Field, which has been turned over to the City by the War Department.

► **Syracuse, N. Y.**—Syracuse will become a port of entry into Canada for Colonial Airlines beginning April 15, according to announcement made after a conference between city officials and Sigmund Janas, Jr., New York State district traffic manager for Colonial.

► **Cleveland**—County commissioners are being urged by municipal airport and Chamber of Commerce officials to buy the old Curtiss-Wright airfield on Richmond Road, for an East Side county airport. The 273-acre tract still is owned by Curtiss-Wright Corp., although it has been inactive since 1932, when an injunction stopped its use. The commissioners have started action to have the injunction dissolved. Tentative plans are to use the field for shuttle service to the municipal airport, and as a cargo airport. County voters will vote May 7 on a \$500,000 bond issue for land for airport sites. . . . Mayor Thomas A. Burke has received an architect's drawing of a proposed new Cleveland Airport administration building that would cost \$8,000,000. Plans are under study.

► **Akron, Ohio**—H. E. Ramsey of South

Bend, Ind., formerly of Akron, has been named manager of the new Akron-Canton airport. Under his one-year contract, he will have complete charge of operation and serve as advisor on construction work now underway. Runways are to be completed by Labor Day.

► **Houston**—Recommendation for a 1,200 x 400 ft. concrete parking space for planes at the Municipal Airport has been made to City Council by a Chamber of Commerce subcommittee. Estimated cost is about \$160,000 for paving, plus cost of "dirt work."

► **Torreon and Juarez, Mexico**—New airports have been dedicated at both these cities by LAMSA and United Airlines Officials, and other fields are being expanded to accommodate the DC-3's now being used by United's Mexican affiliate. Opening of the two new fields marked the beginning of expanded LAMSA service throughout Western Mexico.

► **Manila**—Nielson Airport, south of Manila, formerly an Army field, is being taken over for development as an international airport by a new local corporation.

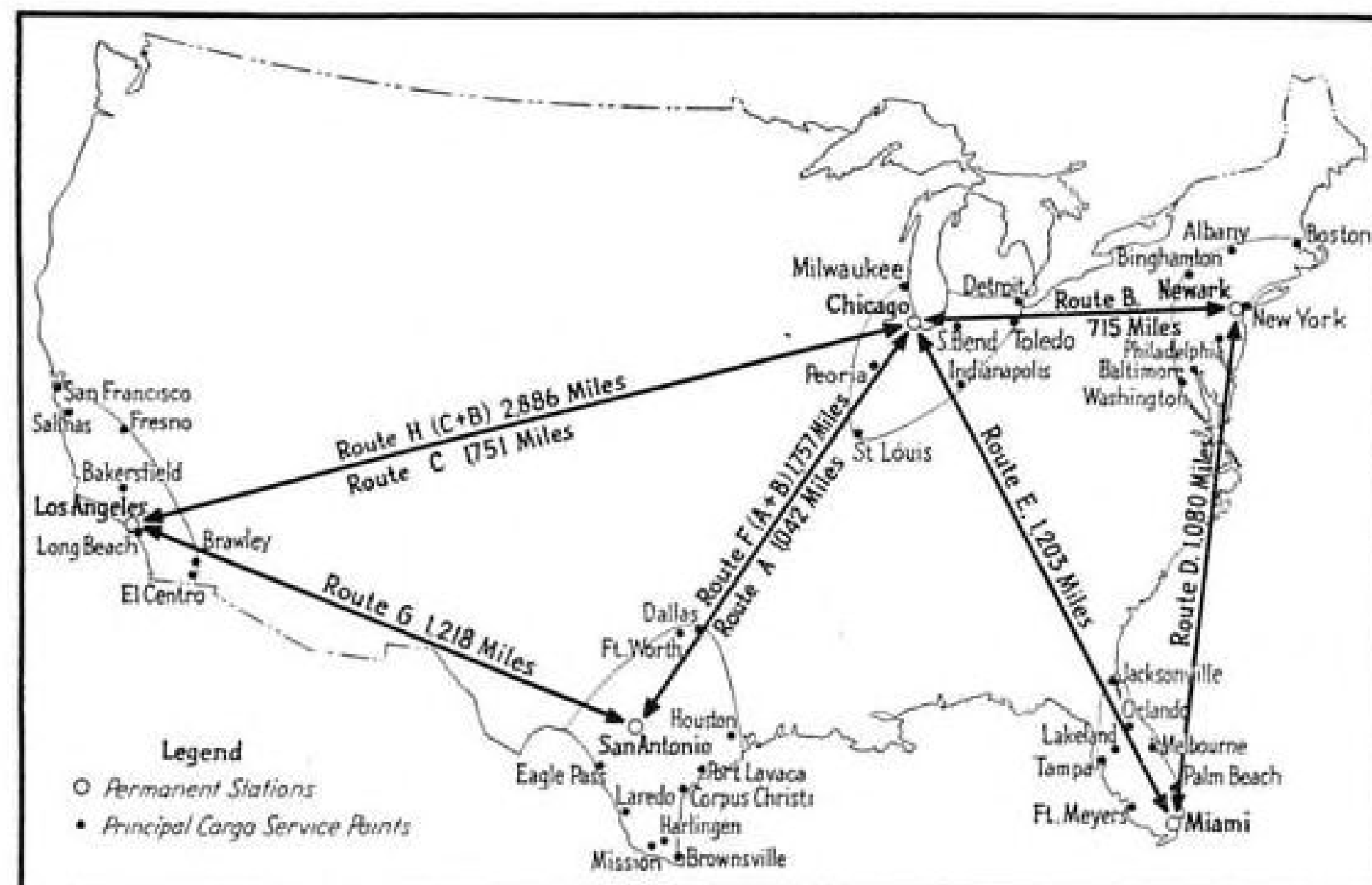
► **London**—Heath Row airport, Middlesex, has been renamed "London Airport."

### Greek Agreement Signed

An aviation agreement with Greece recently announced by the State Department contains Fifth Freedom provisions, without restrictions on frequency. Another bilateral pact is being negotiated in Belgium, but is not expected to be completed for some time. Australia has drafted a reciprocal commercial air agreement with the U. S., but it will be submitted to the New Zealand cabinet and is not expected to reach Washington for several weeks.

### New Dispatcher Certificate

New and broader certificate requirements for aircraft dispatchers to bring U. S. regulations in line with proposed international agreements and provide recognition for an applicant's military experience (AVIATION NEWS, Dec. 24) have been made effective by CAB. They involve changes in Section 27.15 of the Civil Air Regulations.



**Cargo Route Proposal:** Need for flexible area-to-area routes in exclusively air cargo operations is emphasized by Slick Airways, San Antonio, Tex., in a recent application to CAB for scheduled services. Flight frequencies between any two cities in different sections of the country would vary in accordance with changing marketing conditions, but regular schedules would connect the five areas above. This type operation is especially designed to meet requirements of bulk shippers of perishables.



**New LAMSA Terminal:** The terminal building shown above is at LAMSA's new \$500,000 airport, completed recently about ten miles south of Juarez, Mexico, across the border from El Paso, Tex. LAMSA is a subsidiary of United Air Lines, and W. A. Patterson, UAL president, participated in the dedication ceremonies. The Mexican line expects to spend \$4,000,000 in the next year to improve its facilities, and will have eight DC-3's in operation soon.



## ATC-Airline Setup Explained by George

Lt. Gen. Harold L. George, Air Transport Command chief, has called on ATC personnel at overseas bases to clarify their thinking on the relationship between ATC and civil airlines using foreign military bases and air routes.

Relayed through commanding generals of five divisions, his letter answered criticism from ATC ranks depleted by demobilization. This pressure for demobilization, Gen. George disclosed, has cut ATC's air lift ability to the point that the command has had to reverse its policy of early termination of all contracts with civil carriers, and instead is negotiating for additional civil airline assistance.

► **Misunderstanding Seen**—Apparently misunderstanding as to the mission of the command has arisen as ATC's heavy wartime operation yielded to a peacetime function consisting in large part of supporting contract carrier or civil operations, and it was to personnel in the latter activity that the message mainly was directed.

Noting that it has been "mistakenly charged" that ATC is operating in some cases for the exclusive

benefit of the airlines, Gen. George wrote that "actually, ATC is not now performing any operation or activity solely in the interest of U. S. civil air carriers.

► **Perform Essential Service**—Troops in the field who service quasi-commercial aircraft should realize, the message stated, that the airlines are performing an essential service which, because of demobilization, ATC does not have the aircraft or the personnel to render. Furthermore, ATC's plans are based on the premise that the command will utilize the civil airlines to the fullest extent possible in event of another war.

The U. S. must maintain, where possible, greatest flexibility of deployment, and this depends on existence of chains of bases connected by airways and requisite communications and weather aids, Gen. George pointed out. Such a network is vastly more important and difficult to maintain than tactical operations from fixed bases, which can be practiced in or out of the country. Value of an airways network, in contrast, lies in its continued existence at a useful functional level and susceptibility to immediate use.

► **Sees Army Burden Eased**—"It does not take any great acumen," Gen. George said, "to see how the U. S. civil air operations fit into such a defense picture. It is entirely conceivable that the eventual firm establishment of civil carriers on overseas routes may re-

lieve the Army of a considerable responsibility."

The letter went to commanding generals of the North African, European, Atlantic, Pacific and Alaskan divisions.

## Air France to Start Service in June

Signing of the Franco-American bilateral aviation agreement (AVIATION NEWS, April 1) has enabled Air France to make plans for inauguration of regular Paris-New York service around June 2, company representatives say. Beginning with weekly schedules, flights will be added as more four-engine equipment is delivered. Daily service is in prospect by fall.

► **Will Use American Planes**—Air France will be equipped with American planes entirely. Contracts have been signed for 13 *Constellations*, 15 DC-4's and 35 DC-3's costing a total of \$24,000,000. First of the DC-4's was scheduled for delivery last week at TWA's Reading, Pa., training center, where French crews will take indoctrination flights.

Other new services:

► **American Overseas**—Inaugurated service to Oslo, Norway, on April 5 as stop between Copenhagen and Stockholm.

► **Compania Mexicana de Aviacion**—Begins 6½-hour DC-4 flights between Mexico City and Los Angeles April 18 to supplement DC-3 service. Company will place DC-4's on other routes when deliveries permit.

► **Icelandic Airways**—Has begun regular flights to all parts of Iceland. DC-3's are expected to go in service shortly, supplementing smaller equipment. Future plans include regular flights to the U.S. in collaboration with SILA (Swedish airline).

► **Trans-Canada**—Has expanded transcontinental service between Montreal and Toronto and Vancouver to four flights daily.

► **Western**—Expects to step up Los Angeles-Denver round-trips to six daily by June. First flights on a one-day schedule began April 1. Because the DC-4's being used do not have pressurized cabins, oxygen on the high-altitude run will be supplied individually to passengers desiring it. DC-6's with pressure cabins will go on the route when available.

► **TWA**—Inaugurated twice-weekly Washington-Cairo round-trips March 31. One-way fares to Rome are \$481, Athens \$572 and Cairo \$669.

## Brazil-Europe Service

Panair do Brasil, Brazilian national airline and Pan American Airways affiliate, expects to inaugurate *Constellation* service between South America and Europe within a month, Paulo Sampaio, president, announced recently. The carrier plans two flights weekly from Rio de Janeiro to Lisbon, London and Paris.

## SHORTLINES

► **American** has obtained right of entry to the Ardmore, Okla., Army Air Base and is preparing to open a pilots' training school there under direction of Capt. William Arthur, recently discharged from the AAF. . . .

► **Braniff's** air freight service, inaugurated in December, has increased month by month. February carriage of 20,494 lbs. compared with 11,108 in January. Revenue passenger miles in February were 66 percent higher than a year ago. Number of revenue passengers per mile was 17.11, compared to 16.37 in February last year. More than 95 percent of schedules were completed, against a February average for the past few years of 88 percent. . . . Thirty men are receiving pilot training at Braniff's Love Field base at Dallas. Most of the class, largest in Braniff history, are former service men.

► **Colonial** has joined the opposition to a request by W. R. Grace & Co. that CAB postpone decision in the Latin American case pending outcome of the Panagra Terminal case.

► **Delta** plans to establish a maintenance base at Miami International Airport, transferring 175 employees from other bases to operate it.

► **Eastern** has received delivery on the first of 20 DC-4's being reconverted at the Glenn L. Martin plant, and expects the second momentarily. Carrying 56 passengers, the planes have both front and rear entrance to facilitate loading and unloading.

► **KLM** (Royal Dutch Airline) recently flew from LaGuardia Field to Amsterdam the first of four Douglas *Skymasters* it will use in service over the Atlantic. Besides 10 company employees, the plane carried 11,000 lbs. of spare plane parts.

► **Linhas Aeras Brasileiras** (LAB) has announced inauguration of air service between Rio and Bahia.

► **Mid-Continent** operating revenues for February totaled \$322,078, a 99 percent increase over the same month in 1945. Revenue passengers numbered 15,581, an increase of 119 percent, while passenger load factor was 80.37 percent compared with 58.03. Despite reduction in airmail pay rate, the month showed a profit of \$19,311, against a net loss of \$27,836 in February, 1945.

► **National's** passenger miles for February were 79.24 percent above the same month last year. Revenue miles were up 52 percent.

► **Northeast** claims the largest percentage of increase of any of the airlines in revenue passenger miles and system load factor for the year 1945 compared with 1944. Passenger miles were up 203 percent to 38,939,107 and the load factor increased from 59.43 to 74.47.

► **Northwest** carried 31,943 revenue passengers during February, compared with 17,016 in February, 1945.

Revenue passenger miles were up from 11,100,495 to 19,574,139.

► **Panair do Brazil**, Brazilian affiliate of Pan American, has received delivery on what was reported the first *Constellation* for operation by a foreign airline. Service is to start soon between Rio de Janeiro and Lisbon, Paris and London.

► **PCA** disclosed that it will make Buffalo, N. Y., a maintenance point on the northern end of its system, if a satisfactory lease can be obtained. Regional and local officials met there recently to discuss major Pacific and Atlantic travel possibilities. Richard E. Fell, Eastern region vice-president, cited PCA's applications for overseas routes and said under the proposed merger with Northeast it will seek a Canadian outlet to Tokyo and the Far East, as well as a link with South Africa and Australia. . . . The company is using microfilm for its permanent records.

## CAB SCHEDULE

April 8. Prehearing conference on helicopter route, applications of Southwest Airways Co. and Los Angeles Airways. (Docket 896 and 1821.)

April 8. Oral argument in Pan American Airways' North Atlantic amendment case. (Docket 2076.)

April 9. Hearing in route consolidation cases of TWA, American and United. Postponed from April 8. (Docket 2142 et al.)

April 12. Briefs due in route consolidation cases of American, United, PCA and TWA. (Docket 932 et al.)

April 15. Exchange of exhibits in Pan American Airways' application for domestic routes. (Docket 1803.)

April 17. Rebuttal exhibits due in PCA-Northeast merger case. (Docket 2168.)

April 22. Briefs due in North Central case. Extended from April 4. (Docket 415 et al.)

April 25. Briefs due in route consolidation cases of Braniff, TWA, Chicago & Southern and American. (Docket 1154 et al.)

April 29. Hearing in PCA-Northeast merger case. (Docket 2168.)

May 6. Briefs due in Kansas City-Memphis-Florida case. Extended from April 8. (Docket 1051 et al.)

May 6. Briefs due in Arizona Airways' case for acquisition of TWA's AM 38. (Docket 2005.)

May 15. Briefs due in Middle Atlantic area case. (Docket 674 et al.)

May 15. Rebuttal exhibits due in Pan American Airways' application for domestic routes. (Docket 1803.)

May 20. Exchange of exhibits in Boston-New York-Atlanta-New Orleans case. Extended from April 19. (Docket 730 et al.)

May 20. Briefs due in Universal Air Travel Plan case. (Docket 1939.)

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

June 1. Exhibits due in Arizona-New Mexico area case. (Docket 968 et al.)

June 3. Hearing in Pan American Airways' application for domestic routes. (Docket 1803.)

June 10. Tentative date for hearing in Boston-New York-Atlanta-New Orleans case. Tentative. (Docket 730 et al.)

June 21. Rebuttal exhibits due in Arizona-New Mexico area case. (Docket 968 et al.)

July 8. Hearing in Arizona-New Mexico area case. Tentative. (Docket 968 et al.)

## CAB ACTION

The Civil Aeronautics Board:

● Permitted Western, Northwest and PCA to intervene in applications of TWA, American and United for route consolidations (Docket 2142 et al.)

● Permitted Chicago & Southern to serve Paducah, Ky., through Paducah-McCracken County Airport beginning April 1.

● Permitted Duluth Airlines to intervene in North Central case (Docket 415 et al.).

● Permitted Port of New York Authority to intervene in Pan American Airways' application for domestic routes (Docket 1803).

● Permitted American, Colonial, Eastern, Northeast, TWA, United, Air Line Pilots Association and others to intervene in PCA-Northeast merger case (Docket 2168).



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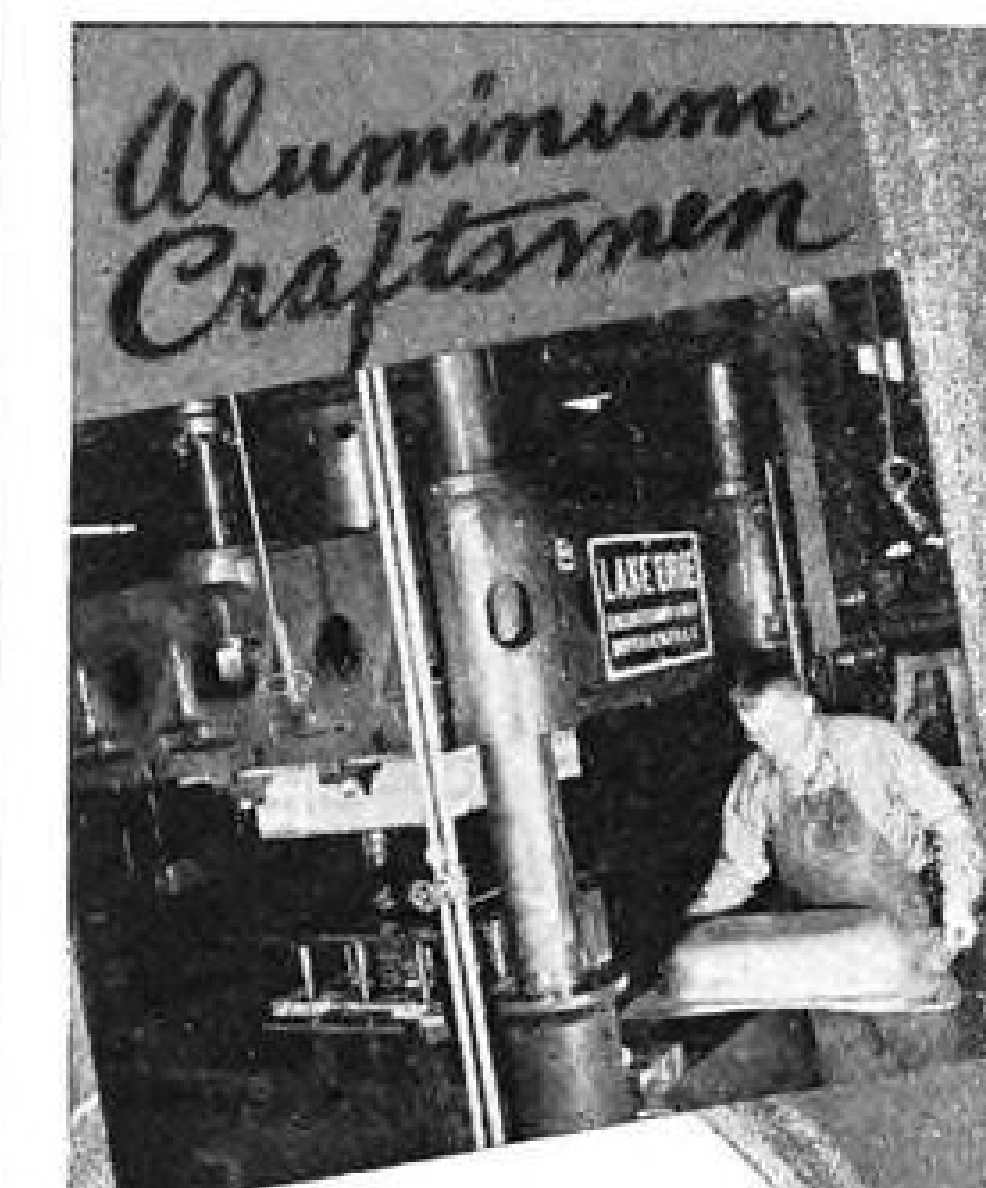
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## NATA—Another Step Forward

REORGANIZATION of National Aviation Trades Association's structure from a regional to a state basis was proposed by members of the Third Region meeting last week in Chicago. State officials would elect national officers. This suggestion, which has arisen since the successful first region meeting in February, is a progressive step.

It was wartime when NATA adopted the same regional system as was used by CAA, then the only customer of this industry which was converting to the greatest pilot training program the world has ever seen.

With return of normal commercial air services, however, the regional system no longer has any logical basis for NATA. State operators groups, on the other hand, already have shown promise, primarily

because of the similarity of members' problems.

A strong, closely-knit national association, backed by 48 healthy state units, organized within six months, would command the respect immediately of Congress, government and other industries to an extent most operators now would believe impossible of attainment for years to come.

Third Region executives, headed by President James Harrington, and the outstanding members who attended, deserve much commendation for a successful meeting.

If other NATA regions show the enthusiasm, foresight, and intelligence already evident in the First and Third, there still is real hope that NATA will be salvaged and built up to a virile, authoritative voice of the aircraft service operator.

## CAB Ending the Log-Jam

THINGS are looking up at CAB. The President's recent appointment of Clarence Young and nomination of the distinguished James M. Landis to succeed L. Welch Pogue, augur well for a CAB which will merit respect and prestige, although the imminent loss of Mr. Pogue will be great indeed. He has performed an outstanding public service.

Meanwhile, finally freed of the tremendous problems inherent in formation of a world air transportation organization, the Board's staff is accelerating its pace and has broken the log-jam of delayed opinions. The Rocky Mountain and Florida feeder decisions have been released. As this was written the outlook was for five more decisions soon, four of them on routes. These will include the New England and West Coast cases. The Hawaiian decision, involving overseas domestic service, also is due. The Board's second foreign route decision, the Latin American case, which has been batted about between State, War, and Navy Departments for so long, should see the light shortly. Further in the future

is the Pacific case, involving new routes to the Orient.

The vital non-scheduled exemption order case, in which CAB will decide whether and to what extent it will regulate such carriers, is under study. The Board's approach to this problem is expected to be cautious, perhaps setting up guiding principles which will seek to protect the public, though still permit growth of this type of operation. A series of accidents by uncertificated carriers will assure a speedy crackdown. Maintenance of the recent good performance record will be the best guarantee of least government control.

But with prompt issuance in each area of feeder decisions and their promise of mail rates the Board will end the long period of uncertainty which has cost feeder applicants so many thousands of dollars in hearings, procedures, and in business lost to uncertificated but operating passenger air carriers. Feeling at CAB is that Summer will see the critical bottleneck in decisions broken.

ROBERT H. WOOD.



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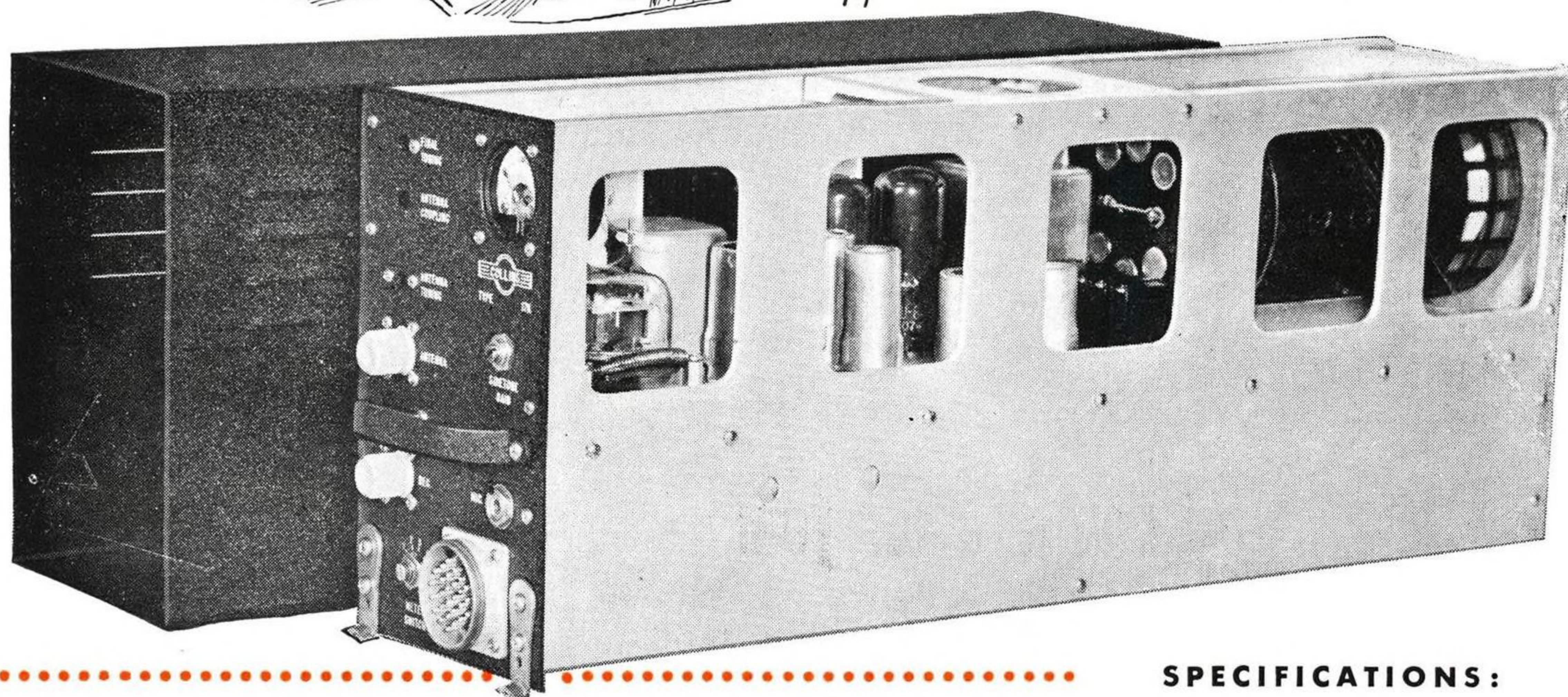
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