

# Aviation News

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**First Federal-aid Airport Program Becomes Official:** President Truman last week signed the long-awaited Federal act which will touch off a seven-year, billion-dollar landing field development program. Looking on are: Sen. Pat McCarran (D-Nev.), co-sponsor; with Rep. Jennings Randolph (D-W. Va.), longtime Congressional exponent of airport aid; Gael Sullivan, second assistant Postmaster General; Rep. Alfred L. Bulwinkle (D-N. C.), member of the House Interstate and Foreign Commerce Committee and a leading figure in enactment of the bill; William A. M. Burden, assistant secretary of Commerce for air; T. P. Wright, Administrator of Civil Aeronautics; Charles B. Donaldson, assistant CAA administrator for airports. Leaning over desk is CAB Chairman L. Welch Pogue. (See Page 7.)

## Engineers Back Proposals for Supersonic Research

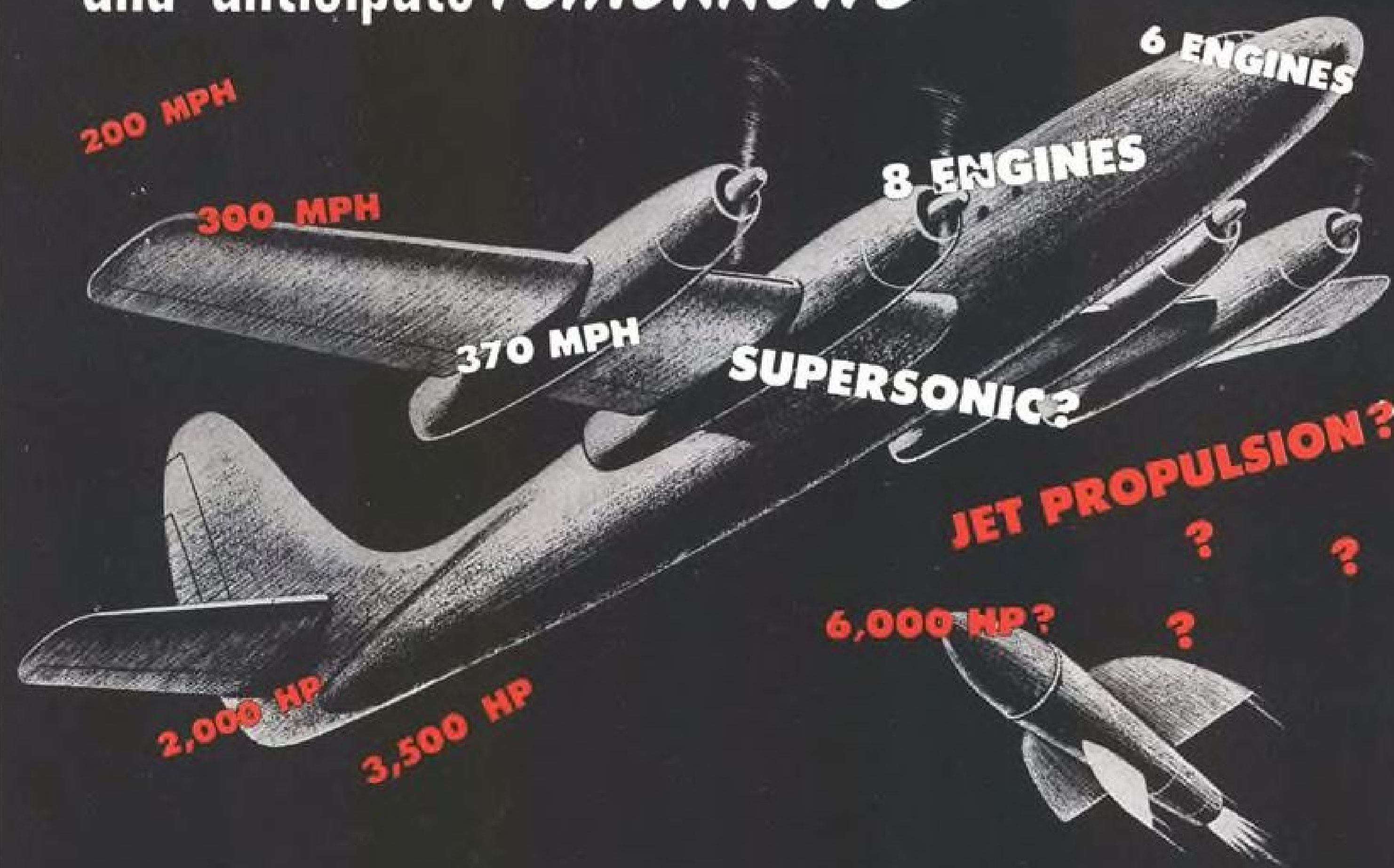
AIA polls executives for reaction to multi-million-dollar wind tunnel plan.....Page 19

## CAB Atlantic Rate Veto Poses Problem for Carriers

IATA tariffs scored as Board demands lower and economically sound fares.....Page 27



Kidde Engineered Systems  
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**Kidde**

## THE AVIATION NEWS

# Washington Observer

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**AIRPORT ACT WEAKNESS**—It is being predicted that one of the major weaknesses in the airport act (See Page 7) that CAA will discover as the program gets under way is lack of the provision in the original Senate bill which would have made mandatory establishment of state airport commissions. All of the Federal-aid highway laws have in effect required existence of state road commissions which have been valuable in setting up and maintaining standards of construction and repair. This has simplified the job of Public Road Administration. Neither CAA, nor the industry, however, have any present inclination to reopen a Congressional fight by asking for amendments to the airport act.

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**BIG BU-AER**—There is a strong likelihood that Army and Navy fiscal 1947 budgets could enable the Navy's air arm to become larger than the peacetime AAF. Bureau of Aeronautics requested \$1,242,997,000, or almost \$50,000,000 more than the Air Corps' budget. Although Navy topside, and the Budget Bureau, pared BuAer's figures down to \$870,000,000, Navy friends in the House are tightening lines to restore BuAer's cuts when the bill reaches the floor.

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**NEW RECORDS**—Army Air Forces is preparing to harvest a new crop of air records. The last record-breaking series was conducted on the Air Corps' 30th birthday, August 1939, at Wright Field, when five international records and several new national marks were set. Wright Field again will be the headquarters of the new record attempts, due probably next week.

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**CAB IN THE MIDDLE**—Civil Aeronautics Board is deeply concerned about the 300-odd non-scheduled air transport operations which have sprung up, and considers the development bad primarily because it feels most of the operators will founder financially. Its members say they have been squarely in the middle on this controversial matter laden with dynamite. They are convinced that they had no authority to take preventive action in advance, and that they would have been heartily criticized by the operators, public, and Congress if they had sought to hold down such development. On the other hand, if a series of fatal accidents by these uncertificated carriers had developed, the Board would probably have been condemned for not having taken proper steps to "protect the public." CAB members will be relieved when this new industry's federal safety regulations are effective Aug. 1.

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**P.O. SPURS HELICOPTER IDEAS**—Interest created by Post Office Department in use of helicopters to round up air mail in a given area, coupled with

passage of the airport bill, has brought heavy mail from cities hopeful of becoming the center of special routes. New helicopter transport lines are popping up (on paper) everywhere. Meanwhile, CAB has tentatively set June 10 for hearings on helicopter service in the Los Angeles area.

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**PENETRATION TO MOSCOW**—Top government observers believe it may take four or five years for the U. S. to get an airline into Leningrad, and even longer for Moscow service. Under present conditions, these officials say, it may be 10 to 15 years before any U. S. airline will be able to operate across Russia to China and to other points in Russia. But this is not because most Russian officials are adverse to U. S. penetration. Generally, officials below Stalin are strongly in favor of breaking through the iron curtain, not only to permit technical interchange, but to expand Russian lines worldwide. It is freely contended in official Washington that with removal or death of Stalin, the curtain could be pierced immediately.

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**RESPECT FOR POGUE**—There have been few, if any other, top Federal aviation officials in history who have won and held the respect of the industry so well as L. Welch Pogue, who will retire as CAB chairman sometime after June 15, following the Canadian conferences. The airlines' reception for him last week brought out the largest gathering of aviation's leaders that Washington has seen in years.

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**ANTIDOTE FOR TRANSPORTATION ASSN**—Frequent suggestions in aviation that a new group be organized to counter the smoothly-oiled and potent Transportation Association of America, controlled by the railroads, are being heard again, and a preliminary meeting of officials of the airlines, pipe lines, truckers, and other carriers was held last week to discuss strategy of a campaign to combat the TAA's transportation integration program.

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**PRIVATE FLYING SPECIALISTS**—Fixed base operators are urging that top CAA officials in Washington venture out of the halls of the Commerce Building and set foot on some grass airports, the muddier the better, to get acquainted with "the little fellows" who are making a living despite formidable problems. The Administrator recently was asked how many of the CAA staff had flown in anything smaller than a twin-engined Beech, including the newly appointed regional private flying specialists who travel in Beeches, Cessnas, and Fairchilds, from one big airport to another. Sixty-five horse Grasshoppers were recommended for these specialists.



# HANGAR FLYING



## THE WRECKERS

If you ever want to tear a wing off an airplane, check with the men in the Structures Lab at Lockheed's Factory B-1 in Burbank. These boys are experts.

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They even kicked around a whole tail control assembly in a chamber that was 70 degrees below zero (Fahrenheit) until all the low-temperature bugs had been licked.

As a result of this kind of highly creative destruction, which goes on at Lockheed year in and year out, the *Constellation* is the most advanced and safest transport in service today.

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## AVIATION NEWS

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## News at Deadline

### Uniform Air Bill Likely

Adoption of a uniform airbill by scheduled airlines offering air freight service appears certain. Braniff is printing such a bill, and other lines are expected to follow shortly. Braniff also has followed the lead of United and American in filing an all-commodity freight tariff, effective June 1, eliminating classification. TWA, other major freight carrier, soon will do likewise.

### Airmail Promotion Planned

Post Office Department has plans for immediate airmail promotion as soon as Congress reduces the postage rate from eight to five cents, including a special stamp, posters, and the spread of information through schools and radio. Department officials had assurance the House would vote on the reduction last week and speedy Senate action is expected to follow.

### Douglas Buying C-47's

Douglas Aircraft has plans to buy about 20 surplus C-47's for reconversion to executive type planes. Some already have been purchased. If the DC-3 is as popular an executive plane as the company expects, customers may be found for around 50. Half a dozen sales have been made and more are in prospect.

### Thompson at ATA

John Thompson, formerly public relations director of Ford Motor Co., and an Indianapolis newspaper man, has been selected by the Air Transport Association to be vice president in charge of public information effective June 1. Thompson will replace Perley Boone who has resigned as head of public relations for ATA because of ill health. Boone is in the Georgetown hospital in Washington.

### Surplus Engines Offered

War Assets Administration is offering to sell "substantial quantities" of 14 types of surplus used aircraft engines, at fixed prices ranging from \$90 to \$1,395, as part of a clearance program at the 802nd AAF Specialized Depot, South Bend, Ind. They may be bought there or through the WAA Washington office.



► The airlines shortly will propose to underwriters that a uniform international trip insurance policy be provided as soon as possible. Two policies, for domestic and foreign flight, are now required by a passenger who starts or completes an international air trip in this country at a point off an international airway. Practices which tend to discriminate between national and international air travel are detrimental to the industry, officials will inform the insurance companies. It is also felt that the present maximum of \$5,000 trip insurance should be increased by increments of \$5,000 to a maximum of \$25,000, that premiums should be determined on distances rather than zones, and that a passenger should be allowed six months to complete his trip.

► Electrical specialists from aircraft makers, Army and Navy met last week in Washington under auspices of Aircraft Industries Association to consider a new set of procurement requirements covering installation and revised specifications on aircraft wiring.

► Some major non-scheduled carriers are clamping down on publicity concerning their operations, and several recently have asked correction of newspaper stories which have been used against them in a CAB investigation of their status. CAB's decision in the Trans-Marine case has been awaited eagerly to learn whether CAB feels that a non-scheduled carrier is "holding out" its service to the public in direct proportion to the number of times it wins mention in the press.

► Aero Design and Engineering Corp.'s smartly tailored twin-engined light transport, *Aero Commander*, is under prototype construction at Culver City, Cal., Airport, and will be larger than originally planned. First specifications called for four to five passengers. It will appear with seats for seven when rolled on the field for test flights, probably next fall. Similarly, the original price tag of \$12,500 may be revised to \$17,500. Two Lycoming O-435-A 200 hp. engines will provide power.

► Filming of the life story of John J. Montgomery, California glider pioneer, has involved experimental research in duplicating the gliders he constructed. Radioplane Co., Van Nuys, Cal., builders of military target planes, built for Columbia Studios 11 models of three Montgomery glider designs used in the picture. During the development, wings of one collapsed, injuring glider pilot Don Stevens.

► The Douglas C-74 *Globemaster* has completed its first cross-country flight at Wright Field, where it will undergo a month's test flying. Douglas completed 72 test flights, or 102 flying hours. Fifteen *Globemasters* are being built for the AAF.

► Royal Canadian Air Force has declared surplus 6,790 planes, originally costing \$362,548,000, including 1 *Fortress*, 2 *Mosquitos*, 28 *Lancasters*, 169 *Hurricanes*, 81 *Liberators*, and non-combat trainers and transports. Air engines originally costing \$25,617,000 were declared, as were radio and electrical equipment totaling \$15,036,064. Total aviation surplus totals \$624,677. Surplus material is gradually being turned over to the War Assets Corp. (Canada) for disposal.

► Engineering and structural tests on the giant six-engined Convair B-36 will start "any day now," with first flight sometime next summer, Frank C. Clayton, Consolidated-Vultee's Fort Worth plant engineer, reports. On the basis of projects underway and planned for the Army, the plant should continue in operation well into 1948, he said. Clayton pointed out that the B-36 maximum bomb load will be 35 tons, cruising speed will be 320mph at 40,000-ft. Wing spread is 230-ft., fuselage is 165-ft. long, and maximum load at takeoff will be 320,000-lbs.

► The Rolls Royce *Nene*, already claimed as the world's most powerful jet engine at 5,000-lbs. thrust, has been stepped up to 6,000-lbs., while DeHavilland now has a 5,000-lb. thrust engine in the *Ghost*, successor to the *Goblin*, which has been powering the *Vampire*.

► Disappointed in results of the industry's state relations activities, centered in Washington, two or three major airlines have held informal conferences to discuss setting up their own information service in 10 or 12 state capitals next January where the most critical airline legislative problems are expected to develop, with opening of legislatures. A high speed reporting system on developments is contemplated. Forty-four state assemblies will be in session next year.



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This power will be supplied by four Pratt & Whitney Wasp Majors—the most powerful aircraft engines in production in the world.

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VOLUME 5 • NUMBER 19

**Aviation News**  
McGraw-Hill Publishing Co., Inc.

May 20, 1946

## Signing of Federal Airport Act Paves Way for Building Program

First of \$1,000,000,000 construction work planned for early 1947; battle over U. S. funds is expected to be continued by urban and rural interests before CAA.

By WILLIAM KROGER

With a series of strokes from a fistful of souvenir pens, President Truman last week signed the first Federal Airport Act and put CAA on the biggest, and most important spot of its turbulent six-year career. It is, however, a spot of CAA's own choosing. It and its predecessors have pleaded for a national airport development program since 1939.

Planning for such a program already is in its initial stages with field men of CAA's airport division in Washington conferring with Charles B. Donaldson, assistant administrator for airports. But planning for actual projects will not get underway until after July 1, beginning of the next fiscal year.

► **Authorizes \$3,000,000 Fund**—The act authorizes an immediate appropriation of \$3,000,000 for the formulation of a National Airport Plan, which must be the basis for the first request for a construction appropriation. Goal last week was for the Senate to tack an amendment appropriating that sum on the CAA 1947 appropriation bill—now before the Appropriation Committee. At best, the national plan could not be completed before Fall. (The tentative plan submitted to Congress in November, 1944, took four months, with no special funds available and only a handful of people working part time on it.)

Before the plan can be sent to Congress with a request for the first year's appropriation, it must pass Budget Bureau examination. The Bureau frowned on the original, admittedly deficient 1944 plan which therefore was transmitted to Congress without Presidential endorsement.

Construction cannot begin before Spring, 1947. By that time it is hoped the shortage of construction

material will be somewhat alleviated. If not, present restrictions will limit work to clearing, grading and runway installation. The act permits CAA to share cost of administration buildings, but this phase might have to wait until materials are available.

► **Relief Is Reaction**—Reaction of all segments of aviation to the President's approval of the act is one of relief after years of striving toward a goal finally attained. But with this feeling is another that now it is up to CAA. Congress has committed itself to appropriate more than \$500,000,000 during the next seven years for airport development, and this sum will be matched by states, counties, municipalities or other public agencies. In the driver's seat of a billion-dollar program, CAA is in a position to do more for aviation than ever before.

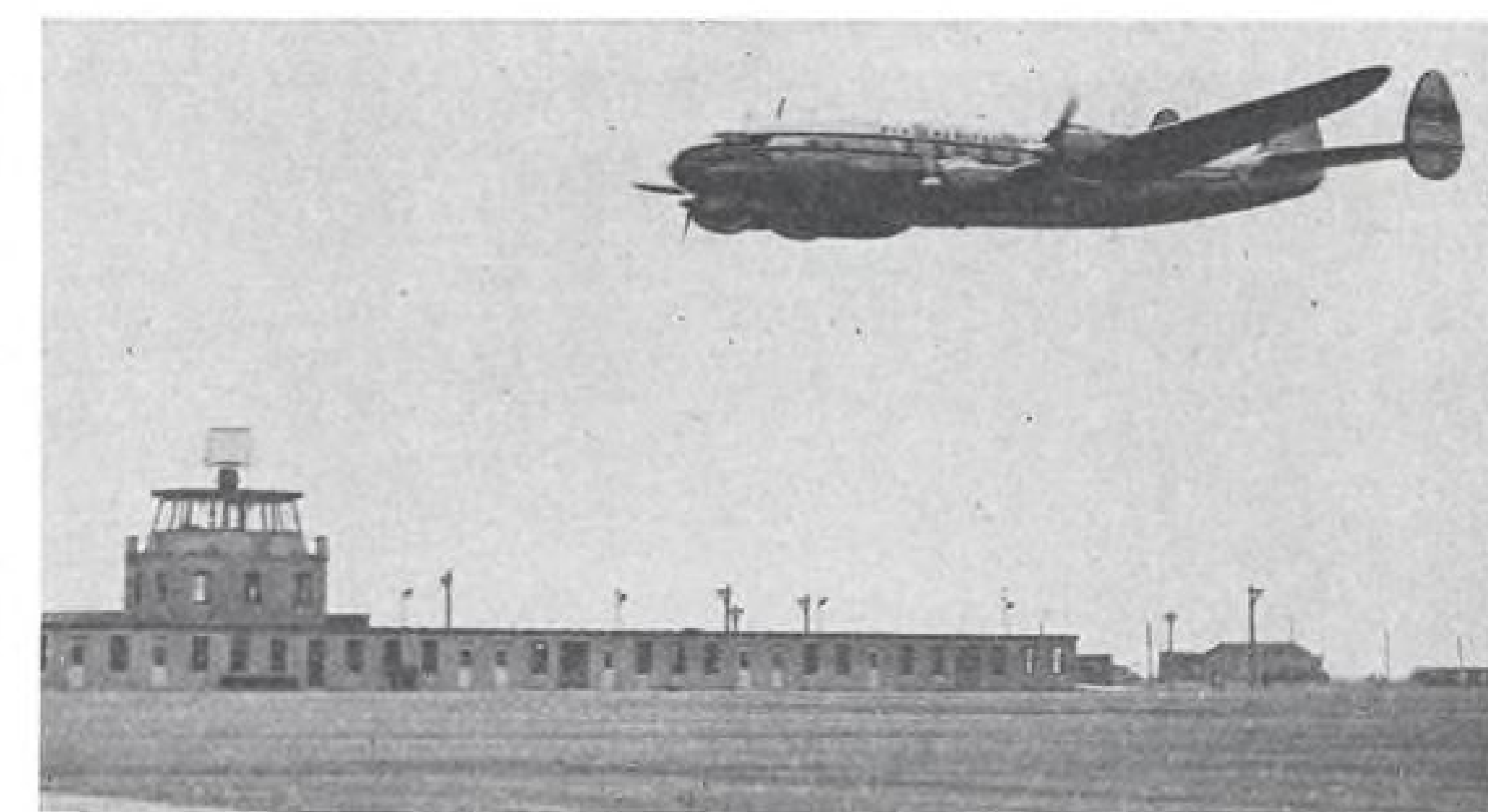
## CAA Action Speeded

Under the airport act, CAA is required at least two months before the start of the fiscal year to submit to Congress a list of projects for Class 4 and larger fields (generally terminal airports in large cities). Inasmuch as that deadline had already passed for fiscal 1947 before the President signed the act, Sen. Pat McCarran (D-Nev.) last week introduced a bill to correct that flaw.

McCarran's measure permits CAA to submit its list for fiscal 1947 anytime during the year, but the agency would have to withhold commitments for a 60-day period during which Congress could take veto action. Quick action is anticipated on McCarran's proposal.

(The appropriation for the first Federal-aid highway act in 1921 was \$75,000,000. Out of that and successive funds totaling about \$3,500,000,000 has come the highway transport industry which in all its ramifications generally employs 7,000,000 people, 14 percent of the nation's total employment).

The Federal Airport Act is the only instance, excluding the highway act, of the Federal Govern-



## PAA MAKES FIRST VISIT TO IDLEWILD:

A Pan American Constellation is shown over Idlewild airport, with temporary administration building and control tower in the background. Carrying city officials of New York City and vicinity on an inspection flight, the ship made three low-altitude approaches to the field.



ment's giving direct financial assistance to a medium of transport. That is CAA's cross and opportunity. If the airport program flops, CAA will get the blame; if it succeeds, CAA may well be responsible for an aviation expansion that eventually will rival that of highway transport.

► **Donaldson in Key Spot**—In the key spot is Mr. Donaldson who under present plans will be in sole charge, answerable only to Administrator T. P. Wright. Under Donaldson now are 236 employees, 165 in the field, and 83 at present temporarily engaged in the surplus airport disposal program. Donaldson's staff functions through three branches: Planning Service, headed by Edgar N. Smith (who will have charge of formulating the National Airport Plan); Engineering Service, directed by Phillips Moore; and the Requirements Service, director of which is John M. Hunter.

That organizational set-up is expected to be retained, with the personnel expansion taking place within it. Even CAA does not yet know how great a staff will be needed, but it is certain that a several hundred percent increase is in prospect.

However, Donaldson's chief headaches may arise not from budgetary, planning or personnel problems. In junking the original Senate proposal to channel funds for construction of small and large airports to states and cities respectively, Congress tossed the red-hot and continuing squabble between urban

## Michigan Airport Test

A "friendly suit" to be filed soon with the Michigan State Supreme Court will seek to determine whether or not the state is permitted to construct or improve airports. Meanwhile plans to construct and improve 44 seaplane bases and 75 airports and airparks are being held in abeyance following a recent ruling by State Attorney-General John D. Morrison. He ruled that the state constitution does not permit airport construction or improvement by the state, since, according to his view, such construction does not constitute "an internal improvement."

and rural areas right into Donaldson's lap. Historically, CAA has worked closely with the states and lately has engaged in a campaign to build up the influence of the state aeronautical bodies.

► **Cities Have Funds**—Yet, the large cities have the money and plans ready to go for airport construction. No definite figures are available, but representatives of the cities estimate they have somewhat more than \$500,000,000 already earmarked for airports. In contrast, 45 of the 48 states responding to a recent survey showed that only eight have airport funds appropriated or available, and the total is \$9,480,000. San Francisco, alone, has voted a bond issue for more than twice that sum.

The act contains a guard against a large city grab. Projects for Class 4 and larger airports must be submitted for Congressional approval. And though CAA must pay one-half the cost of Class 1, 2 and 3 airports, it may put up less than that for the larger fields. But 25 percent of each year's appropriation goes into a discretionary fund which the administrator may use as he sees fit. This is likely to be a major battleground.

## EAL Recommended For New K. C. Routes

Certification of Eastern Air Lines to provide direct air service between Kansas City and the Southeast was recommended last week by Public Counsel Merle P. Lyon in the Kansas City-Memphis-Florida case.

Lyon said extension of Eastern's AM 40 from Memphis to Kansas City via Springfield, Mo., not only would meet the public need for a through Kansas City-Florida service but would strengthen a relatively weak route. Kansas City-Memphis local traffic and additional Kansas City-Florida through traffic would enable EAL to increase schedules and place larger equipment on this route, according to Lyon.

He added that Eastern would provide Kansas City with better service to more cities than could be offered by Mid-Continent, or Delta, the other applicants.

## AAF Budget Pared For Peace Operation

\$401,870,900 to be spent for new planes; research allotted \$174,257,000; ATC wants \$10,000,000.

The war-to-peace contraction of military aviation is reflected in the 1947 fiscal year Army Air Corps budget estimate, totaling \$1,200,000,000, submitted to Congress last week.

Total Air Corps obligations for the coming fiscal year, estimated at \$1,193,967,000—a portion of which will be met with carry-over funds—compare with 1945 fiscal year obligations of \$11,259,223,424. Air Corps obligations during the present half-war, half-peace time fiscal year totaled \$1,542,476,529.

Key items in the coming-year Air Corps budget estimate:

► For procurement of aircraft, \$401,870,900, which compares with 1946 fiscal year expenditures estimated at \$288,103,000, and 1945 fiscal year expenditures totaling \$8,213,321,725.

► For operation of depots and stations, \$341,584,145, or substantially below 1946 obligations of \$531,532,765.

► For research and development, \$174,257,000, which approaches the \$188,974,000 set aside for this activity during the present fiscal year and is sizeably larger than the \$145,625,000 expended during the 1945 fiscal year. (An additional \$10,000,000 is included in the 1947 budget for testing equipment. During the present fiscal year, \$7,863,550 was spent on testing equipment).

► For Air Transport Command, \$10,000,000, which compares with a 1946 fiscal year expenditure of \$15,406,000.

► For drawing up industrial mobilization plans for the eventuality of another war emergency, \$14,580,000. With the last war still in process, no funds were expended by the Air Corps on future-war planning during 1945, and only \$2,700,000 has been spent during the present fiscal year since V-J day.

► For tuition for pilot training \$709,620, only a fraction of the \$33,301,906 expended for this purpose during 1945 fiscal year. An estimated \$4,660,276 is being obligated during the present fiscal year.

The 1947 Air Corps budget omits funds for two activities which are being discontinued—the Civil Air Patrol and operation of modification centers. The Air Corps expended



## TWIN-COCKPIT LIGHTNING:

A little-known experimental fore-runner of the P-82 Twin Mustang long-range fighter developed by North American Aviation was this Lockheed P-38 Lightning, which was modified by the AAF adding second cockpit in the left boom. The modification made it possible to test the use of two pilots in fighters for long-range missions.

\$200,000 on CAP during the present fiscal year and \$10,077,545 on modification center operations.

On the other hand, the 1947 budget allocates \$2,869,880 for small-scale resumption of glider procurement by the Air Corps. The AC made no outlays for gliders during the present fiscal year, but expended \$174,548,936 on engineless aircraft during 1945.

Other items included in the coming year AC budget are:

► For modernization of equipment in service, \$15,000,000, an upswing from present year expenditures of \$10,000,000.

► For maintenance material for aircraft, \$10,104,946, comparing with 1946 expenditures of \$15,000,000.

► For procurement of communications equipment, \$18,417,800, or slightly less than estimated 1946 outlays of \$22,000,000.

► For aircraft fuel and oil, \$90,000,000, comparing with present year obligations of \$200,000,000.

► Medical research and development, \$895,050. Obligations during 1946 totaled \$1,070,241.

► Meteorological and climatological research, \$100,000, comparing with \$1,000,000 being expended during the present fiscal year.

## Supersonic Planes Planned

Two disclosures last week showed American research is pushing closer and closer toward the heretofore impenetrable barrier of supersonic flight.

► Authoritative sources at a Langley Field, Va. NACA tour, disclosed that two airplanes now being built by American manufacturers with the express aim of exceeding the speed of sound are expected to fly by Jan. 1, 1947.

► Bell Aircraft Corp., disclosed that a plane equipped with swept-back wings, favored for supersonic flight, made first flights recently near Buffalo, with A. M. (Tex) Johnston, Bell test pilot at the controls. The plane, was a Bell P-63 Kingcobra fighter used as a flying test platform for the swept-back wings. It was pointed out that the plane was not expected to exceed the speed of sound, but that its performance would supply valuable data for future supersonic designs. The P-63 plane

has been redesignated L-39, in its new form, by the Navy bureau of aeronautics which is sponsoring its tests. The wings are swept-back at a rearward angle of 35 degrees from wingroot to tip. Sweepback wings of varying angles have also been used other planes, including the Curtiss Ascender XP-55, and various Northrop flying wing versions.

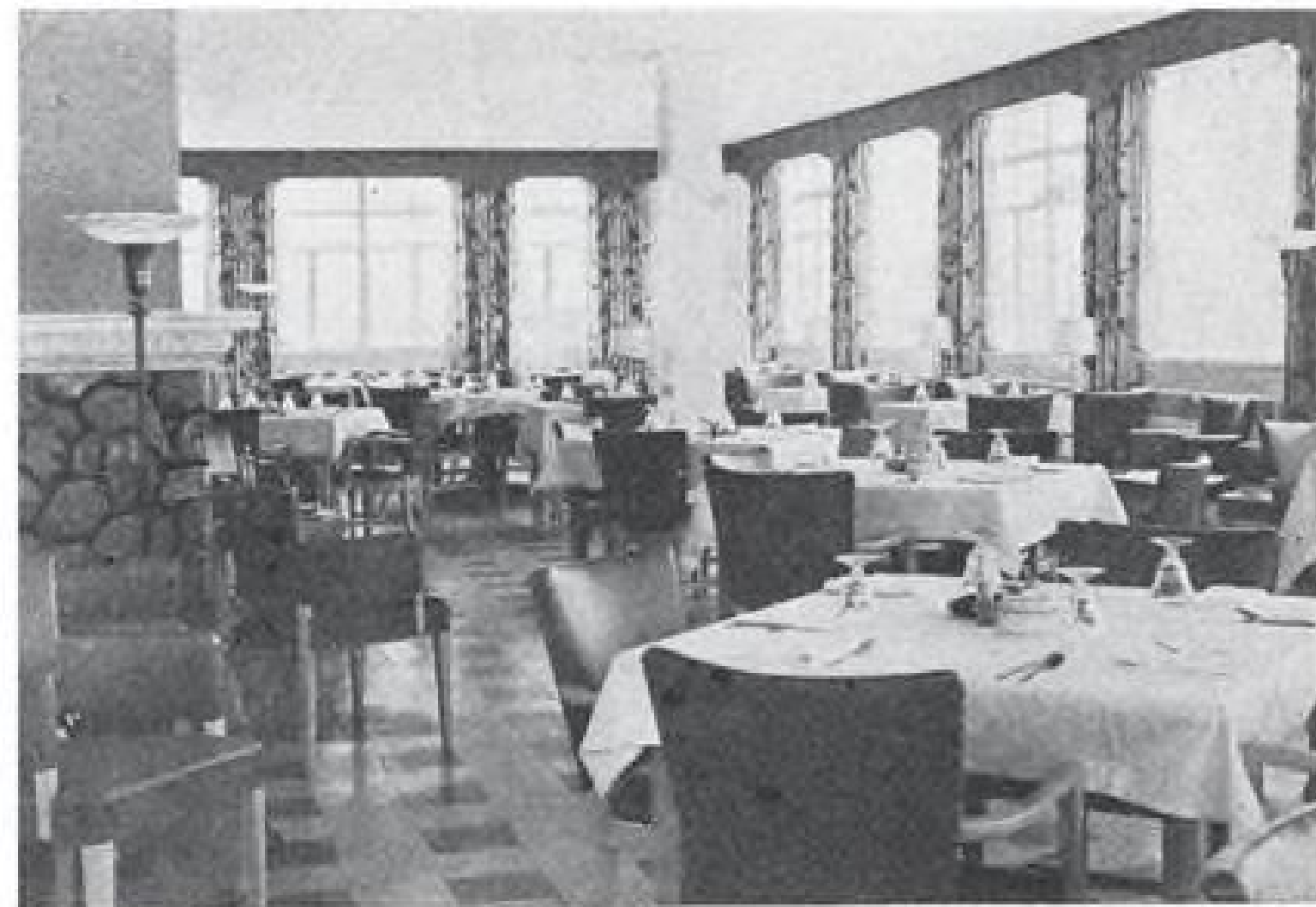
Marked progress is reported in recent months in research on the difficult problems of the transonic speed range (700-800 mph.).

The problem of instability of sweepback wings in lower speed ranges is a serious one. A possible solution, which is being considered, is a proposal for a wing with variable sweepback, which would have a conventional straight leading edge at low speeds for landing and takeoff, but would automatically assume a high degree of sweepback when the plane approached the speed of sound.



## HARRINGTON'S AIRPORT RESTAURANT:

"One of the finest airport restaurants in the nation" is the claim for the new \$125,000 "Sky Club" with 385 persons seating capacity which has been opened by James R. Harrington, at Mansfield (Ohio) Municipal Airport. A second-story glass-enclosed flight deck club and dining room (shown above) is reserved for flyers and aviation industry people, while a first-floor dining room is open to the public. A sandwich-snack bar, an



open air terrace restaurant, an all-electric kitchen, attractive men's lounge and women's powder room, and parking facilities for several hundred cars, are other features. The white colonial restaurant is managed by Lt. Col. Robert E. Durkee, former manager of LaGuardia Field restaurant, New York, and more recently commanding officer of Bowman Field, Louisville, Ky.



# CAB Approves New Wage Group For Expected Twin-Engine Disputes

Committee to represent 14 air lines with authority for pay negotiation on all types of equipment; Truman's three-man fact-finding board delayed on TWA case.

By BLAINE STUBBLEFIELD

Appointment of the three-man fact-finding board, to recommend terms of settlement in the dispute between pilots and TWA and between pilots and the airlines wage committee over four-engine flying pay was delayed after the White House order (AVIATION NEWS, May 13), so that the board lost an initial week of the 30 days allowed for a report. Probably it will ask for an extension of time beyond June 7. Meetings were scheduled to begin last week in New York.

Meanwhile the airlines won another round in the battle by getting CAB approval of a second wage negotiating committee to handle anticipated disputes on pilot pay for flying two-engined planes. The new committee represents the original 13 four-engine operators, and Mid-Continent, and has authority to negotiate pay rates on all types of equipment. It was expected that the second committee would supersede the first, retaining the same officials, and that a paid secretary would be employed within the next few days, to handle business which Chairman Ralph Damon and his committee staff do not have time for.

► **Leiserson on Board**—William M. Leiserson, best-known of the emergency board, was many years a member of the Railway Labor

Board, member of the National Labor Relations Board, is now Visiting Professor of Political Economy at Johns Hopkins University, and is recognized as an able industrial arbiter.

John A. Lapp, industrial relations consultant at Chicago, has served with War Production Board, Railway Labor Board, and National Mediation Board. The third appointee is Judge George E. Bushnell of the Michigan Supreme Court. Officials at the mediation board said the three members would choose one of their number as chairman.

David L. Behncke, ALPA president, appeared to have reversed himself when he wired President Truman protesting NMB's recommendation of the emergency board. Behncke had made known he wanted an emergency board, but he wanted it to settle his dispute with TWA alone. What he doesn't like is the President's assignment to the emergency board of the entire controversy between the airlines wage negotiating committee, which now has power of attorney from 14 companies covering both four- and two-engine planes.

► **Behncke Over-ruled** — Behncke still insists that he will deal only with individual airlines, currently with TWA only. NMB tried to

string along with him during months of negotiation, but over-ruled him with recognition of the wage committee in its recommendation that the emergency board cover the entire controversy.

ALPA contends that, since no disputes exist within the meaning of the Railway Labor Act on the other airlines, on which no strikes have been called or are presently contemplated, NMB's recommendation is improper and illegal except in so far as it applies to TWA, on which a strike was set to begin at midnight May 7.

► **Strike Now Indefinite**—A meeting in Chicago of the TWA Pilots' Master Executive Council considered the President's order and Behncke changed his "temporary" postponement of the strike to "indefinite." He wired the White House that ALPA's appearance before the emergency board would "necessarily have to be limited to the TWA dispute."

Informed observers said the emergency board's study and conclusions may throw some light on the question whether a union can be compelled to bargain with employers collectively, as in the case of the airlines wage committee. They added that the pilots can strike at any time, in violation of the Railway Labor Act, without penalty. The emergency board has no executive or punitive power.

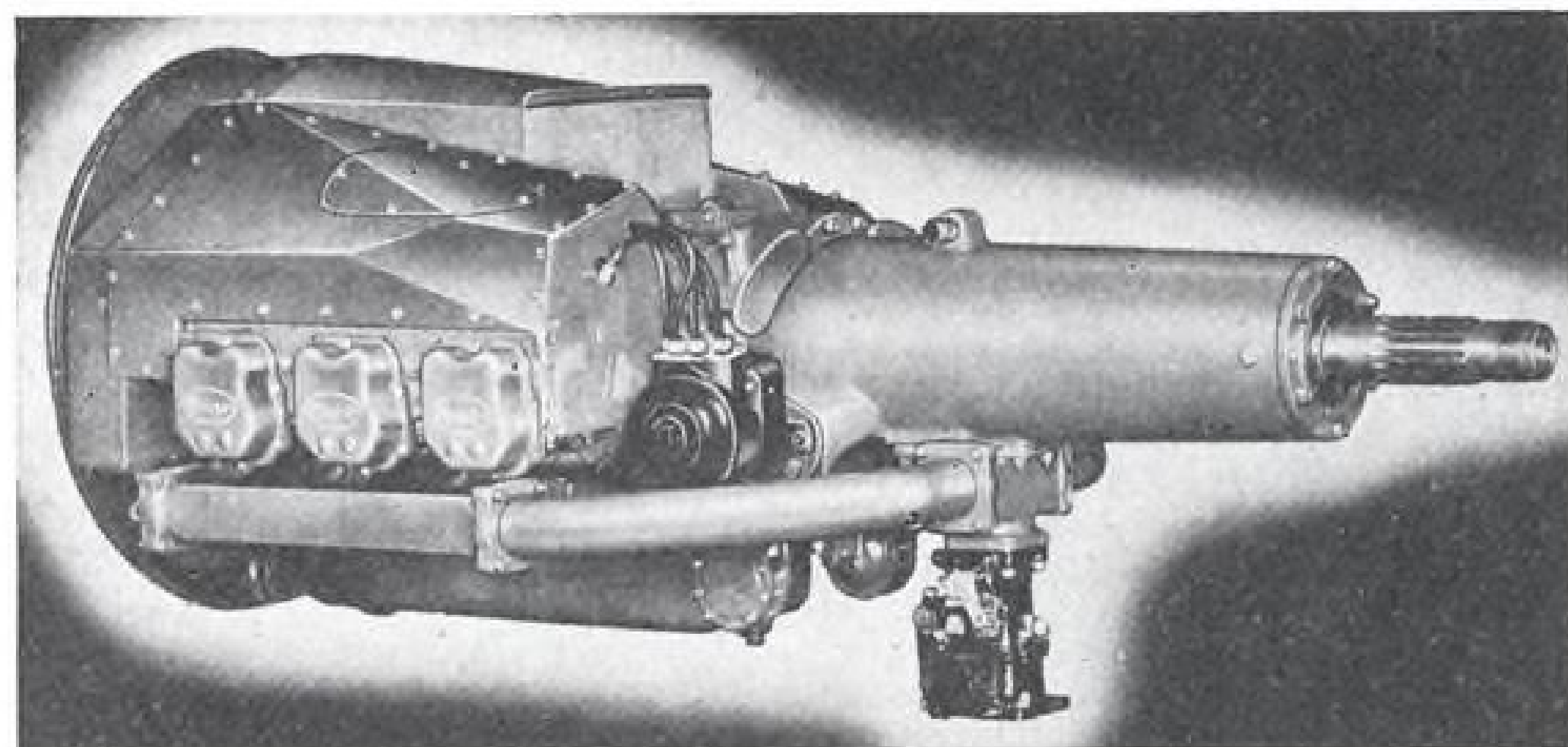
## New Franklin Engine To Power Republic Seabee

A new 215 hp. Franklin engine has been developed by Aircooled Motors, Inc., Syracuse, N. Y. Although designed to power the Republic Seabee, the engine is available for installation in other aircraft, the company's president C. F. B. Roth states.

Already certificated by CAA, the Franklin "500" was tailored to operate efficiently in a submerged pusher installation with cooling furnished by a direct-drive fan. It produces its rated 215 hp. at 2,500 rpm. on 80 octane fuel. Weight is approximately 485 lbs.

The fan is attached to the crankshaft and operates at crankshaft speed.

Another special feature of the engine is a propeller shaft extension which is supported by the propeller shaft housing and attached to the crankshaft. The extension furnishes a handy place for mounting engine accessories.



**Pusher Engine:** Developed especially for submerged, pusher installation in light planes, this new Franklin "500" engine produced by Aircooled Motors, Inc., will be used in the Republic Seabee. One of its features is a propeller shaft extension.



## FLYING WING FORERUNNER:

Years of experimentation and testing of actual designs went into building of the Northrop XB-35 flying wing bomber (AVIATION NEWS, May 6). One of the early models was the 60-ft., twin-engine N9M, three of which are shown here for the first time in formation flight over the Mojave Desert, near the AAF's testing station at Muroc, Calif.

## NAA Considers Plan To Strengthen Organization

The board of directors of the National Aeronautic Association has taken under advisement a plan to refine and strengthen the organizational structure at the national level, which probably will be presented to the annual convention in Omaha July 17-19.

Meeting in Washington recently, the board also studied the Mitchell bill calling for a national air policy, and heard a report on NAA's air safety campaign, submitted by Jerome C. Lederer, vice president for safety. Also presented to the board was the NAA economic study of airports.

## Davis Is New Assistant To C. M. Young at CAB

Frederick Davis (photo), formerly an attorney in the General Counsel's office at Civil Aeronautics Board, has become assistant to Clarence M. Young, newest member of the Board. Davis, who holds a private pilot's license,



was in the Army Air Corps two years before he joined the Office of General Counsel in November, 1944. His home is in Indianapolis, Ind. He attended Colorado College and was graduated from Indiana Law School. He has LL.B. and J.D. degrees, and is a member of the Indiana Bar.

## AVIATION CALENDAR

May 20-22—American Association of Airport Executives, Congress Hotel, Chicago.  
May 21—PICAO Assembly begins three-week meeting, Montreal.  
May 23-25—Aviation Writers Association annual meeting, Indianapolis, Indiana.  
May 24—Organization meeting of Kansas Farmers Flying Club, Hutchinson Municipal Airport.  
May 27-28—Aeronautical Training Society annual meeting, Mayflower Hotel, Washington, D. C.  
May 29—AIA Eastern Region Manufacturers Council, Biltmore Hotel, New York.  
June 1-2—National Air Carnival, Birmingham.  
June 2-7—SAE Summer (Semi-Annual) Meeting, French Lick, Ind.  
June 5-7—AIA Airworthiness Requirements Committee and CAA, Hotel Statler, Washington.  
June 8-9—Formal dedication of Eldon, Mo., Airport.  
June 13-14—Institute of the Aeronautical Sciences, National Light Aircraft Meeting, Detroit, Michigan.  
June 13-15—First post-war Annual New England Lightplane Tour.  
June 14-15—Third National Air Conference sponsored by National Aeronautical Association of Canada, King Edward Hotel, Toronto.  
June 14-15—Florida Aviation Trades Association, Jacksonville, Fla.  
June 22-30—Michigan Air Tour, starting at Lansing.  
June 25-26—ADMA officers, directors and committee chairmen, open meeting, Hotel Traymore, Atlantic City, N. J.  
July 17-19—NAA national convention, Omaha.  
July 18-19—IAS national annual summer meeting, Hotel Hollywood-Roosevelt, Los Angeles.  
July 18-21—World's Fair of Aviation, Omaha.  
July 26-27—NAA Joint Private Flying Conference, Milwaukee.  
July 29-30—NAA Joint Air Youth Training Conference, Milwaukee.  
Aug. 1-2—National Flying Farmers Association first annual convention and Oklahoma Flying Farmers conference, Oklahoma A & M College, Stillwater, Okla.  
Aug. 17-18—Port Columbus, Ohio, Air Show.  
Aug. 21-28—First world congress on air age education, International House, New York City.  
Aug. 22-24—SAE National West Coast Transportation & Maintenance Meeting, New Washington Hotel, Seattle, Wash.  
Aug. 30-Sept. 7—First post-war Canadian air show, sponsored by NAA of Canada, De-Havilland Airport, Toronto.  
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. 1946—International Aeronautic Exhibition, Paris, France.  
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.

# News Digest

## DOMESTIC

► **Charles A. Rheinstrom**, vice president for sales, and a director, of American Airlines, resigned last week for "reasons of health."  
► **Non-Stop Denver-L. A.** service will be started by Western about June 1.  
► **World Altitude Record** for land-planes in 1,000 kilograms class was set by a B-29 of 8th Air Force, with over 11 tons of bombs over Guam. Height attained: 39,360 ft. Former record was 23,759 ft., set in 1938.  
► **N. Y.-Berlin Passenger Service** was to be opened May 18 by American Airlines with 28-passenger DC-4. Fare to Berlin will be \$523.25 with tax. Time: 23 hrs. eastbound; 27½ hrs. westbound.

## FOREIGN

► **Daily Air France Service** now is offered Paris, Zurich, Geneva; twice weekly, Paris-Stockholm; thrice weekly, Paris-Brussels - Amsterdam; weekly, Paris-Copenhagen.  
► **Brig. Gen. A. C. Critchley**, recently resigned director general of BOAC, will head new British air transport company (Skyways, Ltd.) to operate world-wide charter services.

## FINANCIAL

► **Fairchild Engine & Airplane Corp.** 1945 net was \$688,034 (against \$1-173,123), or 34 cents and \$1.12 a share. Sales were \$41,831,481 and \$93,212,963. March 31 backlog was \$72,500,000 plus letters of intent of \$1,600,000.  
► **Air Associates, Inc.**, first quarter, loss of \$33,777, against loss of \$51,740 in last 1945 quarter.  
► **United Air Lines** first quarter loss was \$521,541, or 30 cents, against profit of \$1,179,046 last year, or 70 cents. A low of \$172,000 was sustained by Lamsa, Mexican subsidiary. Operating revenues rose 17 percent, expenses rose 60 percent.

## P-80 Mass Flight

A mass flight of 25 jet-propelled Lockheed P-80 *Shooting Star* fighters took off from March Field, Calif., last week on a mass roundtrip transcontinental flight, led by Col. Bruce K. Holloway, of Knoxville, Tenn. Accompanied by six twin-engine Fairchild C-82 *Packet* transports, to provide supplies and maintenance, the flight was scheduled to arrive at Washington National Airport yesterday after five days and four stops en route. The return flight was due to start May 23. Designated as "Project Comet" the mass fighter movement was expected to provide valuable data on maintenance and supply problems.



## PRIVATE FLYING

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### Tailor Lightplanes to Meet Market Needs, Experts Advise

Use of automobile gas and accessories to cut costs; swivel landing gears recommended; silenced props and better performance.

By ALEXANDER MCSURELY

Vigorous stimulant to progressive thinking among personal plane manufacturers was provided last week by three well-known aeronautical engineers. Speaking independently Grover Loening, John H. Geisse, and Peter Altman, analyzed today's personal plane and offered constructive suggestions for tailoring it to meet better the needs.

Most detailed of the three blueprints for a better personal plane was given by Altman, Detroit consulting engineer, speaking at a Detroit sectional meeting of the Institute of the Aeronautical Sciences.

He called for:

- Use of available aeronautical design data to clean-up personal plane fuselages and wings designs eliminating "built-in headwinds" and improving performance of low-power planes to 120 mph. cruising speed without increase of horsepower.
- Additional marginal performance for takeoff and climb.
- More comfort for plane occupants.
- Swivel and tricycle landing gear.

- More universal instrument and night flying equipment.
- Elimination of carburetor icing hazard, by fuel injection or other means.
- Operation of planes on premium auto gasoline.
- Use of automobile parts and accessories to cut costs.
- Cold weather starting equivalent to that of automobiles.
- Reduction of propeller noise, perhaps by using smaller diameter propellers and more of them.

Altman predicted that exhaust jet cooling would be practical in the near future, and would simplify pusher engine installations. He expects central locations for both pusher and tractor engines, using extension shafts will make possible better streamlining of personal planes soon. Among unconventional design combinations currently being considered are: two engines turning one propeller; and one engine turning two small propellers.

Loening, consultant for the National Advisory Committee for

### Plan Aviation Suburb

Kern County, Calif. Supervisors have approved plans for development of a \$10,000,000 exclusive aviation suburb, to be developed two and one half miles northeast of Bakersfield. The development will be laid out around a central landing strip. Each home built will be equipped with an airplane hangar and garage. The layout provides for exceptionally wide streets so that private planes may be taxied between the home hangars and the airstrip at the center of the village. The project has been financed by private interests, and is now under construction, Cecil Meadows, county airport manager disclosed recently.

Aeronautics, and chairman of the board of Roosevelt Field, Inc., New York suggested goals which closely paralleled the Altman ideas, in a talk before the New York State Aviation Council, at Westchester Country Club, N.Y. last week. The Loening pattern:

- Better marginal performance for takeoff and climb.
- Cruising speed of not less than 120 mph.
- Improved landing gear for crosswind landings.
- Radar devices for collision warning, with at least one mile range.
- Silencing propellers as well as engines.

Loening also paid "tribute" to New York Commissioner Robert Moses, for his failure to provide landing facilities for private aviation despite his expenditure of vast sums in the New York park system.

Geisse, personal flying consultant to the CAA, also speaking at the Westchester meeting declared that the flying public was primarily responsible for shortcomings of today's personal planes. He pointed out that some flyers had opposed development of easy-to-fly simplified control planes, because of the hazard of transferring from such planes to other more conventional ones.

He asserted that today's airplanes have "progressed backwards in the matter of acreage required for landing."

Today's airplane he said, cannot land and takeoff in the field where the Wright Brothers demonstrated the first military plane. The Bleriot plane which first crossed the English Channel had castoring wheels so it could be landed crosswind, while

most of our modern planes require all-direction landing facilities, with increased acreage. Folding wing airplanes of the early days, have been replaced in the country by fixed wing personal planes requiring three times as much hangar or parking space.

Geisse called for noise reduction in airplanes and suggested the development of airplanes which could land in a strip 150 by 300 ft. with 20 to 1 approaches, and which could be parked in 10 by 25 ft. A plane with such performance can be produced, at the sacrifice of some other characteristics, if the public asks for it, he declared. He warned that development of such characteristics can be retarded if the planes must use fields large enough for conventional current types. He called for a reversal of policy to encourage planes to use smaller fields, instead of selecting airport sites on the basis of later enlargement to commercial size.

### Lightplane Arrestor Aids in Emergencies

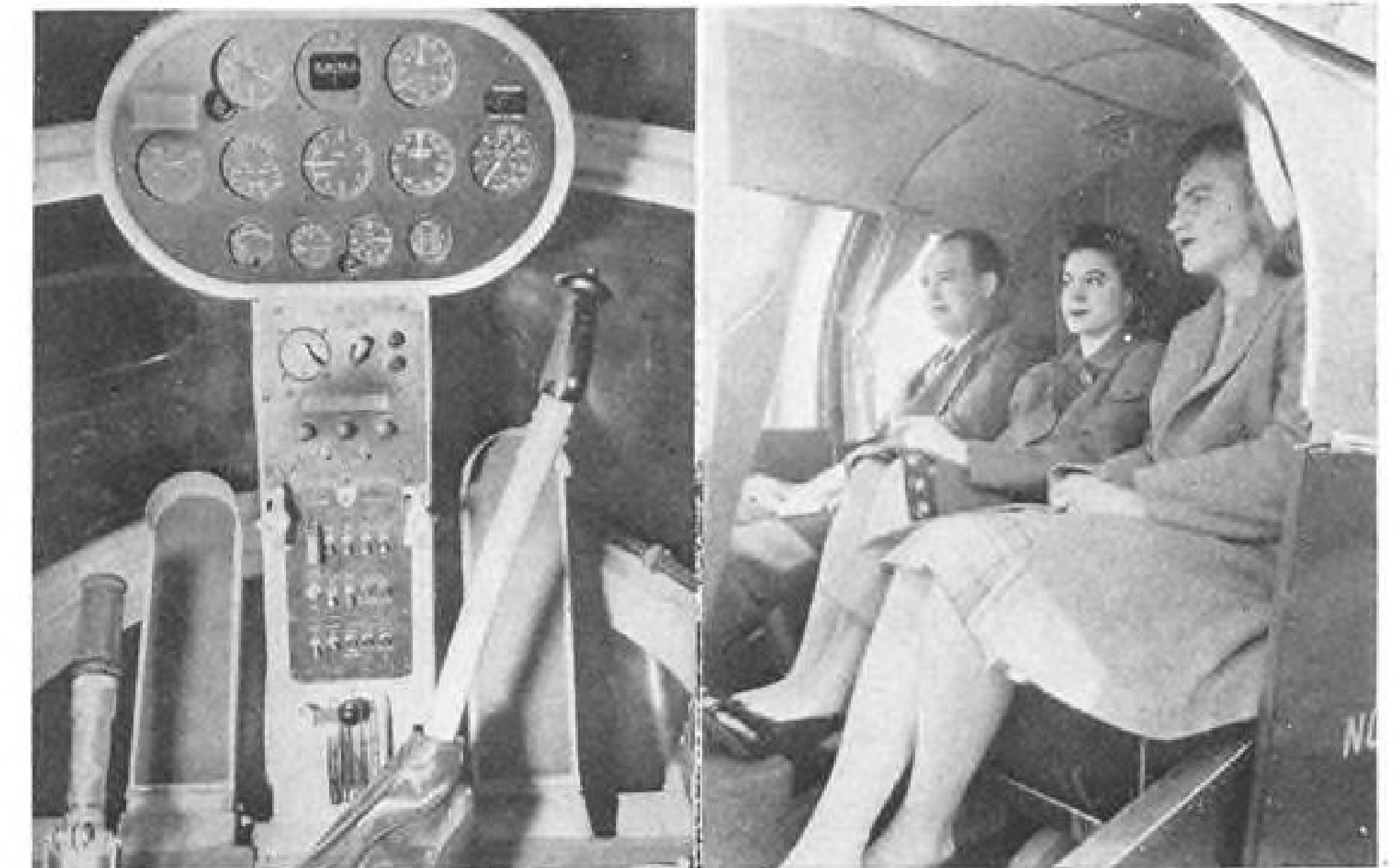
A new arresting device designed to enable small planes to make emergency landings in very small fields has been developed and successfully flight-tested by All-American Aviation engineers, the company announced last week.

The arrestor has been tested in numerous flights at duPont field, Wilmington, Del. using a Piper Cub plane. It causes the airplane to come to a complete stop within 150 to 200 ft. of touch-down, using a device weighing only a few pounds, which is attached permanently to the airplane and is operated by the pilot, from the cockpit.

The arrestor uses a bazooka-like tube, from which a sturdy spike is shot by a smokeless powder charge. The spike is fired by the pilot as he approaches for a landing. It buries itself in the ground, an-

### Field & Stream Dept.

Coyote hunters on the Western ranges are learning one of the first lessons of early fighter plane days—never shoot your propeller off. Reports from the coyote country cite cases of hunters with "buck fever" who inadvertently blast the blades, even when using buckshot, while the animals lope off unscathed.



### SIKORSKY HELICOPTER INTERIOR:

Two photos of the interior of the Sikorsky S-51 four-place helicopter show the compact instrument and control installation and the luxuriously upholstered cabin which comfortably accommodates three passengers on the back seat. The controls picture shows main pitch control lever with motor-cycle-type throttle at left; rudder pedals controlling the anti-torque tail rotor, and the conventional stick, which controls cyclic pitch in center. Instruments are mainly conventional aircraft instruments, except for the combination tachometer at right of panel which indicates engine and rotor rpm. Note NC on cabin door at right, part of the first commercial license issued to a helicopter.

### Denver Buzzing Ban Grounds First Pilot

In the first case of its kind in the Rocky Mountain area, Denver police arrested an ex-Navy fighter pilot recently after an erratic "show-off" flight over an eastern residential section of the Colorado capitol.

The pilot, Henry Earl Repp, 21, a Colorado University freshman engineering student, was charged with violating Article 1, Section 3, Paragraph E of the Municipal Code which deals with reckless and irregular flight over the city.

In addition to being met by two Denver patrolmen when he landed his rented Waco biplane, the pilot also found Senior Inspector O. C. LeBoutillier of the C.A.A. waiting to confiscate his commercial pilot's license.

The aerial stunt flying ordinance carries possible penalties of not less than \$10 fine and five days in jail, nor more than \$300 fine and 90 days in jail.

Police reported that Repp was attempting to make a passenger "airsick" by acrobatics, but failed to give a satisfactory explanation of his choosing a low altitude and a city area for the performance. He was released on \$200 bail.

### 3100 Examiners Predicted

The current group of 1800 CAA-designated flight examiners for private pilots will be increased to approximately 3100 by the end of this year to insure additional service for pilot applicants, T. P. Wright, Civil Aeronautics Administrator, disclosed last week.



### CLUB MEMBERS BUILD HANGAR:

Five months of hard labor by members of the Reading (Pa.) Aero Club at Berks Airport, Inc., Reading, produced this cinderblock-and-wood construction hangar. Members beat the lumber shortage by cutting their own wood from a woodlot behind the hangar and sawing it into useful sizes with a second-hand sawmill which they also purchased. Besides housing 20 planes, six of which are pictured, the hangar includes space for a maintenance and paint shop, pilots' club and offices. There are five other hangars on the field and 20 individual hangars are to be added soon.



## British Firm Working On Two-Control Plane

Chrislea Aircraft claims its *Ace* will be lowest priced four-seater in the world at \$2,600.

A four-place high-wing monoplane with tricycle fixed landing gear, the *Chrislea Ace*, has been designed by the Chrislea Aircraft Co., Ltd., Heston Airport, Hounslow, Middlesex, England. It is being advertised in British magazines as "the lowest priced four-seater aircraft in the world" and the manufacturer has quoted a price to AVIATION NEWS of approximately \$2,600.

Performance of the plane is still an unknown quantity, since the prototype has not yet made its first flight, which is due in several weeks. The plane is powered by a 100-hp. four-cylinder Monaco engine, which is also a new article.

► **Simplified Control**—Another innovation is the Chrislea-patented simplified control system which eliminates rudder pedals. Somewhat like the *Ercoupe* and *Skyfarer* systems in this country, it involves however, a three-way movement of the wheel-control column unit.

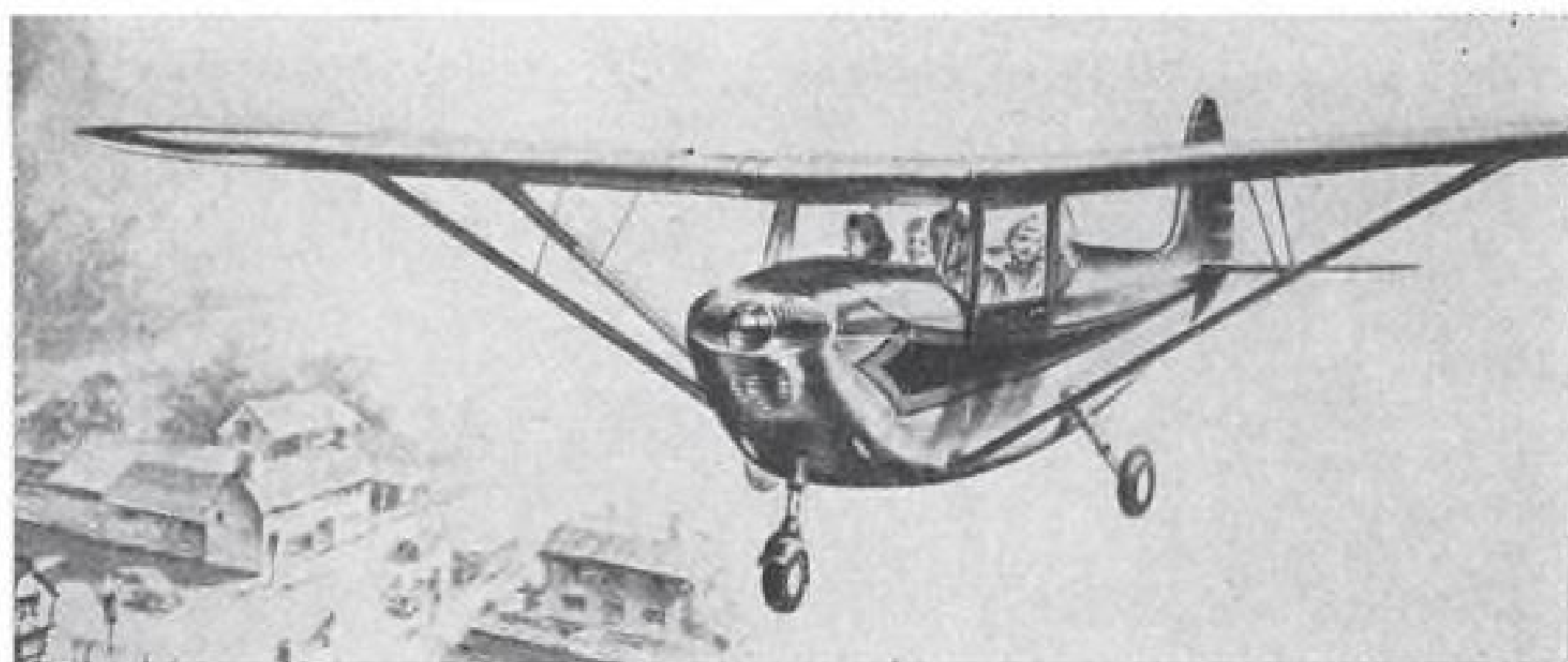
Turning the wheel operates ailerons; movement of control column to left or right operates the rudder, and vertical movement of the control column actuates the elevators. The company has not indicated whether this control system has yet been flown.

Estimated performance figures include 110 mph. cruising speed and 122 mph. top speed with full load. A cruising range of 390 miles is quoted.

► **Parasol Frame**—the high wing, of 36 ft. span, is attached to the cabin with double strut braces, at the sides, and with a "parasol" frame-



**Visibility:** American designers of high-wing planes may take a lesson from the design of the *Chrislea Ace*, four-place 100-hp. plane soon to be flying. The *Ace* has side and rear visibility equaled by few if any other high-wing designs, while a short nose and tricycle gear gives it good forward visibility as well.



**British Simplified Control:** Designed for possible competition with American lightplanes in world export markets is the British *Chrislea Ace*, a four-passenger, simplified-control plane. This sketch indicates the strut-braced high wing, fixed tricycle landing gear and wide door. The prototype of the 100-hp. plane is scheduled to be flight-tested within a few weeks at Heston Airport, Hounslow, Middlesex. The price has provisionally been set at 650 pounds (about \$2,618).

work at the top of the cabin. Around this framework a transparent plastic canopy is shaped for all the upper section of the cabin, so that the pilot has uninterrupted 360-degree

### Chrislea Ace 'Specs'

Specifications for the *Chrislea Ace*, whose prototype is now in construction, are estimated as follows:

Wingspan .....	36 ft.
Length .....	20 ft. 2 in.
Fuselage width over-	
all .....	3 ft. 11 in.
Height .....	7 ft. 3 in.
Weight empty .....	850 lbs.
Gross weight .....	1,650 lbs.
Max. wing loading 10.7 lbs./sq. ft.	
Cruise (full load) ....	110 mph.
Top speed (full load) ..	122 mph.
Range .....	390 mi.
Wheel tread .....	5 ft. 8 in.
Fuel capacity .....	17 gal.

visibility on the horizontal plane. The short nose and tricycle gear should give good forward visibility in taxiing.

Pilot and passengers step into the plane door from the ground, only 23 inches below. Maximum inside width of the cabin is 42 inches. Interior upholstery is offered in a variety of colors. The cabin is equipped for ventilation and airconditioning may be installed at low cost, the manufacturer reports. Luggage is stowed behind the rear seat, in a compartment equipped with tie-down straps.

► **Equipment**—Standard instruments are listed as: compass, airspeed indicator, tachometer, altimeter, oil and engine gauges, fuel gauge and ammeter. The front passenger seat may be removed, when the plane is used to carry light cargo. Other

fittings include a hand lever between the front seats for operation of wheel brakes, and an optional electric starter.

American manufacturers will be interested to learn that *Chrislea* is aiming at an export market, and that the company reports "several hundred" foreign orders are already on hand, and that agents have been appointed in many countries.

The company was formed in 1936 and built a 62 hp. two-place low-wing monoplane, the *Airguard*, in 1938. R. C. Christoforides designed both the *Airguard*, which was never produced in quantity because of the war, and the four-place *Ace*.

## Auto Equipment Ordered for Seabee

Standard automobile electrical equipment, has been ordered for use on the Republic *Seabee* four-place amphibian, and will be supplied by the Electric Auto-Lite Company it was announced last week. Included in the equipment to be supplied are starting motors, generators, distributors, regulators, batteries, spark plugs, interior and ignition wiring harnesses, tachometer shafts, engine instruments, electric fuel gauges and instrument panels.

The selection of automobile equipment for the *Seabee*, Alfred Marchev, president of Republic Aviation Corp. explains, is a part of the company's program "to reduce costs of personal airplanes and at the same time increase their usefulness and lasting serviceability."

"The automotive industry, fortunately, has never learned the

terrific disadvantage the aircraft industry has been working under by assuming that anything of an aircraft nature has an automatic license to permit higher manufacturing costs. Actually much automotive equipment is perfectly suitable for aircraft use and in many cases it has the advantage of the automotive industry's accumulated know-how and is backed by many years of use and experience," Marchev said.

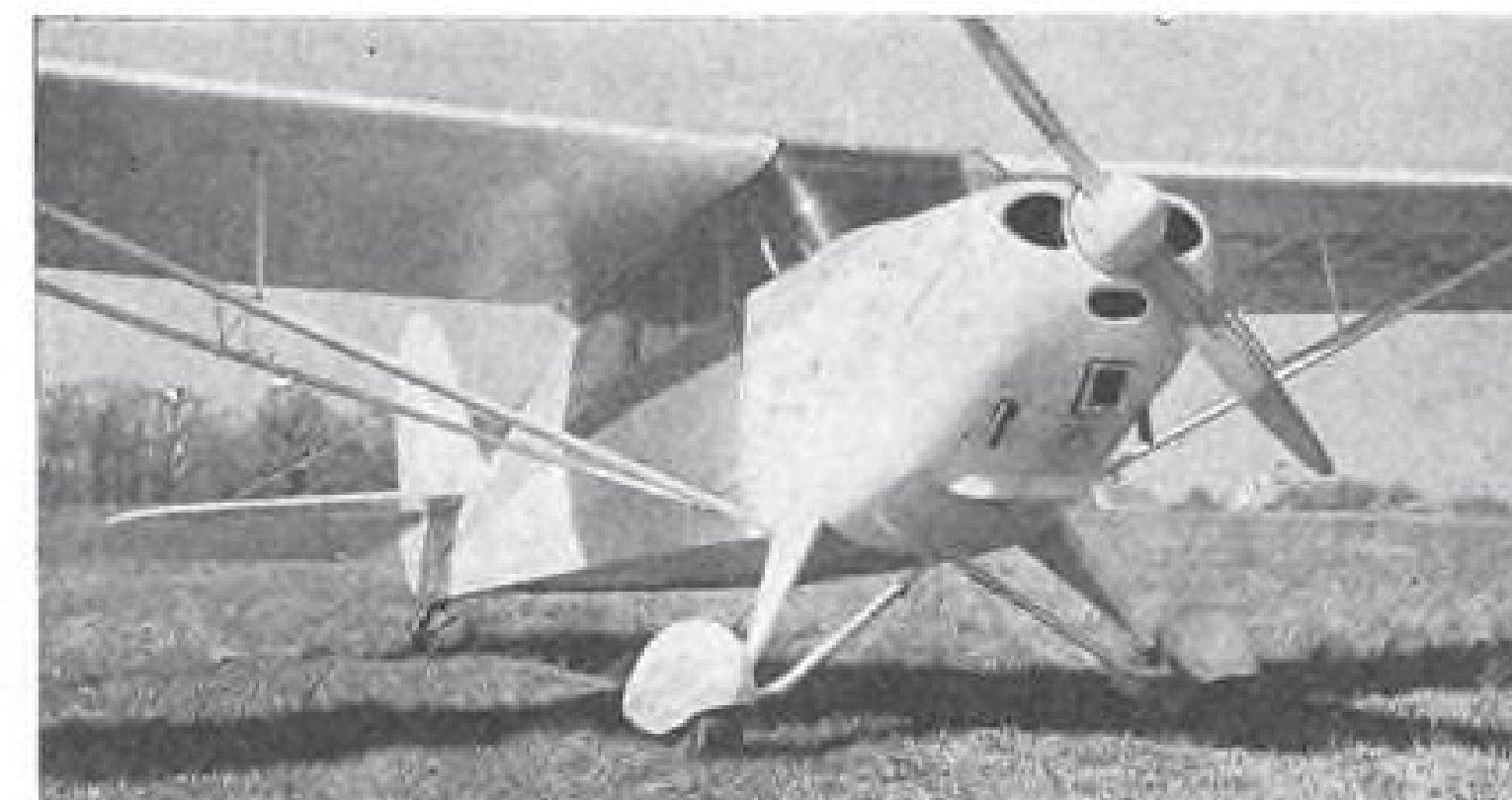
Electrical equipment to be supplied for the *Seabee*, the Auto-Lite company pointed out is essentially the same as that which the company manufactures for many American passenger cars and trucks, although the company did produce special aircraft electrical equipment during the war.

Marchev has been a vigorous campaigner for the theory of planning personal airplanes for low production costs by utilizing automotive parts and components wherever possible, and by reducing the number of components through redesign of major assemblies.

## 10,000 Lightplanes Aeronca's 1946 Goal

Aeronca Aircraft Corp., Middletown, Ohio, last week disclosed its production goal for 1946 is 10,000 personal planes. The announcement followed the beginning of mass production of the company's No. 2 postwar plane, the *Aeronca Chief*, side-by-side two-place deluxe model, similar in construction to the *Aeronca Champion*, tandem trainer.

The *Chief*, in production at Dayton municipal airport, Vandalia, Ohio, is priced at \$2,485. Standard equipment includes, McDowell mechanical starter, impulse magnetor, brakes, parking brake, steerable tailwheel, spinner, provision



**Aeronca "Chief" in Flight and on Ground:** Two photos of the new Aeronca 65-hp. two-place *Chief*, show the plane's trim streamlining, one-piece windshield and



**"Chief" Starter:** Use of the McDowell mechanical starter, supplied as standard equipment on the new 65-hp. Aeronca two-place *Chief* now in production at Vandalia, Ohio, is shown in this picture. The young lady pulls the lever at lower left, to spin the propeller. The *Chief* is a more deluxe side-by-side version of the first Aeronca postwar model, the tandem *Champion*.

for radio installation, compass, two fuel tanks, wiring for navigation lights, ash trays, strut fairings, adjustable seats, dual wheel controls and one-piece full view windshield.

With present plant facilities at Middletown and Vandalia, the company expects to reach a daily production of 53 ships. By the end of 1946 the third postwar Aeronca, the simplified-control, tricycle landing gear, low-wing two-place *Chum* is due to be in quantity production, while the fourth Aeronca, the four-place *Eagle* family plane, will go into production in 1947.

Performance figures quoted for

the *Chief* include: 100 mph. top speed; 90 mph. cruising speed; 38 mph. landing speed; 420 miles range; 525 lb. useful load; 500 ft./min. rate of climb.

The plane has 36 ft. wingspan, 20 ft. 10 in. length, and is powered with a 65 hp. dual ignition Continental motor.

## Hand-Carved Propeller Made from Mahogany

A full-sized, hand-carved mahogany propeller, recently sent to W. T. Piper, president of Piper Aircraft Corp., Lockhaven, Pa., has a story that makes it a unique souvenir.

The story starts with a flight tour in a Piper *Cruiser* through Central America. The flyers were Wayne Thomis, Chicago Tribune aviation writer, and Archibald M. Denny. Both were fresh out of the navy and eager for a hunting and fishing expedition before returning to a metropolitan civilian existence.

All went well until the plane landed in Honduras one day, and the propeller was broken. They were 200 miles from the nearest air express communication and a propeller was weeks away.

At a nearby rubber plantation however, they found an old Mexican wood carver, who at one time had worked for TACA Airways. He took a piece of seasoned mahogany and using a drawknife as his only tool, fashioned a new propeller in two days' time.

With misgiving the flyers test-hopped the new blade, and found it turned too slowly. The carver cut away a small area at the tips, and the performance was improved. They continued the trip with the hand-carved propeller. It had logged 40 hours of flight at the end of their air tour, they reported.



general design features. Price tag of \$2,485 has been placed on the *Chief* which includes a mechanical starter and other "extras" as standard equipment.







## One Woman Airline

Terry Air Transport, the one-woman-airline headed by Florence Terry, was to begin non-scheduled service May 23, between New York and Barre-Montpelier, three months after TAT started flying charters in all directions with its single luxury *Lodestar* acquired from Continental Air Lines.

The route from LaGuardia to Pittsfield, Rutland, Barre-Montpelier will include flag stops at such smaller communities as Bennington, Manchester, Glens Falls, Hanover and Berlin. Quebec may be added as it is planned to file application with CAB.

► **One Woman Line**—Florence Terry, whose husband was killed in line of duty while flying as a test pilot for the Marine Corps, established TAT after securing financing from prominent men who knew her late husband or his family, most of them members of the Downtown Athletic Club in New York.

Now, Mrs. Terry, also interested in China Relief, has reorganized and refinanced TAT, leaving herself as vice-president in charge of promotion and advertising. Reorganized company is headed by W. F. Post, president. N. L. Bliss, former 8th Air Force officer, is treasurer and general manager, and the Bliss family have a financial interest. Karl Van Meter is secretary.

► **New Ideas**—From the start TAT has been an air carrier with ideas. Last winter 25 round trips were

flown between LG and Palm Beach, Fla. Subsequently, Eddie Condon's orchestra was flown on charter to a number of cities; a flight was made with charter passengers to the Kentucky Derby; coast-to-coast charters were recently flown with stops at Reno en route. Mrs. Terry, who has been a newspaper syndicate writer and handled publicity and public relations in large fund-raising campaigns for charity, has introduced many new ideas into air travel. Former airline standard of luxury has been maintained in the line's one *Lodestar*. The interior is being redecorated to include pictures in the cabin. Meals are served. Mrs. Terry introduced *Terry-Grams*, printed to look like telegraph blanks and filled in by the stewardess who is provided with a portable typewriter. These *grams* are furnished to each passenger and include the usual information on airspeed, altitude and weather. Passengers are invited to write an estimate at the bottom as to the time of arrival at destination. Winner with the closest guess is awarded a bottle of imported champagne—at the end of the trip. This feature will be continued on the New England run.

► **Maintenance**—Maintenance is being done at Newark Airport. With the reorganized company and more finance, TAT looks forward to obtaining two more transports—probably DC-3's.

## 3 Carriers Serve N. Y.-Atlantic City

Atlantic City as a summer resort is beginning to replace Miami in winter as a passenger service run for non-scheduled and intrastate carriers.

Latest charter operator to fly from the New York area is American Air Export & Import Co., large Florida fixed-base operator at Miami Springs and owner of five DC-3's. Two of these are flying daily between LaGuardia Field, New York, and Atlantic City on three unscheduled round trips with four each on Saturday and Sunday.

► **Puerto Rico Runs**—Three transports are being used between New York and Puerto Rico with occasional trips to Chicago and other points within the U. S. President is Charles A. Carroll; vice president is Howard J. Korth; vice president and business manager is Thomas J. Carroll; Glenn H. McNew is superintendent of maintenance.

This operator has handled numerous conversions of surplus C-47's for other non-scheduled carriers at its Miami Springs base. On the New York-Atlantic City run, it has set up maintenance facilities at Bader Field, Atlantic City.

► **Other Services**—American Air Export & Import adds its non-scheduled flights to Atlantic City to the scheduled intrastate flights from Newark by Atlantic Central Airlines (formerly Otto Airlines which pioneered this route) and Rainbow Airliners, a contract carrier, which recently set up operations from Newark and obtained approval to fly intrastate from the New Jersey State Aviation Commission.

Atlantic Central has two *Lodestars* in this service with three round trips daily and four on Fridays and Sundays. It is planning to add Camden, N. J., as a stop to accommodate Philadelphia and Trenton passengers. Rainbow is using two of its five DC-3's in its Atlantic City service.

► **Fares**—All three carriers on the Atlantic City run are quoting about the same fares, with American Air Export & Import lowest, based on distance. This line, out of LaGuardia Field, charges \$8 one way or \$15 round trip, plus 15 percent tax. Atlantic Central has the same rates from Newark. Rainbow is 10 cents less, or \$7.90 one way, \$14.50 round trip.



**Complete Air Carrier.** They don't come much smaller or more luxurious than TAT. Most of the miniature non-scheduled airline company lined up for this picture. From left, N. L. Bliss, general manager; Capt. Al Cross, former Navy lieut. comdr., who is also chief pilot; Florence Terry, now a vice president of promotion and publicity; W. G. Post, new president; and First Officer Al De Pamphilis.

## PRODUCTION

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## Engineers Back AAF Proposals For Supersonic Research Center

AIA polls executives for reaction to multi-million dollar plan; huge new wind tunnel and unprecedentedly large power source necessary for supersonic airflow.

By SCHOLER BANGS

Tentative Army Air Forces plans for a multi-million dollar research center are being strongly backed by West Coast aircraft engineers, while an effort is being made by the Aircraft Industries Association to obtain the reactions of the company presidents before the start of the Mitchell bill hearings. These are scheduled to begin today, after being postponed from May 8.

The AAF project (AVIATION News, April 29) would entail expenditures of as much as \$1,000,000,000 for research into supersonic aircraft and guided missiles. AIA's interest lies chiefly in seeking to determine exactly what is needed, the cost, and the division of authority and operations among the services, the National Advisory Committee for Aeronautics and the industry. The latter point is the basis of a joint agreement on national research policy between the Army, Navy, CAA, NACA and the industry (AVIATION News, April 1). Recommendations will be considered at an AIA meeting in New York May 29.

► **Wind Tunnel Needed**—Meanwhile West Coast talk is in terms of an eventual expenditure of as much as \$2,000,000,000. Chief engineers anticipate that a large portion of such a fund would be consumed in the building of a 10,000,000 hp. wind tunnel capable of meeting or exceeding the performance of Germany's wartime wind tunnel at Lake Constance which produced an airflow of approximately Mach 7—exceeding 5,000 mph.

No electric power source for such a tunnel exists and the engineers believe the only recourse is to follow Germany's technique, by which water from a high altitude lake was piped through a drop of several thousand feet to give a high pressure head to Pelton wheels driving axial flow impellers within the tunnel. Preliminary consideration has been

given to the use of Lake Tahoe or Crater Lake, both in the West.

► **Power for Airflow**—One aircraft engineer, qualifying the cost of ultra high-speed research, pointed out that the layman and average Congressman have no conception of the tremendous power necessary to produce airflow or flight beyond the speed of sound, and cited for illustration the estimated horsepower of the Nazi V-2 rocket in full flight.

"The V-2, producing 56,000 lbs. static thrust, is able to carry the missile to a speed of Mach 10—7,500 mph.—at altitude, and at top speed is producing approximately 560,000 hp."

► **Unanimous on Urgency**—He said that associate chief engineers are practically unanimous in their estimation of the urgency of high-speed research, and the funds needed for its initiation. He added, "\$2,000,000,000 sounds like, and is, a lot of money. It will not, however, be lost

money. While it is being spent it will be producing jobs throughout a large number of industries involved in developing the wind tunnel and other research equipment."

What such a program will do will be to produce positive knowledge of aerodynamics in a realm now wholly devoid of proved formulae and will be a step toward full utilization of nuclear energy when it becomes available as controlled power.

## Heated Rubber Linings for Jet Cows Developed

Electrically-heated rubber for intake cowls of jet-propelled or jet-assisted airplanes now is being supplied by the B. F. Goodrich Co. This use of hot rubber, paradoxically, involves rubber facings which aid the cooling system by keeping ice away.

James S. Pedler, manager of the company's aeronautical division, explained that the jet cowls direct the flow of air from the plane's leading edge over the starter, generator and other engine accessories to keep them cool. Accumulations of ice in a cowl can stop this cooling air flow as effectively as a woolen blanket.

► **Installed Inside Cowls**—To meet this problem Goodrich, which developed the pulsating inflating type of rubber de-icer for airplane wing edges, produced the electrically heated rubber linings for the insides of jet cowls. They not only prevent ice formation but also serve as effective anti-abrasion shoes.



## NAVY SURPLUS:

Surplus airplane engines packed and stacked for disposal are part of reconversion materials, turned over to federal disposal agencies by the Navy, amounting to \$248,880,000 for the period Sept. 22, 1945 to April 6, 1946.



## Improvements Urged In 'Copter Controls

Engineering improvement of helicopter cockpit and controls is urged in a recent paper by Lt. Comdr. James L. Baker, U. S. Public Health Service, read at a meeting of the American Helicopter Society in Philadelphia.

Physical and mental reaction of the pilot and his limitations must be considered in design just as much as the mechanical parts of the helicopter, he emphasizes. In an emergency, the pilot may not follow through on a complicated control system, where controls are not within easy reach, easily operated and with actions clearly visualized.

Commander Baker warns designers that as the helicopter approaches the stage of mass use, it will be piloted by individuals with a more critical eye on adverse features of cockpit design. Any factors which produce fatigue, contribute to the pilot's sluggish or incorrect manipulation of the controls.

► **Design Changes**—He specifically recommends design changes to meet these requirements:

► Sufficient width and length of the cockpit to allow for free movement of arms, shoulders and legs;

► Adjustable seat and adjustable rudder pedals, with pedals designed to be actuated by movement of the leg, rather than extension of the ankle;

► Continued maintenance of a high degree of visibility, with special visibility sectors for specific uses, and with visibility not obscured by

placement of instruments and controls.

Recommendations on controls include:

► Changing cyclic pitch control from its present position to a forward control column, not restricted by pilot's legs or knees, and use of a wheel control with a central grip for effective one-hand control;

► Use of a smaller, shorter lever for collective pitch control, that may be easily actuated through the entire pitch range;

► Elimination of a single centrally located main pitch control and throttle, in favor of full dual controls, for side-by-side dual control ships, because of the difficult change for the pilot when he flies from the other side of the aircraft;

► Use of the constant speed governor appears as the "only solution" to the generally unsatisfactory control system necessitating synchronization of throttle and pitch.

Other suggestions call for easily adjusted trim for the stick; constant stick force gradient, perhaps artificial, which would give the pilot a natural "feel" as to the degree of control movement needed; grouping the air speed indicator, the manifold pressure gauge and the combination rotor and engine tachometer together.

### Lear Signs 20 Distributors

Establishment of a nationwide distributing and service organization for its aircraft radios and equipment has been announced by Lear, Inc., of Grand Rapids, Mich. To date, more than 20 distributors have been signed in 14 states and two provinces of Canada.



### P-80 PHOTO SHIP:

A new version of Lockheed's jet-propelled Shooting Star has been rigged up as a photo-reconnaissance aircraft. Labeled the XFP-80A, it carries in the nose a Fairchild K-17 mapping camera with a six-inch lens and a Fairchild K-22 with 24-inch lens. In the foreground is a second K-22 for installation. The plane's nose also holds the Fairchild automatic radio direction finder set.

### United Report Forecasts Relatively High Production

The annual report of United Aircraft Corp. points out that while the future scope of operations remains obscure the company anticipates a relatively high production rate for the immediate future in comparison with the pre-war period.

Net profits for 1945 declined, reflecting heavy cancellations of war contracts after VJ-Day. Sales for 1945 were \$484,310,503.30 as compared with \$743,527,683.74 for 1944. Net profits for 1945 were \$12,855,280.21 as compared to \$15,562,335.88 for 1944. Net profits for 1945 were equivalent to \$4.35 per share on the common stock outstanding after preferred dividends as compared to \$5.37 in 1944.

► **Backlog Declined**—Unfilled orders as of Dec. 31 also declined to approximately \$110,000,000, the lowest figure since 1938. During the year 1946 to date additional orders in substantial amounts have been received by United.

United is one of the first aircraft firms in the country to report that all claims relating to contract terminations since VJ-Day have been satisfactorily settled. It also reports that price renegotiations for 1945 have been conducted with the Navy Price Adjustment Board and that while formal clearance has not yet

been received it has been advised that a determination will be made by the Board that no excessive profits were received by the corporation during the year.

### Irving Reconversion Item Is New "Chairchute" Type

Principal business of the Buffalo plant of Irving Air Chute Co. is now the production of "chairchutes," a type of parachute fitted into the upholstery of private planes, a company spokesman reports.

He said sizable orders for military parachutes from South American countries are expected shortly and that receipt of these orders would raise operations in Buffalo to capacity "within six months."

With 1945 net sales less than half of the 1944 total, Irving Air Chute reported that consolidated net income for the year ending Dec. 31 dropped to \$26,438 from \$155,931 in the previous year.

"The problems arising from termination of demand by the armed forces of several governments for parachutes and related equipment are particularly severe since the company has been devoted exclusively to the manufacture of this type of product," it was stated in the firm's report.

Net sales during 1945 were \$3,136,691 compared with \$8,436,843 in 1944.

### C-W Stockholder's Meeting Delayed By Terminations

G. W. Vaughan, president of Curtiss-Wright Corp., has announced that despite substantial progress in concluding war contract termination settlements, the volume and number of contracts are such that a date cannot be set yet for the annual meeting of Curtiss-Wright stockholders.

One of the major factors involved in the company's contract termination settlements has been the problems in connection with its consolidation of 17 wartime plants into the three which will handle its peacetime output of engines, propellers and airframes.

► **May Show Loss**—The company, including its subsidiaries, has a backlog of approximately \$86,000,000 and is well along in its conversion but the reduction in activities following VJ-Day and the expenses in connection with the company's plant consolidation are such that a loss for first quarter's operation is indicated.



## STRAIGHT AS A HELICOPTER FLIES!

● If you live near a large city, how long does it take you to reach the airport through traffic from mid-town? Or if your home is in a smaller town, how much time do you lose in getting to a point on one of the air lines? Fortunately, helicopter feeder-taxi service is being developed as the solution to these difficulties.

A notable flight is recorded in the picture above—the first direct helicopter trip from Philadelphia's Southwest Airport to a roof in the center of that city. Mail was picked up and delivered to a waiting Europe-bound air liner. The distance this helicopter flew is 4 miles. The flight took 4 minutes. By city streets the trip is 8 miles—and takes 25 minutes! Yet Philadelphia is fortunate in having its airport much nearer mid-town than most cities.

A helicopter takes off and descends vertically. Its landing area need be no larger than a tennis court. Its cruising speed, straight across country, is about 90 miles an hour.

Kellett is the oldest manufacturer whose aircraft design-production program is exclusively in the helicopter field. We now plan to offer air travelers large, dependable, 10 passenger helicopters. They will save you time and money in getting to air line points from which you may wing around the world—or to the state capital—on the regular air transport lines, which give you speed and service with safety.

Kellett is a Contract Manufacturer, too, making such products as deep freeze units, metal tanks and assemblies, electrical units and agricultural machinery and aircraft parts.

KELLETT AIRCRAFT CORPORATION, NORTH WALES, PA.

# KELLETT

## HELICOPTERS



### "DRIVEAWAY, WICHITA":

Newest wrinkle in delivery of lightplanes is that employed by Cessna Aircraft Co. Six two-place Cessna 140's can be loaded into the truck shown, thereby cutting shipping charges. This method of delivery supplements the company's flyaway schedules. Other personal plane manufacturers have been using railroad boxcars to ship disassembled aircraft.



## German Engines Used Liquid for Ignition

Spark plug substitute saved fuel and enhanced knock-free performance, captured documents reveal.

Substitution of liquid ignition for the familiar spark plug in aircraft engines enabled the Germans to achieve fuel savings of as high as 5 percent, enhanced knock-free performance and a 600 percent increase in spark energy release, according to captured German technical documents released by the Department of Commerce.

The system makes use of a liquid which is sprayed into the cylinder and is ignited spontaneously by compression heat. Developed by I.G. Farben Industrie A.G., it was perfected in collaboration with Bayerische Motoren Werke, aircraft engine manufacturers.

▶ **Lead No Limitation**—The liquid—

diethyl-diglycol-ether—attains fast and complete combustion entirely independent of the richest or leanest mixtures used in the cylinder. It is also unaffected by the lead content of the fuel which, with conventional ignition systems, must be carefully limited in order to avoid fouling the plugs.

Use of the liquid ignition system might eliminate the weight, power drain, radio interference and high altitude difficulties of the electrical ignition system and save as high as 50 gallons of fuel per hour on modern transport planes.

## Britons to Build Four Brabazon Transports

Britain is determined to go ahead with construction of the giant *Brabazon I* transport, according to the Society of British Aircraft Constructors. If completed, the aircraft will be powered by eight engines,

seat 180 passengers, or sleep 80.

The British Government has authorized the Bristol Aeroplane Co. to build four *Brabazon I*'s, the first to use conventional engines, the others to employ gas turbine units. The first of the series is now expected to fly about April of 1947.

Meanwhile, in preparation for the plane which will weigh 110 tons and have a span of 230 feet, the "world's largest hangar" is being built near Bristol. In the form of a shallow letter T, it will be 410 feet long, 1,500 feet wide and 119 feet high. The runway at the plant will also have to be extended to nearly two miles for the plane's takeoff. The hangar and runway are estimated to cost close to \$15,000,000.

## Convair Paid \$83,000,000 In B-32 Contract Settlement

Settlement of the terminated AAF contract for B-32 bombers has been made with Consolidated Vultee Aircraft Corp. whereby the company was paid \$83,000,000 for cancelled orders in excess of \$645,000,000.

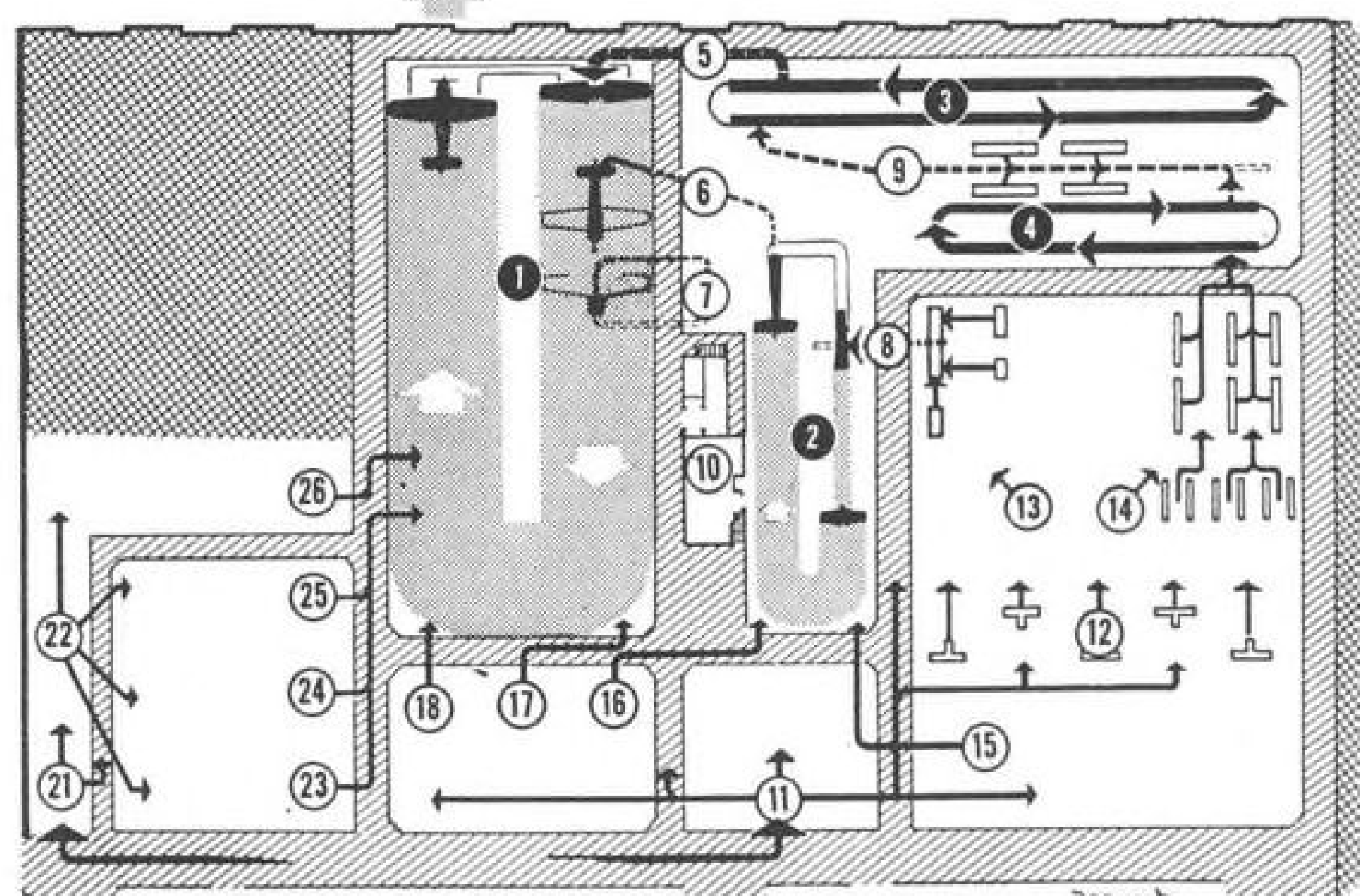
At the time of cancellation—shortly after VE-Day—the AAF had accepted 1114 B-32's of a total of 1,213 scheduled, for which it paid \$75,000,000. In the termination proceedings, the company was allowed a profit of \$12,000,000.

Of the 114 aircraft delivered, 50 were sent to training schools, 50 were formed into potential combat wings and the remaining 14 went to the Pacific where eight saw combat. Approximately 80 of the big bombers eventually wound up at the surplus plane depot at Walnut Ridge, Ark., where they were to be broken up into scrap.

## Kollsman Ups Production

Interest shown by private flyers and manufacturers in the new Kollsman Scout line of aircraft instruments, has caused upward revision of company production schedules, with orders received thus far from 14 of the leading private plane makers, Wesley C. Bonn, Kollsman sales manager, Elmhurst, N. Y., reported last week. Of seven navigation and instrument control instruments offered in the Scout line, four sell for \$30 or less each, representing approximately 50 per cent reduction in price over the pre-war charge. The reduction has been made possible by redesign and by application of new wartime quantity production methods.

TO ENGINE RUNUP, FLIGHT TEST, FINAL PAINT & SALES



## WAR-BRED ASSEMBLY LINE:

Manufacturing techniques developed in building Mustangs are going into North American Aviation's production line now being tooled to manufacture the company's four-passenger Navion personal airplane.

This flow chart shows the sequence of Navion production: 1. Final Assembly Conveyor Line. 2. Fuselage Conveyor Line. 3. Wing Conveyor Line. 4. Wing Leading & Trailing Edge Conveyor Line. 5. Wing Delivery & Turnover Craneway. 6. Fuselage Delivery & Mating Monorail. 7. Engine Delivery & Installation Monorail. 8. Monorail-Fuselage from Master Jig to Conveyor Line. 9. Monorail-Wing from Setup to Master Jigs to Conveyor Line. 10. Tool Crib, General Foreman's Office. 11. Sheet Metal Detail Parts Receiving. 12. Erco Riveting Machines. 13. Fuselage Sub Assembly. 14. Wing Sub Assembly. 15. Empennage Assembly. 16. Engine Mount Assembly. 17. Cowling Assembly. 18. Canopy Assembly. 21. Machine Parts Receiving. 22. Parts Storage. 23. Tubing. 24. Hydraulics. 25. Electrical. 26. Sewing & Upholstery.

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can help you**

**COMMERCIAL GEARS IN ALL SIZES**  
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**SPEED REDUCERS IN A WIDE RANGE OF SIZES**  
Height 10 3/4 to 58 1/4 inches

**AIRCRAFT QUALITY GEARS**  
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**POWER UNITS AND ACTUATORS**  
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**COMMERCIAL GEARS** in any size—giants 20 feet in diameter or midgets that you can hold in one hand. Spur, helical, worm, spiral or bevel.

**AIRCRAFT QUALITY GEARS** closely approach theoretical perfection. They assure greater mechanical efficiency, lighter weight and less noise. Above all, their design permits operation at extremely high speeds.

**POWER UNITS** with motor, driven by flexible shaft or directly connected to power source—engineered to meet unusual space, weight or speed requirements, they offer solutions to power transmission or control problems.

**SPEED REDUCERS** in a wide range of sizes and gear ratios to meet practically every industrial need.

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A recently issued bulletin on Power Units giving complete engineering data on "packages of power" will be sent on request. Also available is a bulletin on Aircraft Quality Gears. Write today.





## PERSONNEL

### Neal Leaves CAB To Practice Law

George C. Neal, for four years CAB General Counsel, last week resigned effective July 1 to enter private law practice in Washington with L. Welch Pogue, who terminates his duties as CAB Chairman late next month.

The Board appointed Emory T. Nunneley, now Assistant General Counsel, Finance Legal Division, as Neal's successor.

Neal came to CAB when it was organized in September, 1938, was named Assistant General Counsel in August, 1939, and was appointed General Counsel in January, 1942.

Nunneley joined CAB in May, 1939, as an attorney and became Assistant General Counsel in charge of the legal phases of the Board's rate-making functions in October, 1942. He served as a Naval officer attached to the contract section of the Naval Air Transport Service from May, 1944, to September, 1945. Upon his discharge from the Navy he returned to the Board in his capacity as Assistant General Counsel.

Nunneley attended the University of Michigan and graduated from Harvard Law School in 1933. Before his appointment to the Board he practiced law in New York.

Nicholas Craig has been named sales manager of Pan American-Grace Airways with headquarters in New York. He will promote Panagra traffic and co-ordinate all sales, advertising and traffic promotion activities of the airline with those of Pan American Airways. He has operated travel bureaus, was once general traffic manager for Braniff Airways and has, more recently been district manager of PAA in San Francisco.



Col. H. J. Reid, wartime deputy chief of the AAF's Office of Flying Safety, has been appointed flight operations manager for PCA. At the same time PCA announced Capt. James T. Rinker, system chief pilot, has been promoted to superintendent of flying and Capt. R. H. Taylor has been named superintendent of operations control. Capt.

Muri Estes becomes system chief pilot and Capt. Casey Pierman has been made Western regional pilot in Detroit. R. W. Haresty, formerly chief of stations for the system and station manager at Detroit, has been made ground operations manager of the airline.

Russell C. Johns has become vice president and general manager of Southern Flight Magazine of Dallas. Johns served with the Air Forces Group, War Department Bureau of Public Relations during the war. He has been in the aviation publishing field for many years.

Trond R. Sundem, formerly division agency for Eastern Air Lines, has been appointed manager of the agency department for the entire company with headquarters in New York. Sundem joined Eastern in 1940 and has been on leave to the Air Transport Command.



Robert H. Ames, former Cincinnati advertising executive, has been named assistant to the director of public relations for PCA. Before being in the Navy, Ames was vice-president of the Charles C. Moreland agency, where he handled the account of the Times-Star and engaged in market and readership studies, surveys and analyses.

Malcolm E. Barney, former member of the Curtiss-Wright Corp. public relations staff in Buffalo, has joined the Craig E. Dennison Advertising Agency, Buffalo, as account executive.

Fred P. Laudan, Boeing Aircraft Co. vice president who during the war managed the Boeing Renton division, has been appointed coordinator of experimental engineering and manufacturing. He will insure that efficient and expeditious methods are followed in the design and manufacture of the new XB-47 jet bomber and other experimental models. Laudan has been with Boeing since 1919.



### PERELLE TO GAR WOOD:

Charles W. Perelle, formerly vice president in charge of manufacturing of Consolidated-Vultee Aircraft Corp., and later vice president of Hughes Tool Co., has been elected president of Gar Wood Industries, Inc., succeeding Glen A. Bassett, retired. Perelle is regarded as one of the outstanding production men in the country.

W. R. Thigpen, formerly district traffic manager of United Air Lines at Portland, has been named a special assistant to the president of United with headquarters in Seattle. In his new capacity he will represent United in public relations contacts throughout the Pacific Northwest.



Kenneth H. Holmgren has been appointed an account executive in the aviation department of Advertising Engineers Corp. in Chicago. The agency under direction of Carl M. Schloesser has assembled a staff of experts in aviation advertising, market research, sales promotion and publicity.

Robert H. McRae has been placed in charge of all domestic, military and foreign representation for the Washington office of Douglas Aircraft Co., Inc. He takes over the duties of Irving H. Taylor, assistant to Donald W. Douglas in Washington, who has resigned.

Lieut. Col. Charles F. McReynolds has returned to McGraw-Hill Publishing Co., after four years in the Army, and has been appointed Pacific Coast manager for AVIATION, AVIATION NEWS and AIR TRANSPORT. He was with McGraw-Hill before entering the service.

## FINANCIAL

### Airlines Seek More New Capital As Prices of Stock Grow Firmer

Eastern and American show greatest resiliency; mounting operations costs and mail revenue drop, however, may make upward trend only a temporary phase.

Airline equities are demonstrating firmer price tendencies after submitting to sharp declines a few months ago. The market will, in due course, disclose whether airline shares will resume an upward course or whether the downward trend has merely been temporarily arrested.

The extent of damage to airline market values is indicated in the accompanying table. Among the issues listed on the New York Stock Exchange, Eastern and American have shown the greatest resiliency in recovering previous declines.

► **Eastern Near Peak** — Eastern is currently only 6.5 percent below its all time peak of 133. Good earnings and particularly the pending four-for-one stock split have been potent sustaining forces in this instance. Generally, where stock splits have been announced, the equities concerned have been unusually strong.

Actually, the stockholder receives no added increment from stock dividends or splits, but maintains the same book equity he possessed all the time.

American's recent experience following its five-for-one split is ample evidence of this phenomenon. Despite a public offering of 211,000 shares of the old stock prior to the split, the new shares of American have been very actively traded and have appeared among the first ten showing the heaviest volume on the New York Stock Exchange almost daily in recent weeks.

► **American In Black** — Largely as a result of this speculative market interest, American's common stock is only about 8.2 percent below its best all time high. The low, equivalent to 14.5 on the present shares, was established earlier this year on the old stock. After deficit operations during the first quarter, American was around the break-even point in April and probably will be in the black for May.

The sharpest drop remains in the market price of TWA, which, with a decline of 28.2 percent, has sustained heavier losses thus far this year than most of the large carriers. Some sources believe that it may not be until the second half of this year before TWA re-enters the profit column. Estimates place the carrier's loss for the first quarter in excess of a \$1,000,000.

► **TWA Faces Deficit** — The company will be confronted with the problem of liquidating its deficit, thus making it a safe surmise that final 1946 results may show a nominal profit and be very disappointing to the \$1,813,576 or \$1.84 per share earned during 1945. However, recent SEC stock transaction reports reveal that the Hughes Tool Co. has again appeared as a buyer of TWA stock and may thus be expected to be a supporting influence for the market price of these shares.

► **Operating Costs Mount** — Mounting operating costs have hit the airlines at a time when increased passenger capacity was expected as a compensating influence. However, slow delivery of planes has taken a severe toll on earnings that ordinarily would have been present.

The quarterly report of United Air Lines, recently released, highlights the current profits trend in the industry. This transcontinental line showed a net loss of \$512,541,

equal to 30 cents a share on a total of 1,708,047 shares of common stock outstanding. This can be compared to a net profit for the first quarter of 1945 of \$1,179,046 or 70 cents per share on a smaller number of common stock issued.

Another interesting aspect of the United report is revealed in the sharp drop of airmail revenues. This was due to the decline in military operations coupled with the reduced rate of compensation for transporting mail. While this reduced rate was made retroactive to January 1, 1945, it nevertheless remains as a serious deterrent to profitable operations in carrying any heavy volume of mail.

► **Seek New Capital** — The air carriers will soon enter the capital markets for substantial new funds. This may be expected to exert an important influence on the level of stock prices.

American is preparing to obtain some \$80 million for its previously announced expansion program. Some guesses place the registration statement as only two to five weeks away. It is believed that about half of the new money will be in convertible debentures and the other half in new preferred stock, both classes of securities recently authorized when the company split its stock.

TWA is reported to have increased its debenture issue to \$40 million and has had discussions with the Reconstruction Finance Corp. for additional credits. All this financing, however, will not dilute the equity but merely subordinate the stock.

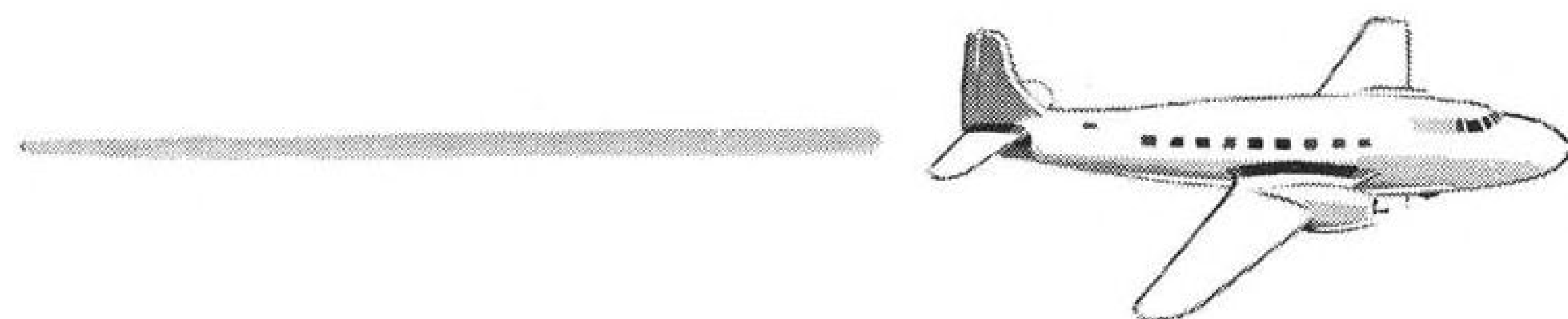
United Air Lines may also be expected to sell new capital issues. The exact type appears uncertain at the present time. The company's forced conversion of its previously outstanding preferred stock paved the way for new financing. Banking reports reveal that Chicago & Southern, Braniff and National have drawn credits ranging from \$1 million to \$2.5 million each.

#### 1946 MARKET RANGE OF LEADING AIRLINE EQUITIES\*

Carrier	High	Low	Last	% Decline High-Last
American	197½	141½	181¼	8.2
Braniff	34½	24½	25½	27.4
Eastern	133½	98	125	6.5
National	34½	24	267½	22.9
Northwest	56½	45	49½	12.4
Pan American	27	19½	20½	25.5
PCA	45½	36½	39	14.8
TWA	71	48½	51	28.2
United	54¼	37½	41½	23.7
Western	35	24½	26½	24.6

\*Up to May 10, 1946.





# Does your Airline need *Air-Selling Experience* in its Advertising?



● Airlines are going to need a lot more two-fisted selling from now on. And our "Blueprint for Successful Airline Advertising" shows you how to make your advertising do the kind of selling job that you need . . . to make new equipment pay without delay . . . and to realize your objectives in payload, progress and profit.

The Blueprint will show you in a few moments that this advertising agency has the kind of air-selling experience that you want . . . that we know flying . . . know how to sell it . . .

**It will pay you to see our "Blueprint for Successful Airline Advertising" . . . a study based on 18 years of getting results for aeronautical advertisers**

have been doing it successfully since 1928. It presents clients and examples\* to prove the point.

Then the Blueprint quickly gets down to cases about your business. It analyzes current airline advertising . . . gives latest available figures on expenditures . . . shows you where and how major airlines are advertising . . . shows you why much airline advertising falls far short of the kind of selling job that is so vitally needed now.

The Blueprint also looks at airlines from the public viewpoint . . . shows you an analysis of the public mind on air travel . . . and an analysis of

shippers' minds and practices on air freight. From such facts and figures, plus our 18 years of successful experience on the inside of aviation, it defines the basic course for giving your airline more traffic and more profit per advertising dollar invested.

We are ready to show the "Blueprint for Successful Airline Advertising" to airline top executives . . . and we promise that you'll find the time well spent. You assume no obligation . . . but we do suggest prompt action. Write or telephone today to Wilbur VanSant, president, and name a date that will suit your convenience.

\*The sales-mindedness of our campaign on the new Martin twin-engine transports, like all of our work for The Glenn L. Martin Company since 1929, is recognized throughout the air transport industry.

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## TRANSPORT

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### CAB North Atlantic Rate Veto Poses Problem for Carriers

IATA tariffs scored as board demands lower and economically sound passenger, express fares on U. S.-Europe runs.

By CHARLES L. ADAMS

Rejection by CAB of North Atlantic passenger and cargo rates set up by U. S. airlines at the International Air Transport Association's March traffic conference confronts the carriers with the choice of offering new rates individually or waiting until an agreement satisfactory to CAB can be effected.

The latter course is more likely, although it presents the possibility of a deadlock with other nationals in the same area, leading to establishment of an open rate. The British and French have indicated a reluctance to cut fares across the Atlantic, and U. S. carriers feel they submitted the lowest possible rates agreeable to foreign airlines at IATA's March meeting.

The Civil Aeronautics Board, however, insists that these tariffs show relationship to reasonably attainable costs of operation.

► **Existing Rates Continue** — The Board's decision probably will mean continuation of existing rates by Pan American Airways, American Overseas Airlines, and TWA until after IATA's next North Atlantic Traffic Conference June 3, probably in New York. At that time a subcommittee, at work since March, will present a report embodying new and revised operating cost data on trans-Atlantic air service. This subcommittee is being depended upon by CAB to produce statistics which will enable the June conference to propose lower and "economically sound" fares.

In explaining its rejection of IATA's proposed rates in their entirety, CAB called "unconvincing" contentions of AOA and TWA that they completely lacked data last March on which to formulate reasonable estimates of anticipated trans-Atlantic costs. The Board pointed to the carriers' extensive over-ocean operations with four-engine landplane equipment under

Army contract and noted that when applying for routes over the North Atlantic two years ago both AOA and TWA submitted detailed estimates of probable costs.

In 1944, AOA projected an average passenger rate of 7½ cents a mile with DC-4 or DC-6 equipment and TWA a rate of 5½ cents a mile for *Constellation* service. Fares agreed on by IATA in March averaged more than 10 cents a passenger mile.

► **PanAm Rise Cited** — "Particularly serious," the Board said, "is the raising of PAA's rates between the U. S. and the important European gateway points of Shannon, Eire, and Lisbon without consideration of any economic data."

IATA, in establishing the rates, accepted as a base the fare of \$375 now in effect between New York and Paris, constructing therefrom

### Damon Predicts Growth

A prediction that trans-Atlantic air travel will reach half a million passengers annually by 1950 was made by Ralph S. Damon, president of American Airlines, before the New York State Aviation Council. New York, he estimated, will produce half that traffic.

With domestic airline operation within New York State having grown from 24 flights in 1930 to more than 360 scheduled flights daily, Damon said the airlines now employ about 15,000 persons at a \$50,000,000 estimated payroll in that state alone.

a graduated series of rates between other points in the U. S. and Europe upon an approximate mileage relationship. Most significant effects of the rate structure thus built were retention of the \$375 New York-Paris tariff, reduction of New York-London fare from \$375 to \$360, and increase of PAA's New York-Shannon tickets from \$249 to \$319 and its New York-Lisbon rate from \$295 to \$375.

CAB said bluntly that selection of the New York-Paris rate for a base was made without any attempt to test its economic soundness.

► **Need More Initiative** — Declaring that there is probably a much greater need for initiative and enterprise in the development of international air cargo business than



### NEW BEECH INTERIOR:

This seating arrangement, although not standard, shows one way to accommodate eight passengers in a twin-engine Beechcraft Model 18. The new Beech D18-C feederline transport features a seating arrangement with three chairs on each side of the cabin plus a two-seat couch across the rear cabin bulkhead.



in the case of passenger traffic, the Board also rejected air express rates based on the passenger tariffs.

In sum, the Board disapproved North Atlantic Traffic Conference Resolutions 4, 10, 13 and 15, dealing with rates, as being contrary to the public interest, but approved 14 other resolutions proposing broad principles for constructing rates and governing general conditions of carriage.

TWA and AOA officials, commenting on the Board's decision, emphasize that the fares agreed upon in March were only of stop-gap nature and express satisfaction over CAB's approval of the overall rate-making machinery. They point out that with this groundwork established the conference next month can concentrate its attention on cost studies with a view to lower and more permanent fares.

## Braniff Leases Dallas Plant from Lockheed

Braniff Airways has leased from the city of Dallas the Lockheed Modification Center at Love Field. The agreement, extending 10 years with option privilege on five years additional, will add about 48 acres of hangars, buildings and parking space of Braniff's present base at the field, giving the carrier 65 acres at Dallas municipal airport.

Largest hangar, cafeteria, warehouse, parking area and taxi strips will be available on Army release.



## AIRLINES START USING MOISANT:

Six airlines serving New Orleans began operating May 1 from Moisant International Airport, shown above. The 1,380-acre field, said to be the largest commercial airfield in the world, is 12 miles north of New Orleans. Sixty-six arrivals and departures are flown daily by Chicago and Southern, Delta, Eastern, Mid-Continent, National and Pan American. The field has five mile-long runways and one 7,000 ft.

# State Gives Conditional Backing To TWA on Italian Agreement

Mixed British-American control opposed; exclusive route features to be dropped but U. S. line retains policy veto power.

By MERLIN MICKEL

Difficulties attendant on TWA's arrangement with the Italian Government to start an airline within Italy apparently were dissolved last week with announcement by the U. S. State Department that it would give its blessing to the project if exclusive features of the TWA Italian agreement were removed.

TWA found the Department's action satisfactory and expected an Italian decree to form the Italian company, Linee Aeree Italiane, in which TWA would have a 40 percent interest. TWA asserted that steps would be taken in the immediate future to comply with the Department's suggestion that provisions under which the Italian operator would have been given the exclusive right to fly over the specified routes be removed from the agreement.

► **TWA Agrees**—TWA has been willing for some time to have the exclusive feature removed, but never has contemplated relinquishing the veto power over policies and management of the new company the 40 percent interest will give it. The change in the contract does not mean that competition will follow

inevitably on the same routes in Italy, Sicily and Sardinia. The Italian Government may decide it is not desirable.

Italy has been holding back its decree on formation of the new company because of British representations against the exclusive aspect of the TWA agreement. The British had proposed to the State Department that the U. S. Government join it in endeavoring to persuade the Italian Government that it should modify the contract to provide for joint U. S.-British participation with Italian interests in the operation of an air service.

► **Note to British**—In a note to the British Ambassador, State Department asserted that TWA did not consider that arrangement practicable and was opposed to such a mixed company. "As the British Government is aware," State said, "this Department is without authority to compel a private U. S. corporation to modify contractual arrangements which it has made legally."

Should the contract be modified by omission of the exclusivity features, the note continued, the U. S. Government "would then feel justified in advising the Italian Government that the latter should proceed with the implementation of its agreement" with TWA. "Once the contract has been so modified, it would be possible for the Italian Government to enter into such further arrangements as it deemed advisable which might provide for the establishment of a joint British and Italian company to operate air transport services between points in Italy."

► **Rome Instructed**—The Department, which has sent appropriate instructions to the American embassy in Rome, said it was the U. S. view that "the opportunity for participation in the internal civil aviation of ex-enemy states should not be restricted to any one state or any combination thereof to the exclusion of others. However, the United States Government does not consider that such participation necessitates the joining for foreign interests in a single enterprise."

In a letter to President Jack Frye,

the Department informed TWA that it could not intercede in the company's behalf with the Italian Government as long as the contract was exclusive, but in event that feature was eliminated was prepared to urge the Italian Government to proceed with implementation of the agreement.

## AA Defends Merger With Mid-Continent

CAB examiners who opposed an American Airlines-Mid-Continent Airlines merger (AVIATION NEWS, April 29) have erroneously treated the deal as a cash transaction, American asserted in a recent brief to the Board.

"American is not paying out a nickel of its assets but is merely proposing to issue an equity interest in its company in exchange for the whole interest in another company," the brief states in denying the examiners' contention that an excessive price would be paid for MCA's certificate.

If this kind of transaction is to be judged on the basis of a comparison of the admittedly inflated market prices of an airline's stock with the value of physical assets to be acquired, American declared, the practical consequence is that as long as the markets reflect current public optimism (if not hysteria) about airline stocks there can never be an exchange-of-stock basis for effecting a carrier combination.

The examiners had claimed that American would receive only \$1,699,722 in tangible assets from MCA for 97,350 shares of AA stock having a market value of over 6¼ million dollars.

## TCA Seeking Five Gateways to U.S.

Details of Trans-Canada Air Lines' record expansion this Summer, including plans for opening new routes to the United States and receipt by mid-July of 21 converted DC-3's, were outlined to CAB examiners recently by William F. English, TCA vice president.

Testifying at a hearing on applications for five gateways into this country, English said his company hopes to be flying Toronto-Chicago, Toronto-Cleveland and Victoria, B. C.-Seattle early in July. These routes, together with Halifax-Boston and Port Arthur, Ont.-Duluth,



## DC-4 VISITS MANHATTAN:

About 70,000 persons have paid 25 cents each to see this American Airlines DC-4, outfitted for show purposes with a cut-away interior with sleeper section made up for day and night use, day plane seating section, galley, air cargo section and pilot and first officer cockpit. Benefits go to the New York Police Athletic League. The plane was flown to New York from Santa Monica, carried by barge from LaGuardia Field to 54th St., and towed by tractor from the Hudson River to the display site at West 52nd St. and Avenue of the Americas, where it will remain until mid-June.

were reserved for a Canadian carrier under terms of the U.S.-Canadian Civil Air Transport agreement of February, 1945.

Present plans call for three round trips daily between Toronto and Cleveland, four between Toronto and Chicago and three or more between Seattle and Victoria. Opening of the Port Arthur-Duluth run may be delayed until Fall and the Halifax-Boston route until next Spring.

Besides the DC-3's now being converted, TCA has four-engine, 40-passenger transports of the DC-6 type under construction at Montreal. This plane, slightly smaller than the standard DC-6, will be pressurized and powered with a commercial version of the Rolls-Royce Merlin engine. To handle its additional equipment, which will supplement 14 Lockheed Lodestars, 11 Lockheed 14E's and three DC-3's, TCA is training 10 flight crews monthly.

TCA's present total of 5,299 route miles probably will be increased by 67 percent this year. The carrier now flies over a million miles monthly, including five trans-Atlantic trips a week from Montreal to Prestwick, Scotland and four transcontinental schedules daily.

## Coal Shortage Boosts Air Space Demand

Rail express embargo swell airlines business; passenger facilities are booked solid.

The coal shortage, with the resulting curtailment of railroad passenger and freight service, produced a definite bulge in demand for air carrier transportation, but most of the airlines, already booked to capacity, were unable to take advantage of the situation.

A PCA traffic official declared that air express shipments, in particular, were "increasing by leaps and bounds" during the railroad embargo on unessential freight. In New York, airline reservations offices were deluged with calls from travelers seeking transportation, but nearly all were turned down.

TWA told reservations-seekers that all planes flying to Chicago and the West Coast were booked solid for several weeks. Eastern Air Lines reported a two-week backlog of persons seeking space to Miami, and United Air Lines' waiting lists showed reservations for the West Coast were not available for almost a month.

Airline traffic managers in gen-



eral felt that had the railroad service curtailment come three months later when more planes will be available the situation might well have become a "bonanza."

Non-scheduled carriers noted a considerable increase in inquiries both for cargo and passenger services, although most of these requests for information were not translated into actual business when the miners returned to work and the railroad restrictions were relaxed.

One non-scheduled cargo carrier wired the Postmaster General offering its services and planes to the Post Office Department during the emergency.

## CAB Acts to Extend U.S. Air Transport

Service suspensions are lifted on 18 cities in move to end wartime restrictions on commercial operations.

Vestiges of wartime service suspensions resulting from shortage of aircraft and all restrictions on inauguration of service imposed for reasons of national defense were withdrawn last week by CAB as part of a sweeping move to provide

scheduled air transportation for all certificated points in the U.S.

Sixty-five cities, presently certificated stops, are receiving no service. Eighteen of these last week had service suspensions lifted, and inauguration of service was authorized for eight others. CAB has instructed the 16 domestic airlines concerned to institute service to these points and 39 others not receiving service "at the earliest moment possible" by taking all necessary action within their control.

In some cases, CAB continued, if there is no reasonable likelihood of service being provided within the near future, either through necessary improvement of the airports or with the use of flight equipment suitable for present airports, the Board may wish to give further consideration to action required to provide air transportation to such communities.

The Board also informed eight carriers holding temporary certificate amendments or exemption orders establishing national defense services that the Secretaries of War and Navy were being asked whether national defense requires continuation of these authorizations.

Cities and airlines involved in the Board's orders requesting early service to 65 certificated points now without air transportation are:

► Service suspensions lifted—**American:** Niagara Falls, N. Y.; Wilkes-Barre, Pa.; **Braniff:** Ponca City, Okla.; **Colonial:** Glens Falls, N.Y.; **Mid-Continent:** Aberdeen, S. D.; Bismark-Mandan, N. D.; Minot, N. D.; St. Joseph, Mo.; **North-east:** Caribou, Lewiston-Auburn, Millinocket and Waterville, Me.; **TWA:** Prescott and Kingman, Ariz., both on inactive AM 38; **Western:** West Yellowstone, Mont.

► Service inauguration authorized—**Continental:** Bartlesville, Okla.; **Eastern:** Atlantic City, N.J.; **Northwest:** Green Bay, Wausau, and Eau Claire, Wis.; **TWA:** Columbia, Mo., Grand Canyon, Ariz., Lancaster, Pa.

► Cities now without service because of inadequate airports, etc. **American:** Ann Arbor, Mich.; Binghamton, N.Y.; Charleston, W. Va.; Elmira-Corning,

N.Y.; Huntington, W. Va.; Jackson, Mich.; Kalamazoo, Mich.; New Haven, Conn.; Parkersburg, W. Va.; Scranton, Pa.; Springfield, Ill.; Utica, N.Y.; **Braniff:** Muskogee, Okla.; **Colonial:** Binghamton, N.Y.; Scranton-Wilkes-Barre, Pa.; **Chicago & Southern:** Anderson-Muncie-New Castle, Ind.; Bloomington, Ill.; Marion, Ind.; Pine Bluff, Ark.; Springfield, Ill.; **Continental:** Salina, Kans.; Trinidad, Colo.; **Delta:** Anderson-Muncie, Ind.; Lexington, Ky.; **Eastern:** Charleston, W. Va.; Florence-Sheffield-Tuscumbia, Ala.; Lexington-Frankfort, Ky.; **Inland:** Hot Springs and Spearfish, S. Dak.; **Mid-Continent:** Ottumwa, Ia.; Quincy, Ill.; **National:** Gulfport, Miss.; Savannah, Ga.; **Northeast:** Manchester, N.H.; Provincetown, Mass.; Waterbury, Conn.; White River Junction, Vt.; **North-west:** Jamestown, N. D.; **PCA:** Charleston, W. Va.; Sault Ste. Marie, Mich.; Wheeling, W. Va.; **TWA:** Binghamton, N.Y.; Wheeling, W. Va.; **United:** Merced and Modesto, Cal.; Tacoma, Wash.; **Western:** San Bernardino, Cal.

### SHORTLINES

► **All American Aviation**, air pick-up carrier, began its eighth year of operation this month. Its planes made 384,513 pick-ups and deliveries and flew 6,707,096 revenue miles in seven years.

► **American Overseas Airlines** recently reported to CAB that during January it had carried 1,112 revenue passengers 3,814,038 passenger miles with a 65.1 percent load factor; operated 64,484 mail ton-miles and 20,717 express ton-miles. Net loss for the month was \$2,970.

► **Braniff** carried 26 Baptist ministers last week on a charter flight to and from the Southern Baptists' Conference at Miami.

► **Continental** revenue passenger miles showed an increase of 93 percent to 15,947,809 for the first quarter of 1946. Mail and express ton miles showed decreases of 18 and 52 percent respectively.

► **Delta's** passenger traffic was 81 percent higher in April than the same month last year. Passengers carried numbered 39,342. Revenue passenger miles were up 106 percent to 16,699,356.

► **Eastern** has moved its Tampa, Fla., operations and facilities from Peter O. Knight Field to Drew Field.

► **Mid-Continent** operating revenue for March was \$366,781, or 72 percent

above March, 1945. Passengers carried increased 80 percent to 17,626. Company nearly doubled its employees last year and now has 800 on its payroll. Operating revenue in 1945 was 62 percent the previous year, with net income equivalent to 44 cents per share against 35.7 in 1944. . . . Addition of equipment has increased seats available on MCA 35 percent.

► **National's** passenger miles in March totaled 11,214,502, nearly half again as high as February and 88 percent over March, 1945. Load factor was 92 percent.

► **Northwest** reports operating revenue of \$3,330,562 for the first quarter of 1946. Net loss, after deduction of all charges, was \$89,197.

► **Pan American's** Alaska division showed more passenger traffic—2,257—between Seattle and Alaska in April than any other month in the history of the operation. . . . The company ended the year without a backlog of traffic in the British West Indies, because of increases in equipment.

► **PCA**, which recently began its 20th year, has carried its 3 millionth passenger. Against 14 years before the first million mark was attained, the third was reached in under 14 months. The 4 millionth passenger is expected to fly this year. . . . The carrier had Indies because of added equipment.

### CAB SCHEDULE

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

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

May 20. Exhibits due in applications of Linea Aerea Taca de Venezuela and Linea Aeropostal Venezolana for foreign air carrier permits. (Dockets 2180 and 2281.)

May 21. Oral argument in route consolidation applications of American, TWA, United and PCA. Postponed from May 17. (Docket 932 et al.)

May 22. Briefs due in Texas-Oklahoma area case. (Docket 337 et al.)

May 25. Preliminary briefs due in PCA-Northeast merger case. (Docket 2168.)

May 27. Briefs due in route consolidation applications of TWA, American and United. (Docket 2142 et al.)

May 27. Exhibits due in Los Angeles helicopter service case. (Dockets 896 and 1821.)

May 27. Hearing on applications of Linea Aerea Taca de Venezuela and Linea Aeropostal Venezolana for foreign air carrier permits. (Dockets 2180 and 2281.)

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

June 3. Exchange of exhibits in Eastern Air Lines' application for consolidation of routes. (Docket 1971.)

June 3. Hearing in Chicago-Seattle route case. (Docket 1303 et al.)

June 3. Rebuttal exhibits due in Los Angeles helicopter service case. (Dockets 896 and 1821.)

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

June 10. Hearing in Los Angeles helicopter service case. Tentative. (Dockets 896 and 1821.)

June 15. Exchange of rebuttal exhibits in Eastern Air Lines' application for consolidation of routes. (Docket 1971.)

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

June 24. Hearing in Eastern Air Lines' application for consolidation of routes. (Docket 1971.)

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



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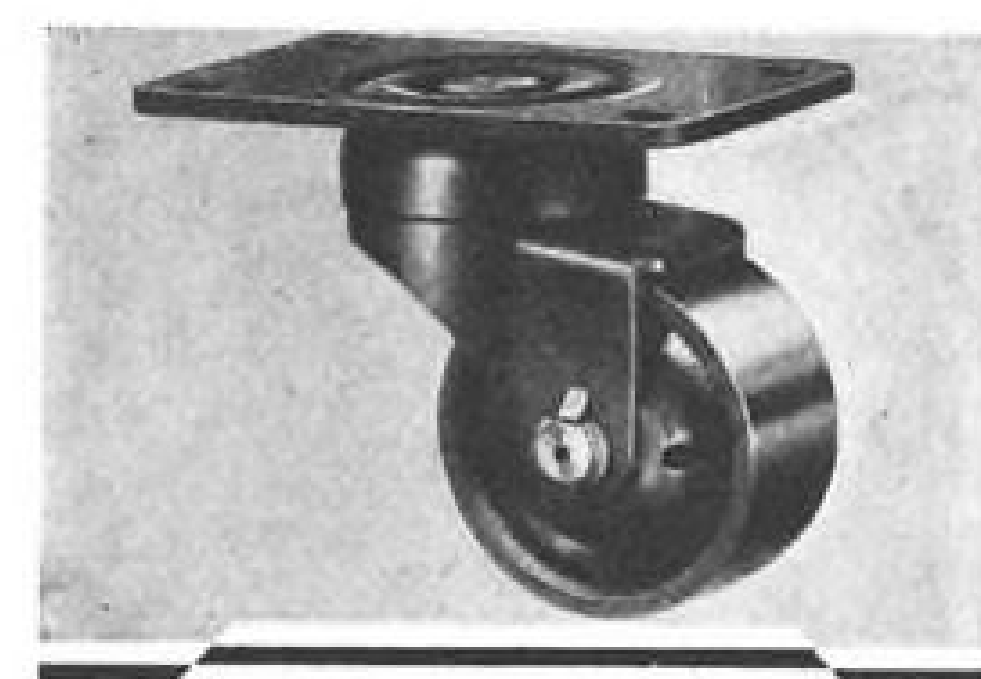
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## CAB ACTION

The Civil Aeronautics Board:

- Ordered Air Travel Card case in Docket 233 and Universal Air Travel plan case in Docket 1939 consolidated into single proceeding.
- Permitted Colonial Airlines to serve Watertown and Massena, N. Y., through their municipal airports.
- Permitted American Airlines, United Air Lines, Northwest Airlines and others to intervene in Chicago-Seattle route case (Docket 1602 et al.); United Air Lines and others to intervene in Boston-New York-Atlanta-New Orleans case (Docket 730 et al.) and Westland Airlines to intervene in Texas-Oklahoma case (Docket 337 et al.).
- Dismissed application of Inland Air Lines for Sheridan, Wyo.-Great Falls, Mont. route at applicant's request (Docket 900).

## Sample Poll Opposes More State Air Rule

Incomplete returns in the U. S. Junior Chamber of Commerce referendum on federal control of air carriers and fixed base operators (AVIATION NEWS, April 15) indicate a belief by local chapters that present CAB regulation of scheduled airlines is sufficiently effective to make additional state regulation unnecessary.

Deadline for replies was April 15, but they have been slow in coming in and it has been extended, reportedly 90 days to July 15.

Executive policy prevents publication of referendum results, but it was learned that the first ballots cast showed approval of a single federal permit for fixed-base operators providing interstate services and marginal support for federal regulation of contract air carriers to prevent destructive competition and insure responsible operation.

Sentiment was about evenly divided on the question whether CAB and the Civil Aeronautics Administration should be taken out of the Commerce Department and given independent status. First indications were that the chapters did not favor placing air accident investigation in the hands of an independent agency in close association with CAA. State programs for airport development and promotion work were considered desirable.

## ATA Airport Survey

Air Transport Association's survey of airport terminal operations in various sections of the country will be completed on schedule June 1, ATA sources say. The study is being supervised by Joseph D. McGoldrick, former New York City comptroller. Washington National Airport probably will be the last terminal visited.

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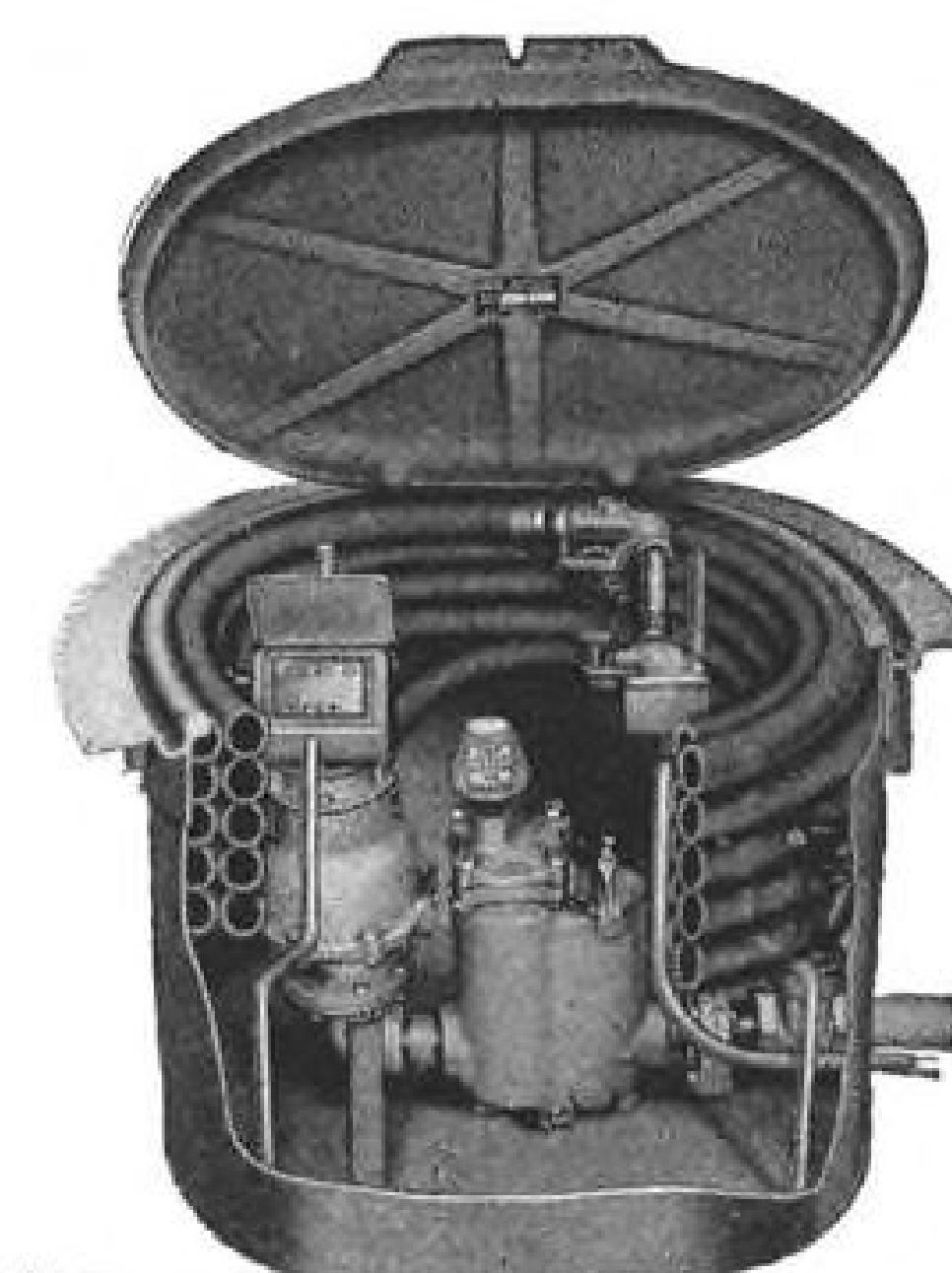
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## Reinstating Local Stops

IN ORDERING the airlines to resume service to every certificated city on their routes which is not now served, CAB takes cognizance of increasing demand from the public for local air services.

Sixty-five cities, though certificated, are now without service by the scheduled airlines. Most of these service failures are due to wartime restrictions. Others are because of inferior airport conditions. Some, without doubt, reflect a definite lack of interest by the airlines in serving small cities. Unfortunately, this minority attitude has gained strong currency in these unserved areas, and as the result of failure of airline public relations there has been a marked cooling in local enthusiasm toward the big carriers. Instead, local loyalty is being built up in favor of small, uncertificated carriers who are plainly striving to meet local needs.

Whether the net result will be healthy for air transportation or not, since it is hardly likely that even a third of the newcomers can last financially, there is certain to be even a further increase in the number of non-scheduled air carriers between now and Aug. 1. CAB in its recently issued safety regulations for this group permits all such companies operating on that date to continue until final decision is reached on their cases. Nevertheless, this summer will see an unprecedented number of cities and towns in this country receiving some kind of air service. The result even of a few months of such concentrated service on a national scale will create a clamor such as we have never heard before on an aviation matter if most of these smaller airlines are shut down by the federal government.

To date, the efforts of the major airlines in serving smaller cities have not been impressive. But they will have a golden opportunity, in the next six months, through their new route applications, their attitude toward the "small fry," and their willingness to improve local relations. If they muff it, they can hardly expect any longer to discourage those who are willing to offer local services. CAB's insistence on resuming flights at 65 cities, or considering new carriers who will do so, indicates it is aware of this coming public demand.

## Distinguished Service By NASC

THE RECENT annual meeting of the National Aircraft Standards Committee of the Aircraft Industries Association turned the spotlight briefly

on a loyal and capable group of engineers whose wartime accomplishments in speedy aircraft production and in saving millions of dollars of public money have been accorded too little recognition.

This committee of about 30 aircraft industry representatives was created to meet war problems, but by their prodigious effort and patience they have accomplished unprecedented cooperation not only among the various members of the aircraft industry, but between the industry and the armed services, and even between the Army and Navy themselves. Although continuing its work on military production, the committee is turning some of its attention to commercial problems. It is already instrumental in obtaining standardized materials during the present critical shortage period. The committee has performed signal public service, and the industry will need it in the coming critical months of increasing commercial competition when every production short-cut and economy will be vital.

## A Signal for Lost Pilots

A FEW WEEKS ago workers at Meriden Aircraft Corp., a fixed base operator at South Meriden, Conn., listened for almost an hour to a military pilot who was lost in a fog over Long Island Sound. Finally, the pilot sighted two circling SBD's. He flew around them in an effort to attract attention. No luck. Then he sighted an ATC transport, and told Floyd Bennett tower he was following it, although he had no idea where it was going. The ATC pilot did not know his predicament. Finally he found himself over land, and identified his location.

"On a number of occasions, lost pilots have landed at Meriden after circling the practice area until a student decided to come home to his airport," Ernest Markham, of the Connecticut operation, writes. "The confused pilot tagged along. Fortunately, in such cases the pilot doing the tagging has had enough gas to allow him to follow a student for half an hour."

Mr. Markham thinks some nationally understood "lost" signal should be adopted quickly to permit a pilot to indicate his predicament to another pilot, or to someone on the ground. He suggests something as simple as extending a hat, tie, handkerchief or shirt from the cockpit.

If it will save lives, it should be worth consideration.

ROBERT H. WOOD



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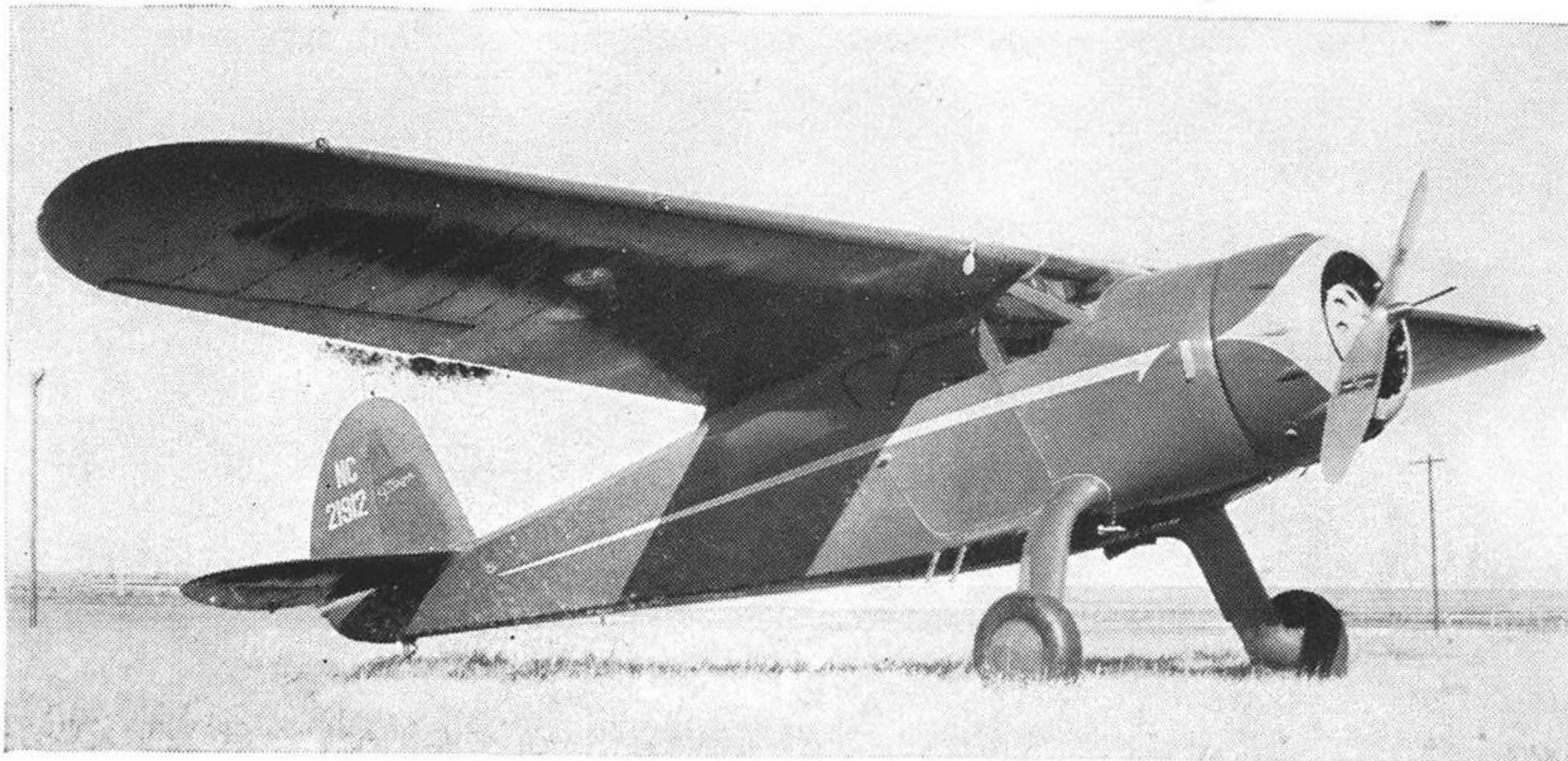


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