

# Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

JUNE 3, 1946



**New Latin American Routes:** Results of President Truman's intervention with the CAB to throw Latin American air routes open to competition are shown in the accompanying map. (See story on Page 7.)

## Leaders Debate National Air Policy

Industry spokesmen at Senate hearings plead for effective air planning to avoid disaster.....Page 9

★

## French Begin New Export Campaign

New French transport designed to spearhead campaign for foreign sale to regain markets pre-war...Page 12

★

## Two Air Industry Shows Scheduled

Aircraft Industry Association exhibits set for Cleveland and Los Angeles in fall.....Page 13

★

## CAB Extends Pacific Feeder Lines

CAB veto hits big carriers in West Coast decision adding to short haul services .....Page 36



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## THE AVIATION NEWS

# Washington Observer

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**AIR POLICY SPLIT**—Although hearings on the Mitchell air policy board bill were still in their early stages last week, an apparent split in thinking between government and industry had developed. First witness, Fleet Admiral Chester Nimitz, in effect opposed Mitchell's plan by asking for establishment of two policy boards, one military, the other commercial. Eugene E. Wilson, speaking for the industry, later traced the interdependence of the two. Next, CAA termed the Mitchell board unnecessary, declaring the work could be done by the Air Coordinating Committee, which the tip-off on what is likely to be a Government solid front. ACC, with representatives of CAA, Army, Navy, State, and Post Office, appears dead set against creating a national policy board which would necessarily encroach on ACC's functions, although these have never been authorized by legislation.

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**GUIDED MISSILE DEVELOPMENT**—Although the publicity has subsided, the fight between AAF and Army's Ordnance Department, over control of guided missile work, is far from dead—and the Navy figures in the squabble. Ordnance is carrying on constant behind-the-scenes activity to discredit the AAF, while Navy is publicly, and somewhat plaintively, pointing out that it, too, has been busy on guided missiles and had a sizable force of technicians assisting at the recent firing of German V-2's at White Sands, N. M.

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**CAB'S LIBERALS AND CONSERVATIVES**—The Latin American case may point the way to CAB's thinking in other important international cases. Action is due on the Pacific, Hawaiian, and South Atlantic dockets. Member Josh Lee demonstrated in the most recent decision that he is thinking in very liberal terms when it comes to airline expansion. Vice-chairman Oswald Ryan and member Harilee Branch appeared as conservatives, basing their opinions strictly

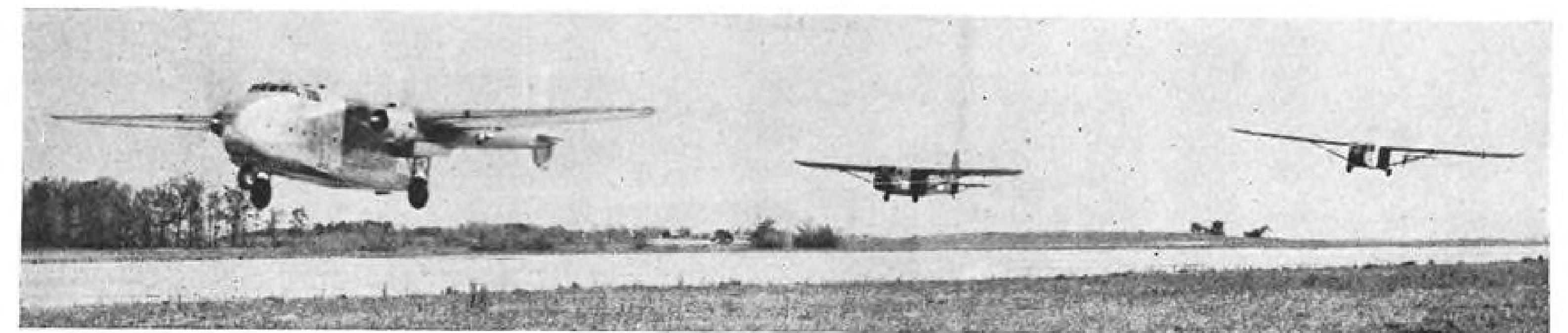
on the record and their interpretation of economic consequences. Chairman L. Welch Pogue was more inclined to Lee's camp, with a careful balancing of national and economic interests. Because he has been on the board a comparatively short time, Col. Clarence M. Young is not participating in these international cases.

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**AIRPORTS AND FREE ADVICE**—Gratis advice on airports is springing up all over. Commerce Department's Office of Small Business is the latest group preparing to offer the hand of welcome to those who propose going into the "airport business." Obviously encouraged by Secretary Wallace, the group's officials deny they will try to gain converts, but insist that small airports will be more likely to succeed if planned properly in advance. Hard-boiled, realistic airport operators say newcomers will learn more, in far less time, by touring and talking at presently-established airports rather than absorbing weighty planning prospectuses written by Washington-bound Commerce Department civil service "specialists."

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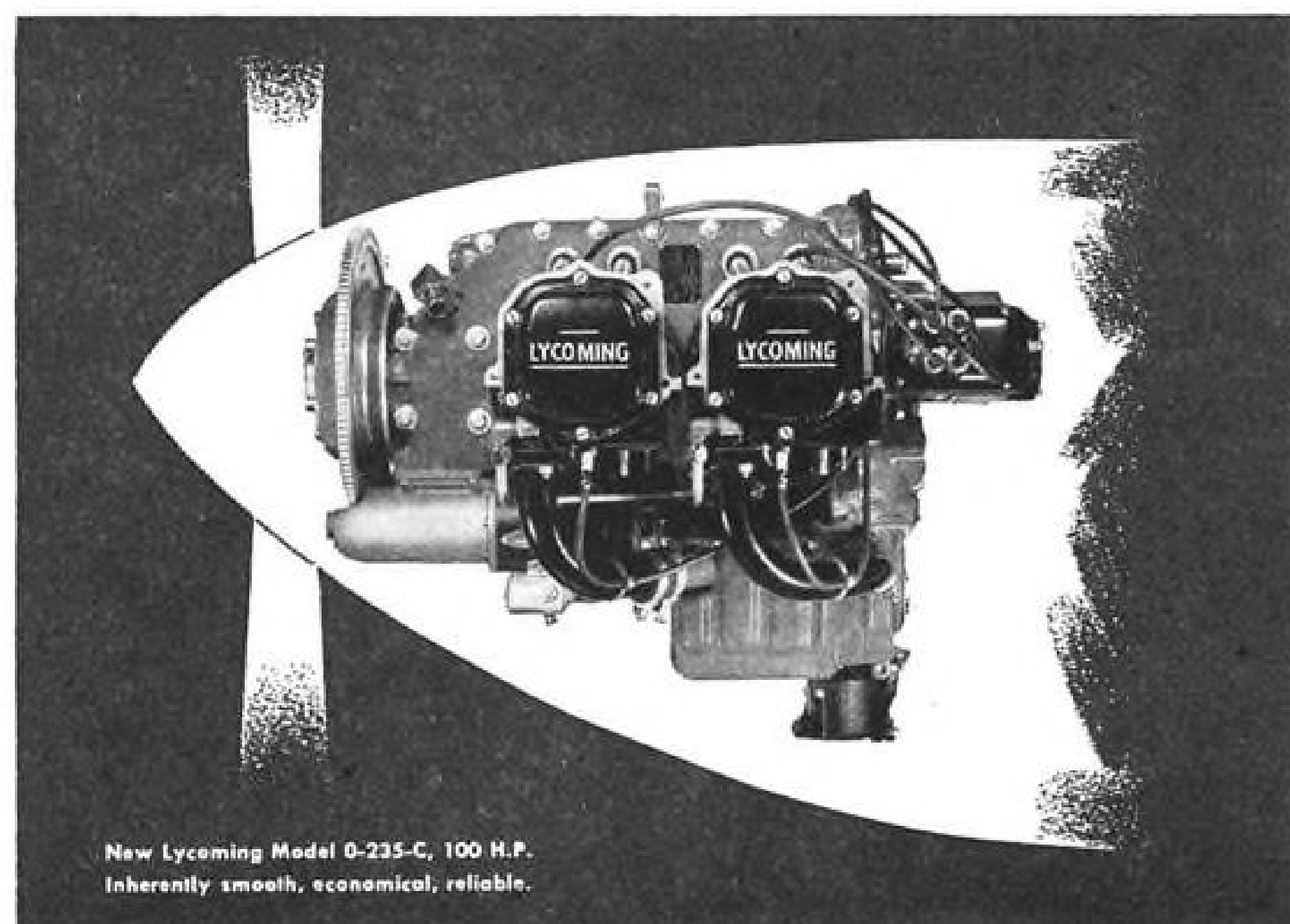
**SYMINGTON vs. AAF**—Some top AAF officers are beginning to wonder a bit about their still-new Assistant Secretary of War for Air, W. Stuart Symington. Three things, in the main, are responsible for their attitude: Symington apparently is not going along with recommendations of the Air Coordinating Committee and is submitting them for review and comment to the Army-Navy Munitions Board; He is questioning the need of separate procurement legislation for the AAF (Air Staff's opinion on the need for this has been covered previously in "Aviation News"); and, finally, the more doubtful AAF officers believe Symington is talking on the unification issue as if he were the Navy's representative.



Fairchild C-82 Packet in recent experiments at the Greenville, S. C. Army Air Base, towing two gliders, a CG-15, left, and CG-4A.



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### CONTENTS

	PAGE
Washington Observer .....	3
Industry Observer .....	5
Headline News Section.....	7
Private Flying .....	15
Production .....	22
Financial .....	29
Special Air Services.....	30
Transport .....	36
Editorial .....	50

Editorial Headquarters  
National Press Building  
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330 W. 42nd St., N. Y. 18, N. Y.

Pacific Coast Office, 621 So. Hope St., Los Angeles

Published weekly by McGraw-Hill Publishing Co., Inc.  
Price 50c a copy. Allow ten days for change of address.  
Subscription rates—United States and possessions, \$5 a year, \$8 for two years, \$10 for three years. Canada, \$6 a year, \$10 for two years, \$12 for three years. Pan American countries \$10 for one year, \$16 for two years, \$20 for three years. All other countries \$20 a year, \$30 for two years, \$40 for three years. Entered as second-class matter July 31, 1943, at the Post Office at New York, New York, under the Act of March 3, 1879. Printed in U. S. A. Cable Address "McGrawhill, New York." Please indicate position and company connection on all subscription orders.

JAMES H. MCGRAW, Founder and Honorary Chairman; JAMES H. MCGRAW, Jr., President; CURTIS W. MCGRAW, Senior Vice-President and Treasurer; HOWARD PHILLIPS, Vice-President and General Business Manager; EUGENE DUFFIELD, Editorial Assistant to the President; JOSEPH A. GERARDI, Secretary, and J. E. BLACKBURN, Jr., Vice-President (for Circulation operations), 1300 West 42nd Street, New York 18, N. Y. Branch offices: Chicago, 530 North Michigan Ave.; San Francisco, 608 Post Street; Los Angeles, 621 So. Hope Street; Aldwych House, Aldwych, London, W. C. 2; Washington, Philadelphia, Cleveland; Detroit, St. Louis; Boston. Return Postage Guaranteed. Copyright 1946. All rights reserved by McGraw-Hill Publishing Co., Inc.

Volume 5, No. 21

### Advertisers Index

Aircraft Owners & Pilots Assoc.....	49
Aviation Corp. (Lycoming Div.).....	4
Bendix Aviation Corp.....	23
Boeing Aircraft Co.....	34
Chandler Evans Corp.....	27
City of Jacksonville.....	47
Collins Radio Co.....	4th cover
Delco-Remy.....	42
Goodyear Tire & Rubber Co.....	6
Hammond Mfg. Corp.....	37
McArthur Corp., Warren.....	19
McDonnell Aircraft Corp.....	48
McGraw-Hill Book Co.....	48
Minneapolis-Honeywell Regulator Co. 2nd cover	
Pennsylvania Central Airlines.....	38
Piper Aircraft Corp.....	31
Sensenich Brothers.....	49
Skylark Mfg. Co.....	49
Socoy-Vacuum Oil Co., Inc.....	32
Sperry Gyroscope Co., Inc.....	3rd cover
Standard Oil of California.....	41
Standard Oil of N. J. (Esso).....	20
TACA Airways Systems.....	24
Taylorcraft Aviation.....	28

## News at Deadline

### Superseniority Out

The Supreme Court, in wiping out veterans' "superseniority" rights last week, eased one worry of the aircraft industry, but made more imminent a pressing financial problem. The court held that veterans must be restored to former, or equivalent jobs, with uninterrupted seniority, but disagreed with draft Director Lewis B. Hershey, that former servicemen take precedence over non-veteran employees with greater seniority. Most of the aircraft companies have been following Hershey's ruling and they are now liable, in light of the Supreme Court decision, for back pay to employees discharged or laid off to make way for veterans. The bill of Rep. Walter G. Andrews (R., N.Y.) to correct this situation retroactively (AVIATION NEWS, Apr. 22, 1946) has been reported to the House floor for action, but time for debate on it has not been set.

### Delay in PICAQ Rights Agreement

Major question before PICAQ—draft of a multilateral agreement on commercial rights in international civil aviation—will be postponed until next assembly, according to present indications, feeling being that preparation of a universally acceptable formula is impossible without more practical experience in functioning of international air transport. U.S. Delegate Burden proposed that additional data be collected during the coming year so that report to next assembly may embody experience of benefit in developing a practical multilateral agreement. Meantime, assembly at Montreal went on with consideration of administrative problems.

### Counsel Favors Merger

Public counsel in the PCA-Northeast airlines merger case has recommended that the CAB examiner in the case favor the proposal. Counsel said the merger would effect some economies, strengthen PCA's financial condition, bring some immediate benefits to the public, do no harm sufficient to vitiate such benefits, and, finally, is favored by an overwhelming majority of stockholders of both companies.



► First routine testing of airplane models in the \$2,500,000 Southern California cooperative wind tunnel at Pasadena began last week after a year of tunnel calibration. Financed by west coast major plane firms, the Cal Tech tunnel was dedicated last May.

► DeHavilland of Canada, Toronto, has designed a two-place (tandem) primary trainer named the Chipmunk to succeed the pre-war Tiger Moth, widely used by RCAF in the war and now flown by most Canadian flying clubs. An all-metal, low-wing monoplane, with a 140 hp Gipsy engine and conventional landing gear, the Chipmunk is 40 mph faster than the Moth. Cockpit is plexiglass-enclosed.

► Boeing went into the second quarter with a backlog estimated at \$131,800,000. First quarter sales were \$3,689,673.

► Wide industry speculation will be aroused this year if Martin seeks commercial certification of its big JRM Mars flying boat. So far, there has been no indication that the company has customers other than the Navy for this model. JRMs now in production are being turned over to Naval Air Transport Service, and currently are flying the California-Hawaii run. One reason for Martin's interest in an "NC" would be the likelihood that the big boats would be declared surplus if NATS operations were to be cut back, and certification would improve chances of sale.

► Boeing this fall will begin flight and engineering tests for CAA certification of its Model 377, the Stratocruiser. Assignment of a CAA inspector to the project will be made shortly. Boeing had hoped to obtain the certificate before now, based on results of a projected Army-CAA 150-hour testing program planned for the military prototype, the XC-97. End of the war brought a collapse of the testing program before sufficient data had been accumulated for type certification.

► Hawaii's \$5,000,000 share of federal airport appropriations will influence strongly the expansion of tourist travel in the Pacific Islands. Establishment of airports on islands previously accessible only by steamer will broaden the appeal of the Hawaiians to flying tourists having limited time available.

► Fire- and moth-proofing of airplane cabin fabrics is expected to provide a part of the market anticipated for a new west coast product to be sold under the trade name Sentry Flame-gard, made by Sentry Products Corp., Inglewood, Cal.

► First flight tests of the Westinghouse X-19A axial-flow turbo-jet engine were carried out with an installation on a Martin JM-1 (Marauder). The unit was located in the tail and provided comprehensive performance data under actual operating conditions.

► The first commercial helicopter certificate granted by CAA (NC 1-H) was issued March 8 to Bell Aircraft's two-place ship—as earlier reported in the News—rather than to Sikorsky, as was erroneously noted May 20, due to a printer's omission. The Sikorsky was the first four-place commercial helicopter to be certificated.

► Feeder airlines certificated by CAB will encounter difficulties not only in starting system-wide operations but also in keeping their costs close to optimistic, outdated figures used in their exhibits and hearing testimony. Wage scales and equipment prices have climbed since most cost estimates were prepared.

► Plans for a submersible aircraft carrier, an idea developed somewhat by France during the early thirties, are now being studied by the Navy department as one answer to the atomic bomb threat.

► A new version of Bell aircraft's two-place Model 47 hit a top speed of 144 mph during speed run tests the other day. President Bell believes this is a significant indication of the speed potential of the helicopter, which is mainly unexploited as yet. His five-place Model 42 will be flying this fall.



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## CAB Latin American Decision Opens Area to U. S. Competition

Truman intervenes to bolster national welfare with new routes;  
Board again frowns on efforts of surface carriers to bid for air  
certificates.

By CHARLES L. ADAMS

Broad considerations of national welfare took precedence over strictly economic aspects of new routes to the Caribbean, Central and South America when the President went far beyond the authorizations of a divided Civil Aeronautics Board in the Latin American case.

The President's action evidenced a conviction that when international routes are involved the Civil Aeronautics Act should be interpreted liberally in order to give proper weight to this country's foreign policy and security.

First reaction of most observers to the Latin American decision was surprise at the magnitude of the authorizations. Many felt, as did two Board members, that traffic to the Latin American area would not support all the new routes, especially in view of the increasing competition from foreign carriers which may number as high as 20.

► **Blow to Ship Lines**—The decision was a heavy blow to aspirations of surface carriers. Considered to be the best opportunity to date for an entering wedge by shipping interests into overseas air transport, the Latin American case resulted in bitter disappointment for the steamship company applicants.

However, the Sea-Air Committee, representing shipping interests, said it would redouble its efforts to remove "the tight monopoly of existing domestic airlines on overseas air transport" through Congressional action backed by public opinion.

Most important Presidential revision of CAB's decision as submitted for approval was certification of Braniff through South America to Buenos Aires and Rio de Janeiro. The Board had been badly split on the question of putting another U. S. carrier into this area, and the proposal failed for want of a majority.

► **Opinion Divided**—CAB Members Oswald Ryan and Harlee Branch said establishment of competition for Panagra in South America at this time would be destructively uneconomic and asserted that there is insufficient traffic potential within the reasonably near future to support another U. S. flag line. Chairman L. Welch Pogue declared the public interest and national welfare could best be promoted by certificating a third carrier, while Member Josh Lee wanted to extend Braniff only to Lima, Peru, and to push Chicago and Southern from

Caracas to Rio and Buenos Aires.

In general, the President backed Lee's opinion that "even if the new routes did not pay their own way the advantages to the U. S. would far outweigh any differences which would have to be made up in higher mail rates." Lee argued that failure to provide such operations now would result in loss to the U. S. of opportunity, prestige, commercial advantages, hemispheric security and leadership in aviation, adding that Pogue's recommendation to put Braniff only into South America was insufficient to meet existing needs.

Asserting that "on occasion it is an expensive luxury to indulge in overcaution," Lee said the Board must now provide a competitive system of trunklines to all important areas of South America.

► **Laying Air Foundation**—The open field opportunities which an American flag carrier has today, Lee continued, will not last long and will not be likely to return. "It is a mistake," he concluded, "to certificate

## New Latin American Routes

New routes and certificate amendments granted by the Civil Aeronautics Board in the Latin American case:

► **American**—El Paso to Mexico City via Monterrey, Mexico. Fort Worth-Dallas to Mexico City via San Antonio and Monterrey.

► **Braniff**—San Antonio and Laredo to Mexico City, via Monterrey. Houston to Buenos Aires via Havana, Balboa, C.Z.; Bogota, Colombia; Quito and Guayaquil, Ecuador; Lima, Peru; La Paz, Bolivia; and Asuncion, Paraguay. Houston to Rio de Janeiro via same route with addition of Sao Paulo, Brazil, as intermediate point between Asuncion and Rio.

► **Chicago and Southern**—Houston and New Orleans to San Juan, P. R., via Havana, Camaguey, Cuba; Port-au-Prince, Haiti, and Ciudad Trujillo, Dominican Republic. Houston and New Orleans to Caracas, Venezuela, via Havana, Kingston, Jamaica, and Aruba and Curacao, N.W.I.

► **Colonial**—Washington, D. C., and New York to Bermuda.

► **National**—Tampa and Miami to Havana.

► **Pan American**—Brownsville, Tex., to Houston via Corpus Christi, without local service. Houston and New Orleans to Guatemala City via Merida, Mexico, with no local service between Houston and New Orleans. New York to San Juan. Certificate amendments to serve

Santiago in lieu of Antilla between Camaguey, Cuba, and Port-au-Prince; to serve Sao Paulo between Rio de Janeiro and Porto Alegre, Brazil; to carry mail between Port-au-Prince, Santiago, and Kingston; to serve Balboa in lieu of Cristobal, C.Z., and to serve Caracas in lieu of La Guaira, Venezuela.

► **Panagra**—Balboa substituted for Cristobal as terminal point in Canal Zone. Non-stop service authorized Balboa to Guayaquil, Guayaquil to Lima, Lima to Antofagasta, Chile, and Antofagasta to Buenos Aires. Balboa to Buenos Aires operations extended to Montevideo, Uruguay, subject to provisions that flights serving Montevideo shall originate or terminate at Santiago, Chile, Salta, Argentina, or points north of either.

► **Western**—Los Angeles to Mexico City via San Diego and La Paz, Mexico.

► **Eastern**—New Orleans to Mexico City, Miami to San Juan.

The four changes made by the President in the CAB's original decision were:

(1) Extension of an additional carrier to Rio de Janeiro and Buenos Aires; (2) certification of Eastern from Miami to San Juan; (3) certification of a second carrier between New York and Bermuda; (4) certification of Western instead of Pan American for the Los Angeles to Mexico City route.



only a limited number of carriers now with the belief that we will have a second chance under the same favorable conditions. We are now laying down the foundation of our international air transportation system and must not follow a timid policy of wait and see."

Ryan and Branch, taking the conservative viewpoint, declared that extension of a third flag carrier through South America is economically unsound and, in the absence of national defense considerations, unjustified. They said certification of another U. S. carrier would not only impair the ability of existing airlines to operate without subsidy but would also prevent the newly-established services from becoming economically self-sufficient within a reasonable time.

The record shows, Ryan and Branch went on, that historic travel between the U. S. and South America has been equivalent to only 1.24 of the volume historically exchanged with Western Europe to which the Board has certificated three U. S. flag carriers. On the basis of the historic markets, potential air traffic available to each of our three trans-Atlantic carriers is 16 times as great as the traffic potential available to each of two car-

riers presently operating into South America. With a third airline certificated into that area, the potential of the Atlantic carriers would be 24 times as great.

► **Agree on Competition**—Ryan and Branch agreed that there should be competition in South America and admitted that this cannot be counted upon as long as PAA exercises a "negative control" over Panagra. They emphasized, however, that "destructive competition by certificating new carriers is not a satisfactory solution to the problem." The two members suggested that the Board should try to establish Panagra as an independent carrier with extension to U. S.

In contrast to CAB's differences on the extent to which new services should be authorized, opinion regarding the exclusion of all surface carriers from route awards was unanimous and emphatic. The Board said its decision on each route authorized was based upon comparative public interest of the several applications involved, whether by air or surface carriers. The Board made clear that it still supported its previous interpretation of Section 408 of the Civil Aeronautics Act, namely, that surface carriers cannot either acquire control of an

### Push Service Plans

Braniff Airways, Chicago and Southern Air Lines and National Airlines are fast developing plans for early inauguration of service on new routes granted them in the Latin American decision.

Braniff, which gathered the lion's share of the authorizations, announced its intention of making immediate survey flights over its routes to Mexico and South America. Service to Monterrey and Mexico City from San Antonio and Laredo, Tex., will be the first of Braniff's new routes to be activated, with preliminary schedules calling for two flights daily.

Chicago and Southern officials said they hoped to begin service from Houston and New Orleans to Havana, San Juan and Caracas in two months, contingent upon the speed with which stations can be set up and four-engine equipment now on order can be delivered. Company executives state that the new overseas authorizations added to present domestic routes give C & S more than 5,000 route miles.

National Airlines, certificated for a new route from Tampa and Miami to Havana, will probably start service to the Cuban capital this summer. Forty-six passenger DC-4's will be used in the operation.

existing air carrier or obtain an air transportation franchise for a subsidiary without first proving they will use the aircraft to public advantage in their operations as a surface carriers and that the transaction will not restrain competition.

► **Want No Sea Lines**—In selecting Pan American rather than a steamship company to operate the New York-San Juan route, CAB said that the air carrier applicant had the most to offer in fulfilling the promotional and competitive objectives of the Civil Aeronautics Act. The Board asserted that the air carrier, being dedicated solely to the advancement of air transportation, would be able to develop air travel more than the steamship company whose promotional energies would be divided between air and ocean travel.

"It would be expecting too much," the Board declared, "to assume that a transportation company engaged in both air and sea transportation would be in a position to provide vigorous competition between its air transportation and its surface transportation on the same route."

## Industry Spokesmen Plead For Effective Air Policy

Wilson, Ward, Northrop cite failures of U. S. planning in hearings on Mitchell Bill; CAA opposes new group.

After months of pleading with the public, and with military and naval air officials for a continuing program of aviation development, the U. S. aircraft industry last week turned its most effective arguments and some of its most effective speakers loose on the Senate as hearings on the bill of Sen. Hugh B. Mitchell (D-Wash.) to create a National Air Policy Board entered their second week.

Eugene E. Wilson, vice chairman of United Aircraft Corp., and chairman of the board of governors of the Aircraft Industries Association, J. Carlton Ward, Jr., president of Fairchild Engine and Airplane Corp., and John K. Northrop, president of the aircraft company of that name, were the industry speakers before the subcommittee of the Senate Interstate Commerce Committee which is hearing testimony on the bill.

► **CAA Opposed**—Elwell, general counsel of CAA, expressed that agency's opposition to the measure on the ground that the Air Coordinating Committee, on which is represented all the Federal Government's bureaus concerned with aviation, could formulate an adequate policy in its day-to-day work, while a special body such as contemplated in the Mitchell bill could not do the job in the time allotted—three months.

Later in the week, AAF and the Transport Association were scheduled to be heard.

Wilson reviewed the history of the development of aviation in this country and stressed the part played in that evolution by the Morrow Board of 1925, from which came the Air Commerce Act of 1926 and the Air Corps Act of the same year which still governs peacetime procurement of the AAF.

► **Cites Air Converts**—He pointed out that air had created a new concept of military might and declared "a steadily-growing number of students of military affairs, Generals Eisenhower and MacArthur, to name two, are convinced that the armies of the future—the striking forces equipped with the latest scientific devices and poised for instant action—must necessarily move mostly by air."

While supporting the objectives

of the bill, Wilson pleaded that any policy arising from the creation of the projected board be kept modern by constant revision. "No one group of citizens are sufficiently gifted with foresight to be able to draft a policy that will anticipate all of the changes in aerial technology and in the economics of air transport that lie ahead."

Ward appeared also on behalf of the National Planning Association and put into the record that organization's report on national aviation planning (AVIATION NEWS, Apr. 29, 1946). In stressing the importance of planning for industrial mobilization, he summarized the major factors:

The U. S. has never had true planning and mobilization as far as the aircraft industry is concerned, and without it is questionable whether aviation can remain an important military factor in an emergency; while the U. S. had time to prepare in both World War I and II, it is questionable that it ever again will have such time; industrial mobilization must be carried on in peacetime.

### Made 1,682 Planes In April; 148 Military

April aircraft production in the United States totalled 1,682 planes, including 1,534 civil planes, 98 military planes, and 50 radio-controlled target aircraft, statistics from Aircraft Industries Assn. and U. S. Department of Commerce revealed last week.

Indicating that civil plane production is far short of the existing demand, the April study showed unfilled orders for 27,670 planes, at a dollar value of \$346,575,011 as of Apr. 30. Civil planes produced had a \$16,626,753 dollar value.

► **Military Drop of 187**—Including target planes, military acceptances of 148 represented a decline from March acceptances of 187. This gives a production rate of 1,775 planes a year, instead of 2,244.

The report showed value of airframe spare parts for civil planes produced in April was \$1,224,348, and value of other products produced in the airframe planes was \$2,291,214. These also were behind

### Record Race Prizes

Record cash prizes have already been pledged for the National Air Races at Cleveland, Aug. 30-Sept. 2, Benjamin Franklin, general manager announced. A total of \$105,000 has been posted with more prizes expected before the deadline dates.

The dates for the main events are:

► **Bendix Trophy**—Aug. 30. From Burbank, Cal. to Cleveland, with 50 entries including jets.

► **Thompson Trophy**—Sept. 2-20 laps on a 15 mile quadrangular course totalling 300 miles.

► **Cleveland Sesquicentennial**—Aug. 31. Open to 12 planes chosen from qualifiers for Thompson trophy race.

► **Special Women's Speed Race**—Aug. 30. Five laps of a 15 mile course totalling 75 miles. Open to the eight fastest planes piloted by women.

► **Weatherhead Service Jet Speed Race**—Sept. 1. Open to military jet propelled planes on a straightaway course of three kilometers.

the demands of Apr. 30 unfilled orders, of \$4,611,626 for spare parts, and \$36,257,807 for other products.

► **Craft Services Received**—AAF planes accepted were 14 Boeing B-29, 1 Bell RP-63G, 26 Lockheed P-80A, 1 Lockheed YP-80A, 1 Douglas C-74, 8 Fairchild C-82, and 50 Culver PQ-14A. Navy's 47 acceptances were 1 Martin PBM-5A, 2 Martin PBM-5E, 2 Douglas XB2D-1, 12 Grumman F7F-3, 17 Chance-Vought F4U-4, 4 Chance-Vought F4U-4C, 6 Grumman F8F-1, 2 Grumman F8F-1C, and 1 Martin JRM-1. Total military airframe weight was 1,503,300 lb., against March output of 1,298,800.

### Four-Engine Beech Planned for Feeders

Prototype of Beech Aircraft Corp's new, radically-designed four-engined feederliner may be flying in September, with deliveries to customers already being promised for Fall.

On the heels of a Beech announcement relating to two new aircraft—Model 35, a four-place personal plane, and Model 34, "an advanced, 20-passenger" feeder transport—Texas Air Lines in a CAB proceeding revealed it has placed orders for



### DOUGLAS JET BOMBER:

Two views of the Douglas twin jet bomber (XB-43) showing the size and clean lines of the plane. It was recently test flown by the AAF at Muroc Lake, Calif. in preparation for speed runs that are expected to reveal a better than 500 mile an hour clip for the bomber.



ten Model 34's, with expected Fall delivery.

► **Design Differs**—Like feeder designs of other manufacturers, the Beech Model 34, designated *Twin-Quad*, conforms to specifications laid down by the Feeder Airlines Association, but differs greatly in some design aspects. Probably most unusual is power plant arrangement. Two engines are geared to each propeller so that in appearance it resembles a conventional two-engine plane.

The engines will be of 350 hp. each—reportedly air-cooled Lycomings especially built for the airplane—and arranged in tandem and contained entirely within the wings. Any one of the engines may cut out, but there will still be pull on that side with a power loss of only 25 percent. It is calculated that on three engines the Model 34 will be able to climb to 20,000 ft.

Another striking design departure will be in the tail assembly where Beech plans to use the "butterfly" tail (AVIATION NEWS, Jan. 1, 1945) with which the company experimented during the war.

► **New Propellers**—Propellers will be the recently-announced Hamilton Standard "baby" Hydromatic (See Production) of 10 ft. 7 ins. diameter. With these new props, the plane is designed to cruise at 4,000 feet on 60 percent power at 182 mph. With low wing loading and its relatively-large slow propeller, the Model 34 will land in 2100 ft. over a 50-ft. obstacle and take off in 1980 ft.

As a possible indication of the market at which Beech is shooting,

the plane is designed to carry pick-up equipment.

Pending production on the *Twin-Quad*, Beech is continuing work on the Model 18. Since Jan. 1, the company has maintained a \$2,500,000 volume on this aircraft. Beech now employs 4,000 workers at Wichita and claims to be the largest employer in Kansas.

## NATA Seeks Man For Executive Post

**Membership campaign successful as organization girds to expand and establish state groups.**

National Aviation Trades Association is again actively looking for an executive director since Jack Frost, named temporarily to the post a month ago, assumed his new post as sales manager of *Aerolog* (also see Private Flying).

Until selection of his NATA successor, Frost is still maintaining the association's offices at 1365 Connecticut Avenue, in Washington, and handling such NATA details as arise. Meanwhile, a former major in the AAF is being considered for the job.

In the month since he assumed the acting executive directorship of NATA, Frost has been concentrating on the membership campaign which was touched off several months ago in New York with a meeting of NATA's Region I. Success of the drive is indicated by his report that the campaign is now operating at a profit.

► **Seek Strength**—The effort to re-

establish NATA as a strong, effective organization was continued with a Chicago meeting of Region III and a conference involving Region V is tentatively scheduled for Omaha in July during which it is hoped directors may also meet.

Meanwhile, there have been several state meetings resulting in the formation of state associations. This was one of the recommendations to emerge from the Region II meeting, that the regional organizational set-up be replaced by state bodies. So far, there have been about 15 state groups established, all of which are affiliating with the national NATA.

► **Favor Assessment**—Problem of adequately financing national headquarters remains to be settled, but there is some feeling that an effective approach might be a flat assessment on regional associations. Considerable opinion exists in NATA that the position of executive director should pay perhaps twice the previous salary of \$5,000.

Due to the delay in finding an executive director, and the decision to prolong the membership campaign, the national convention has been delayed. Originally, it was scheduled for this Spring, but no new date has been set. Although work on revising the constitution and by-laws has been completed, presentation to the members must await the convention.

## Truman Asks \$55,000,000 For Airport Development

The President last week requested the Senate to tack a \$55,000,000 appropriation for airport development onto the House-approved 1947 fiscal year Civil Aeronautics Administration appropriation bill.

Submitted to the Senate Appropriations Committee, the request included \$3,000,000 for airport planning by the CAA, \$50,000,000 for federal matching-funds for airport constructions in the several states, and \$2,000,000 for federal outlays for airports in Alaska, Hawaii, and Puerto Rico.

The President also asked the committee to add a \$875,000 allocation to the coming-year CAA budget to provide funds for the certifying of nonscheduled air carriers. The increase would provide: (1) \$780,000 for the establishment of standards of operation and the inspection of operating procedures of nonscheduled carriers in interstate and overseas transport; and (2) \$95,000 for personnel and equipment for a certification section in the CAA.

## Merganser Flight Test Is Scheduled for Fall

**British transport designed for short haul and feeder lines will reflect all comforts of larger models.**

Percival Aircraft, Ltd. plans flight tests this Fall for the *Merganser*, a twin-engine, high-wing monoplane for use as a passenger or cargo feeder liner.

In it, Percival has incorporated all comforts and refinements of large transports, scaled down to size. It will be powered by two DeHavilland Gipsy Queen 51 air-cooled, in-line engines developing 296 hp each for takeoff. Major dimensions include 47' 9" span, 39' 8" length and height of 13' 9".

A wide variation in load combination will provide maximum utility to the feeder line, charter service, aerial taxi or private operator. Maximum loading conditions will accommodate either 1825 lbs. of cargo or eight passengers and pilot over a range of 300 miles.

Alternatively, a cargo load of 1350 lbs. or five passengers and pilot can be carried over a range of 800 miles.

► **Allows Sixth Seat**—The standard five-passenger version allows 300 lbs. of luggage and provides 87 cu. ft. of space per passenger. A sixth seat may be located within the crew compartment in the nose adjacent to the pilot to accommodate either an additional passenger or a combination co-pilot radio operator. Unusual features of the *Merganser* include: ► Removable decorated panels within the cabin which permit quick and easy conversion into the various passenger-cargo combinations. Cargo tie-down fittings are so designed as to be hidden in the passenger version.

► Cabin heating and ventilating control equipment.

► Dynafocal engine suspension, quick-removable "package" power plant installation, constant speed-full-feathering propellers.

► A separate toilet compartment in the aft end of the cabin.

► Air-operated tricycle retractable landing gear with pneumatic brakes actuated from the pilot's control wheel. The nose wheel is non-steerable.

► **Top Speed 180 mph.**—The *Merganser* has a design top speed of 180 mph. at sea level and 193 mph. at 5,000 ft. It will cruise at 170 mph. at sea level and 183 mph. at 5,000 ft. It has a flaps-down stalling speed of 69 mph.



**British Feederliner:** An artist's sketch of the *Merganser*, planned by Percival Aircraft, Ltd., as a five-passenger plane for feeder airlines, charter services, or as an executive plane. Despite high-wing design, aircraft is planned to have tricycle undercarriage, with a non-steerable nose-wheel.

A rate-of-climb at sea level of 1010 fpm. is expected with 1100 fpm. at 5,000 ft. Service ceiling is 24,000 ft. Present estimates indicate a takeoff run of 1680 ft. to clear a 50-ft. obstacle at sea level.

The *Merganser* will have a useful load of 2110 lbs. and is expected to weigh 6700 lbs. fully loaded. This will give a wing loading of 21 lbs. per sq. ft. and a power loading of 11.35 lbs. per bhp.

## Convair Flies New Pusher Monoplane

**Radically -Designed Lightplane Has 80 H.P. Engine Buried in Fuselage; Aimed at Personal Market.**

A radically-designed two-place pusher monoplane which has been successfully test flown at San Diego, is being developed by Consolidated-Vultee Aircraft Corp., officials have admitted.

The plane, designed by J. M. Gwinn, Jr., Convair's chief lightplane development engineer, is a low-wing cabin model with the 80 hp. engine buried in the fuselage. Power is shafted from the engine to a three-blade propeller located behind the plane's single fin and rudder.

The pusher is one of several experimental planes which have been or are being studied by Gwinn and Convair for possible future production as personal planes, after the peak of Stinson Voyager 150 sales has passed.

Among them are a version of the Waterman roadable plane, a roadable sky car and helicopter, both designed by William B. Stout; the controllable-wing Spratt; and a new pusher.

## C.A. Rheinstrom Heads Air Consultants Firm

**Stallter new American Airlines vice-president; George Doole chief of Panam Middle East region; other appointments.**

Charles A. Rheinstrom, 44, who recently resigned as vice-president in charge of sales of American Airlines, has established his own firm of aviation consultants with headquarters in New York.

The firm will provide a general advisory service to airlines and other aviation enterprises on sales, traffic, advertising, public relations, engineering and operations. It will also offer counsel to users and prospective users of air transportation. Rheinstrom was with American for 18 years. As general traffic manager for the line he originated the air travel credit card plan.

M. T. Stallter was elected vice-president of American Airlines in charge of state affairs. He was a colonel in the Air Transport Command and has been with American since 1929.

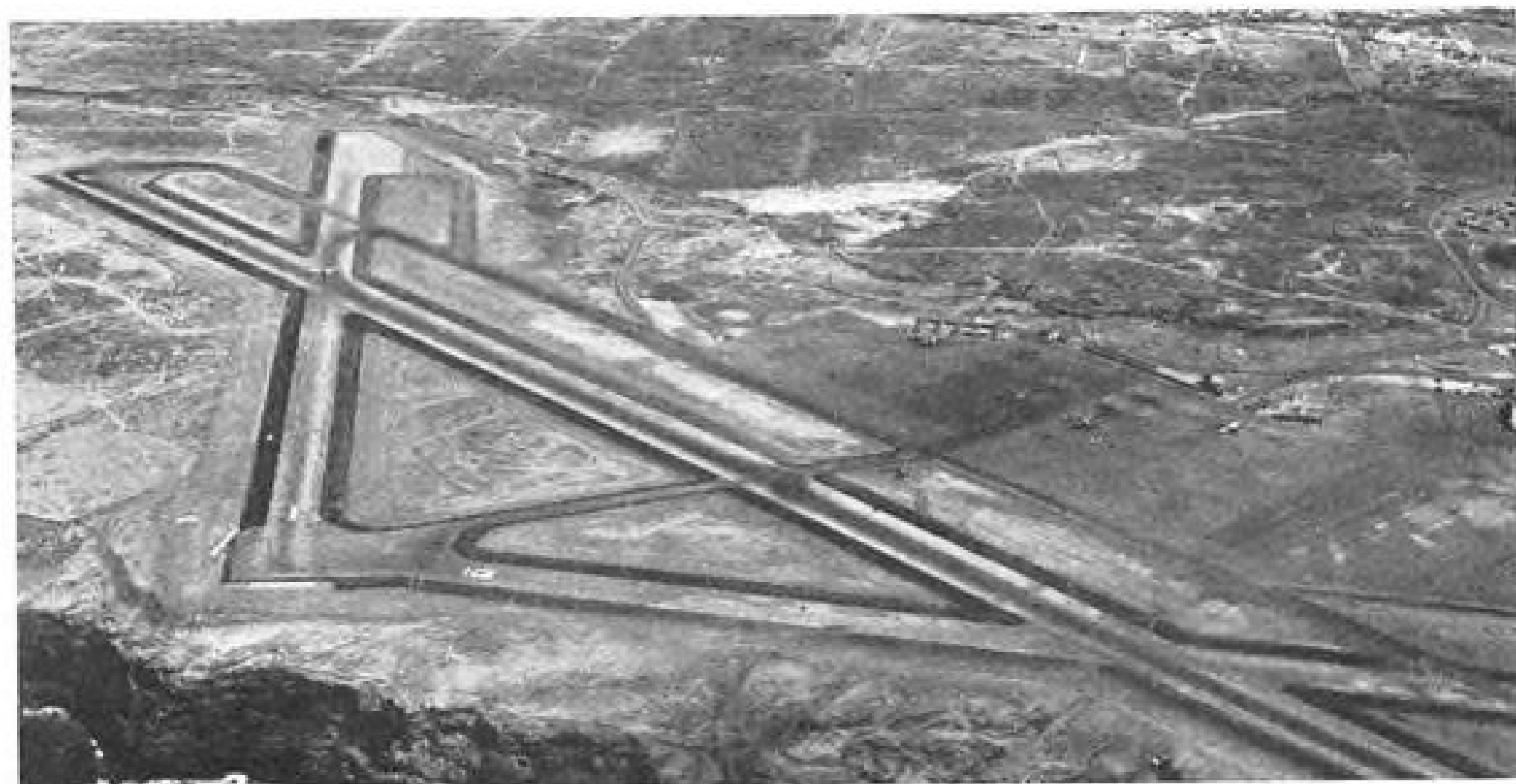
Other industry appointments are:

► **Panam**—George A. Doole, Jr., former assistant chief pilot of the Atlantic division is the new regional manager for the Middle East with headquarters in Ankara, Turkey.

► **Ryan**—Richard D. Peterson, who recently joined Ryan from Solar Aircraft Co., has been named eastern sales manager for the metal products division.

► **Glenn Martin**—M. R. Schermerhorn, Jr., controller, and G. T. Willey, vice-president in charge of manufacturing, were named to the board of directors.

► **Douglas**—C. C. Pearson has been named eastern representative and



### AZORES AIRFIELD:

Released for the first time are photographs of the elaborate wartime airfield installations built by the United States from the Arctic Circle to the Equator. Shown above is the field at Santa Maria Island, Azores. As Air Transport Command bases, fields such as this helped forward manpower and supplies and will play an important part in the transoceanic air commerce picture.



assistant to Donald Douglas with offices in New York.

► **Eastern**—Everett R. Cook, Memphis cotton broker, was elected a director of Eastern Airlines. He was a World War I ace.

► **Atlantic Airlines**—Harry D. Miller, a partner in the stock exchange firm of Nugent & Igoe, East Orange, N. J., and Frederick Gearhart, a director of Higgins Aircraft, Inc., of New Orleans and the Globe Aircraft Co., Fort Worth, have been elected directors of Atlantic Central Airlines, formerly Otto Airlines.

► **Pacific Airmotive**—Earl Herring was elected president. Other officers are: E. O. Locher vice-president, branches; Gunnar Edenquist, vice-president and assistant to the president; Joe Earll, vice-president, merchandising; Victor Semrau, secretary-treasurer, and Stanley A. Wilson, assistant secretary.

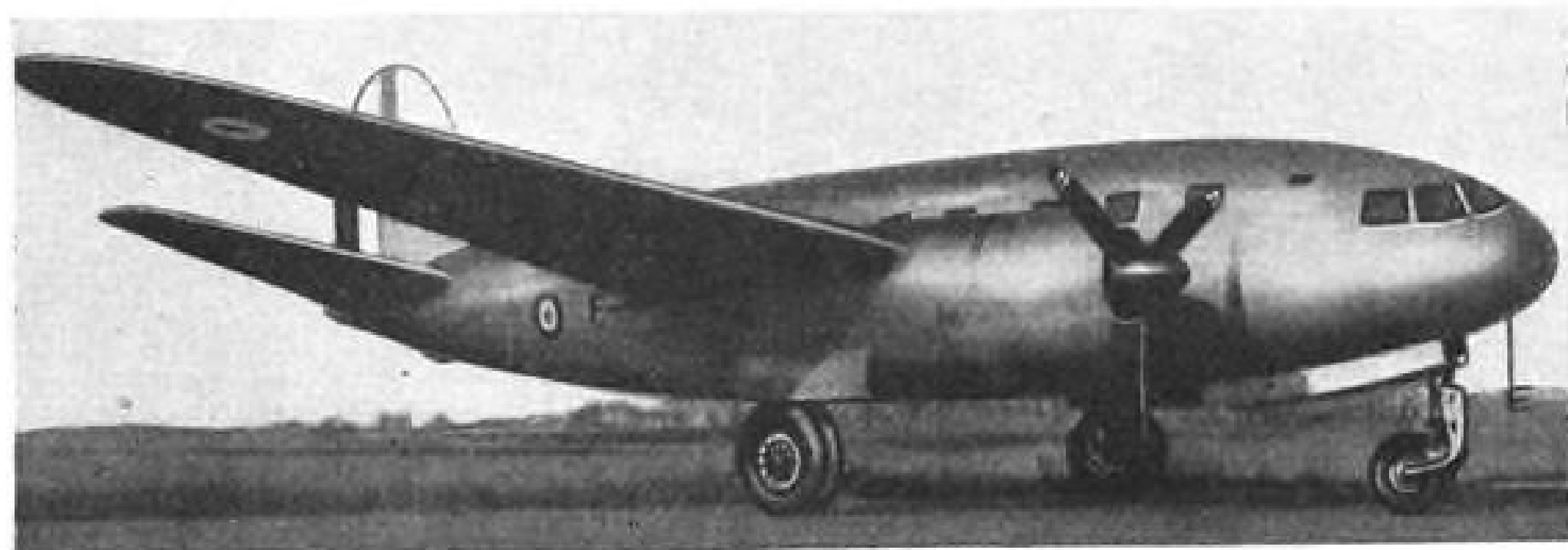
► **SIA**—W. J. Kane, former assistant sales manager of Douglas Aircraft, has been named west coast representative for Swedish Intercontinental Airlines with headquarters at the Boeing Seattle plant where four *Stratocruisers* are being built for the line.

## Bellatrix Spearheads French Market Quest

Twin-engine airliner made for export market; cruises at 225 mph at 21 cents a mile cost.

A bid of the French aircraft manufacturing industry to recapture its pre-war position is seen in the release of details on the S.N.C.A. S.O. SO-30R *Bellatrix* twin-engine airliner, prototype of which is now undergoing flight tests.

Although reminiscent of the Curtiss *Commando* in general outline, the all-metal transport differs considerably in detail. It will seat 30 passengers and sleep 16. Span is 84 ft., is 60 ft. long and stands 16 ft.



**French 'Comeback Plane':** One of the earliest products of the French aircraft industry in its comeback plans is this 30-passenger transport, the SO-30R, built by the Societe Nationale de Construction Aeronautique du Sud-Ouest.

high. Weight is approximately 36,000 lbs. fully loaded and it has a normal range of 1,850 miles at a cruising speed of 225 mph. A direct operating cost of 21¢ per airplane mile is claimed for the new craft, roughly twice as high as that of projected U. S. craft of commensurate capacity.

The fuselage is divided into two levels; the upper portion houses the crew and passengers, the belly accommodates baggage and cargo. The cabin is divided into three compartments with a double row of seats along the port side and a single row along the starboard side. The center compartment, located between the spars, comprises a private drawing room for six passengers.

The cabin is pressurized and maintains 8,000 ft. atmospheric conditions up to an airplane altitude of 20,000 ft. It is completely soundproofed and air conditioned, the latter provided by a compressor and heat exchanger mounted on each engine. The crew consists of a pilot, co-pilot, flight engineer, and radio operator, all located in the streamlined nose compartment, and a flight steward in the passenger cabin. Complete lavatory and bar equipment is carried.

The *Bellatrix* is powered by two Gnome & Rhone 14 R.5 double-row radial air-cooled engines developing approximately 1,720 hp. for takeoff. Two-speed supercharging provides 1,300 hp. at 16,700 ft. Fuel capacity is about 1,000 gals. with both tanks delivering fuel to either or both engines. The 12 ft. controllable pitch propellers are electrically operated from the 24-volt aircraft electrical system. The engine cowlings are fully hinged to provide ease of maintenance.

The transport has a top speed of 280 mph. at 25,000 ft. and cruises at 225 mph. at 20,000 ft. It can clear a 50 ft. obstacle with a takeoff run of approximately 3,000 ft.

## Rigid Industry Control Failed, Says Nazi Expert

German War Production Chief Speer testifies technicians not bureaucrats get most out of total effort.

An answer to some current thinking in high civilian government circles both here and abroad that greater controls over industry are needed to make possible speedy industrial mobilization in time of war is seen by the aircraft industry and military officials in the report of the interrogation of German Minister of Armaments and War Production Albert Speer.

Presented last week by J. Carlton Ward, jr., president of Fairchild Engine and Airplane Co., before the committee hearing testimony on the Mitchell bill to establish a national air policy board, the report proves that the totalitarian system of industrial mobilization failed completely in Germany and had to be replaced by an "autonomy of industry" which somewhat resembled our War Production Board and which greatly increased output.

► **Plans Not Practical**—Chief trouble in the Nazi system arose, according to Speer, from the fact that the authoritarian regime's planning was too much on the theoretic side. The Germans did not formulate their industrial mobilization plans in cooperation with business leaders and engineers.

"In Germany," said Speer, "those who occupied themselves with war production were professional officers, a closed corporation without the benefit of fresh outside minds. Consequently, we had in Germany economic leaders who were strangers to industry and who were therefore responsible for a production far too low considering the existing potential."

Speer emphasized that Germany's chief mistake in industrial mobilization was setting up "a permanent apparatus long before the war with the job of planning and then executing conversion. The longer it worked on the job the less it took industrial considerations into account, and the greater became its mistakes."

► **Scorned Technical Work**—The Nazi Minister also pointed out that military officers regarded economic and technical work as demeaning. It was, therefore, relegated to the less competent.

The futility of government decreeing greater production under

threat of punishment was stressed greatly by Speer.

On the other hand, when Speer took over in 1942, he worked largely with skilled engineers and technicians, shunning as much as he could what he termed "commercially trained" experts whose emphasis was on the profit motive.

The futility of government's decreeing greater production under threat of punishment was stressed strongly by Speer. German armament makers had worked under the constant SS warning of courts-martial and execution. Speer ended courts-martial and labored to build an organization based on confidence. The relief of being able to work in a non-political organization gave the industrialists new enthusiasm.

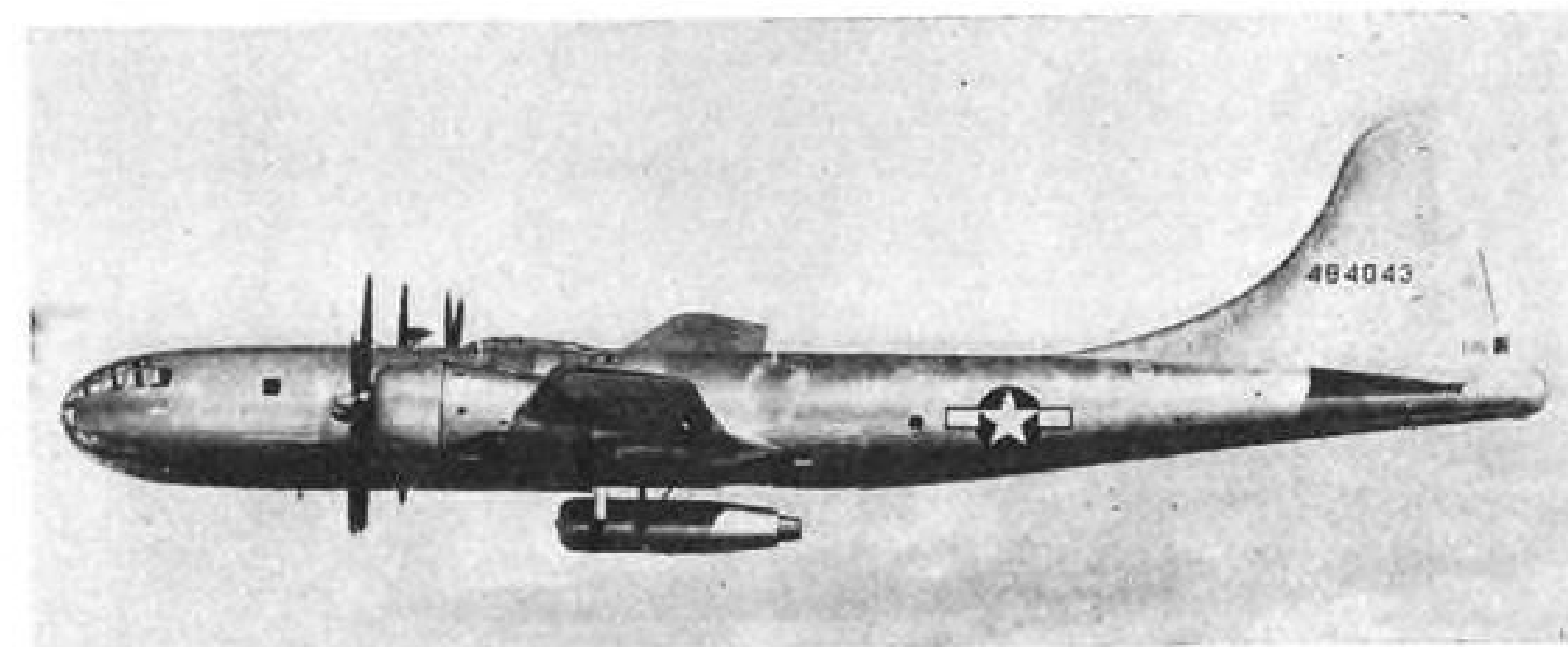
► **Criticism Is Spur**—Another spur to production, relied upon by Speer, and being pointed out by authorities in this country is criticism. One of Speer's questioners declared there was too much criticism in the U. S. The German Minister replied it is better to have too much criticism than none. When the plant managers "have lost the impulse to report to their superiors, then the danger of mental isolation at the top becomes very great."

Time and time again, Speer returned to the thought that theoretic planning by a group of government bureaucrats did not aid, but hindered industrial mobilization. When he took over the direction of Germany's war production, he scrapped the system under which military officials in government departments issued directives to industrialists informing them of what was expected. He replaced this with a set-up into which he drew leading technicians, put them in charge of various groups roughly corresponding to WPB's industry advisory committees, and made them responsible.

The AAF, which, together with the Aircraft Industries Association, is distributing the report of the Speer interview, is studying closely the interrogation from the view that the Nazis gave the acid test to strict government control over industry, and found that in the end it had to be replaced with the system that was used in the U. S.

### RAF to Visit U. S.

The Royal Air Force will send a squadron of *Lancaster* bombers to participate in the celebration of U. S. Air Forces day, Aug. 1, it was announced last week.



### FLYING JET LABORATORY:

This Boeing B-29 Superfortress, loaned by AAF to General Electric, is being used by GE to make air-borne tests of jet and gas turbine engines. Shown suspended from the B-29's bomb bay doors is a torpedo-shaped GE axial-flow turbo-jet engine.

## Vultee Strike Ends With 18 Cent Raise

Production resumed on Stinson *Voyager* at Wayne plant; other cases pending.

Consolidated Vultee Aircraft Corp. last week resumed production of the four-place *Voyager* 150 at its Stinson Division plant at Wayne, Mich., following termination of an eight-week strike.

The new agreement with the C.I.O. United Automobile Workers, representing about 800 production employees, provides for general wage increases of 18¢ an hour. Management weeks ago had agreed to an 18¢ increase, but the union refused to end the strike, which began April 2, until all issues were settled and the contract signed. The strike was marked by rioting and a 100-car blockade of the road leading to the plant by the strikers.

► **15% Boost**—The settlement followed by less than a week an end of the strike at the corporation's plant at Fort Worth, Tex., which began Feb. 26. Some 4,000 employees involved will get a 15% increase, according to U. S. Conciliation Service reports. Here, too, there were picket-line disturbances, mass arrests of strikers and other disturbing incidents.

A third Consolidated strike, involving 2,400 workers, ended May 11 with an 18¢ increase at the San Diego plant. It had begun Feb. 4. The International Association of Machinists represented the strikers in both the Fort Worth and San Diego plants.

► **Reach Agreement**—The Conciliation Service reported tentative settlement of a fourth strike, that of the Aviation Corp., Williamsport,

Pa., which began Jan. 16. The 850 strikers were to act on the proposed settlement terms last week.

Strikes listed by the Conciliation Service as still in progress at aircraft plants last week included 600 employees of Bellanca Aircraft, Wilmington, Del., and 450 employees of Ranger Aircraft Co., Farmingdale, Long Island. The Ranger strike began April 24 and the other May 16.

## Aircraft Shows Set For Cleveland, L.A.

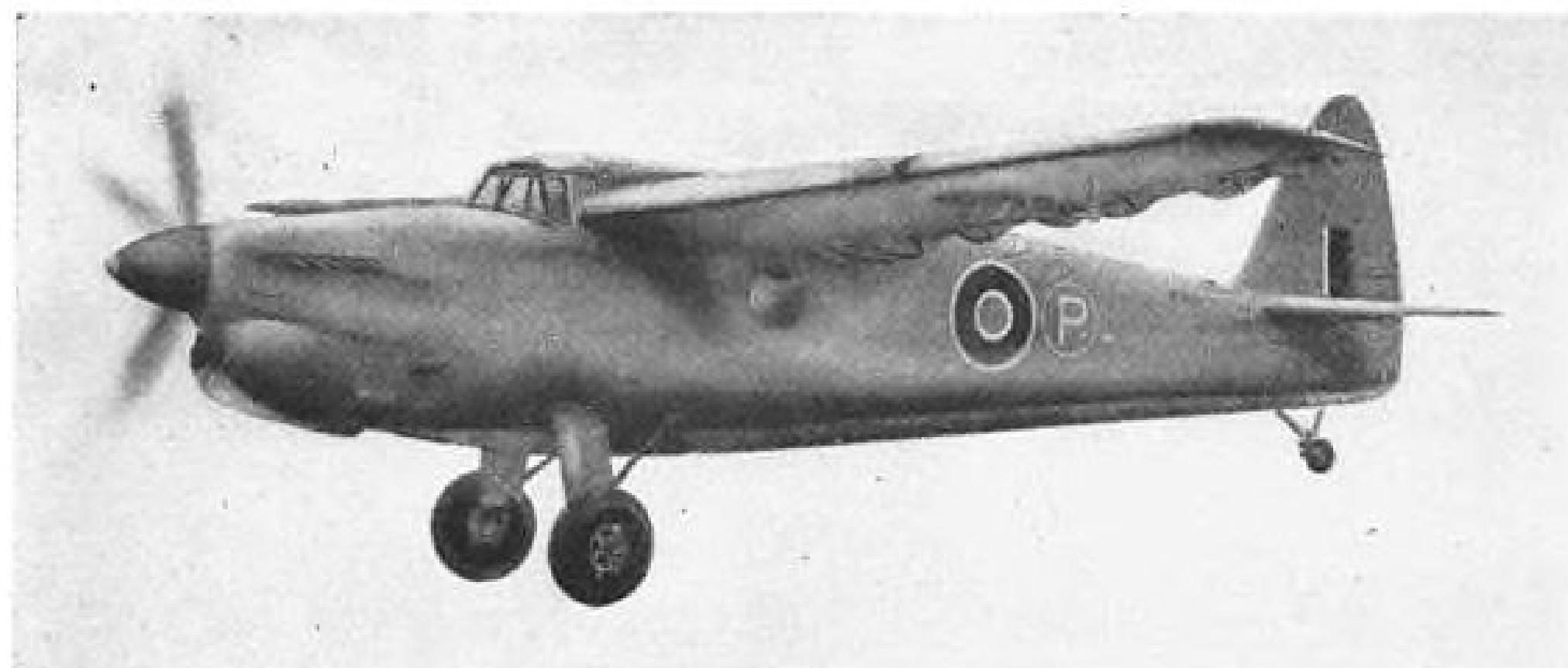
The two authorized air shows of the U. S. aircraft industry will be staged in Cleveland and Los Angeles, it has been announced by the Aircraft Industries Association which also revealed that Clyde M. Vandenburg has been appointed as executive director of the national aircraft shows.

The first event, to be held in Cleveland, is scheduled for Oct. 4 through 12, while Los Angeles exposition has tentatively been set for some time in November.

The Cleveland show will be held in the surplus plant occupied in wartime by the Fisher body division of General Motors, and is the first of the two official shows which AIA has decided to sponsor each year (AVIATION NEWS, Apr. 22, 1946). Present plans contemplate that the entire aircraft industry—military, commercial and private plane builders—will be represented at both shows.

During war, Vandenburg was gen. mgr., Aircraft War Production Council, East Coast. Since its dissolution he has been connected with N. W. Ayer & Son, advertising agency, from which he's on leave.





#### VARIABLE INCIDENCE:

Variable incidence wings, first flown on the experimental British Supermarine 322 navy bomber shown above, have proved so successful that the "tilting wing" feature is being incorporated in a new British amphibian. The wing uses slots and flaps and may be tilted at varying angles of attack, through a range of 15 degrees, pivoting on the front spar. A screw-jack mechanism on the rear spar effects the angle change, actuated either by an electric motor or manually. The plane reportedly attained the very high lift coefficient of 3.9 with engine on, with wing set for maximum lift. Variable incidence wings were flown in this country on at least two planes designed by George Cornelius, (AVIATION NEWS, Sept. 13 and 20, 1943) while a Blohm and Voss transport built in occupied France, which never flew (AVIATION NEWS, Nov. 26, 1945) and George Spratt's Controllable Wing, which has flown successfully in several models, are other previous efforts at variable wing incidence.

## President Pushes Plan For Foreign Bases

Administration plans for CAA operation of 41 foreign air bases built by the U.S. during the war and now serving international carriers—already knocked down once in the Senate—were pushed again in Congress last week.

At the request of the President, Sen. John Overton (D., La.), acting chairman of the Senate Commerce Committee, introduced legislation authorizing the CAA to take over the bases.

Three weeks earlier the Senate Appropriations Committee turned down the President's request for \$1,400,000 for CAA operation of the installations for the remainder of the present fiscal year.

Out of the 600 foreign air bases constructed by the U. S. military during the war at an estimated cost of \$2,000,000,000, it is estimated that 258 will be vital to U. S. commercial airline operations. The Army and Navy propose to operate 66 of the 258 installations indefinitely, and the Administration has agreed to turn over 151 to the sovereign nations in which they are located for operation.

The remaining 41 essential bases, under Administration plans, are to be operated by the CAA for an

interim period—until PICAQ works out a permanent plan for their operation. Deputy CAA Administrator Charles I. Stanton explained to the Senate Appropriations Committee that these bases will either be operated by the U. S., or not be operated, since they are located in territories—the Pacific and Middle East—where there are no well-organized governments.

Sen. Pat McCarran (D., Nev.) and Sen. Overton, members of the Senate Commerce Committee which has been critical of the Administration's "open" air policy, comprised the Senate Appropriations subcommittee which recommended against funds for the CAA foreign base program. Sen. Kenneth McKellar (D., Tenn.), Sen. Kenneth Wherry (R., Nebr.) and Sen. Owen Brewster (R., Me.) lead in the opposition to the program.

The Overton authorizing bill faces a rough ride in the Senate Commerce Committee, where the "chosen instrument" advocates, persistent critics of Administration air policies, are strong.

Appropriations committee man Sen. Joseph Ball (R., Minn.) maintains that the U. S. would be in a poor bargaining position in working out an international arrangement for operation of air bases if it originally steps in and accepts the full burden of operation.

## Shloss is AWA Head, Stuart Chief Governor

The Aviation Writers Association elected Leon Shloss president for the forthcoming year at its annual meeting in Indianapolis. Shloss, an assistant editor of *Popular Science* magazine, succeeds Maurice Roddy, aviation editor of the *Chicago Times*.

John Stuart of the *New York Times* was elected chairman of the board of governors, and three vice-presidents were named: Gene Dawson, *Indianapolis News*, Dick Kirschbaum, *Newark Evening News*, and Charles McReynolds, McGraw-Hill West Coast bureau. Devon Francis, *Popular Science*, was elected executive secretary, and Leslie Spencer, McCann-Erickson Advertising Agency, treasurer.

### AVIATION CALENDAR

June 5-7—AIA Airworthiness Requirements Committee and CAA, Hotel Statler, Washington.  
June 8-9—Formal dedication of Eldon, Mo., Airpark.  
June 10-13—AIA Engine Committee Meeting on Gas Turbines, Hotel Statler, Washington, D. C.  
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 21-22—General Electric Air Research Demonstration at Schenectady, N. Y.  
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—Canadian International Air Show Toronto.  
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.  
Sept. 5-15—St. Louis, Mo. Aviation Week.  
Oct. 3-5—SAE National Aeronautic (Fall) Meeting and Aircraft Engineering Display, Biltmore Hotel, Los Angeles, Calif.  
Oct. 4-12—National Air Show, Cleveland.  
Oct. 14-17—Fourth Annual National Aviation Clinic, Oklahoma City, Okla.  
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.

## PRIVATE FLYING

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## Lloyd's of London Offers AOPA Members Aviation Coverage

Unique group insurance contract offers 20 to 40 percent savings as result of safety record; variety of policies available.

By ALEXANDER MCSURELY

A group insurance contract announced last week between Lloyd's of London, and the Aircraft Owners and Pilots Association, makes available to OAPA members broad aviation insurance coverage at an estimated savings of 20 to 40 percent in annual premiums, over costs of comparable aviation coverage now generally available.

J. B. Hartranft, Jr., general manager of AOPA, Washington, D. C., said the new insurance plan is likely to have a broad impact on aviation insurance for private flyers. Of approximately 25,000 AOPA members less than 25 percent now carry any form of aviation insurance—a recent study indicated.

The new low rates were obtained as a result of favorable accident experience of AOPA members which is considerably better than the national average among flyers.

**Safety Campaign**—In purchasing the master insurance policies from Kenneth B. S. Roberston, Ltd., Montreal, agent for Lloyd's, the association also agreed to sponsor a continuing safe flying campaign among the members.

Coverage permits members to subscribe to fit individual needs in varying amounts and types of insurance including: Pilot's personal accident insurance, aircraft hull

(damage to airplane), public liability, property damage, and passenger liability.

Pilot's personal accident insurance is offered in two types of coverage: "flying only," which covers only the time when he is engaged in flying activities, and "24-hour coverage" which includes his flying activities but also extends the accident coverage to include any other activities during the remainder of his day, including possible, industrial, home or auto accidents.

**\$3.10 per \$1,000**—For "flying only" coverage the AOPA member will pay \$3.10 per \$1,000 of "principal sum" which is to be paid in event of death, or loss of limb(s) or eye(s); by paying 62 cents more he can get weekly payments of \$5 a week for 52 weeks if he is totally disabled; and by paying \$3.10 he can get \$500 to pay medical expenses resulting from a flying accident with an additional \$100 for each additional 26 cents he pays.

A typical "flying only" policy might include coverage of \$10,000 death or serious injury benefit for \$31; plus weekly payments of \$50 per week during disability, for \$6.20, plus \$1,000 if needed to pay medical expenses for \$4.40 or a total, annually of \$41.60.

Rates on "24-hour" coverage vary

depending on the occupation and risks of the member during his non-flying hours. A member who is a male office worker could get a 24-hour coverage, for a typical \$10,000 benefit, \$50 a week, \$1,000 medical expense policy, for \$88.97 per year.

**\$25,000 Maximum**—Maximum coverages for personal accident policies are: \$25,000 principal sum, \$125 a week disability, and \$2,000 medical expense.

Two forms of hull coverage are provided: "all risk ground only," and "all risk, ground and flight". The "ground only" policy pays full insured value in event of fire or total loss, and pays other losses less \$25 to be paid by the plane owner. Most comparable policies call for loss payments with \$50 deductible. The "ground and flight" policy pays full insured value in event of fire or complete loss, and either 10 percent of the airplane's value, or 20 percent of the amount of loss, is deductible for all other flight and crash losses. No depreciation is considered.

Piper Cub hull coverage on a new \$2,000 airplane used for pleasure and private business would cost \$57.80 annual premium for "ground only" or \$223.20 for "flight and ground". A new \$4,000 Republic Seabee amphibian similarly used, would cost annual premiums of \$100.80 or \$325.60, respectively, for hull coverage. Airplanes of high value or multi-engined types, will be rated on individual basis, with consideration for use, condition, pilotage, etc.

**Costs 20 Percent Less**—Broad public liability, property damage and passenger liability coverage will cost members about 20 percent less than similar coverage now available to non-members, the Association advised. Light planes used by private users can be insured by members for basic limits of \$5,000/



#### 1931 TO 1946:

Strong family resemblance is evident between the 20,000th Piper Cub, right, completed last week at Piper Aircraft Corp.'s Lockhaven, Pa. plant, and the veteran of 16 years of flying, a 1931 Piper Cub, two-

place, with 37 hp., which is still in use. The new Cub is a 100 hp. three-place Supercruiser, which by some CAA coincidence has been assigned the license number NC 20000.



\$10,000 public liability, and \$5,000 property damage, for \$18.59 per year, with passenger liability as low as \$20.66.

The first venture of a large membership aviation organization into group insurance coverage, the AOPA plan may be compared in some respects with membership coverage provided by the American Automobile Association for its members. Whether the low rates for AOPA members will have the effect of reducing other aviation insurance rates remains to be seen. If not, the new insurance plan may prove an effective recruiting agent for additional AOPA memberships. And in either case the private flyers stand to benefit.

## Open Roosevelt Field To Private Expansion

Navy lease ends June 30 but commercial aircraft slated for most of new facilities.

Plans for expansion of facilities at Roosevelt Field, Mineola, Long Island, which will go into high gear as soon as the Navy lease on part of the field expires June 30, include little room for the private flyer. They are concentrated mostly on accommodating company-owned business planes and commercial aircraft of all types.

President James Guthrie, of Roosevelt Field, Inc., believes there is a tendency among aviation people to "go overboard" on the immediate prospects for private flying without taking into account the operating costs of a small plane.

He expects to expand plane storage, and repair and overhaul facilities to make the field the biggest plane repair and overhaul center in the east.



### AIRPARK BUILDING:

Sunshaded observation deck for visitors is a feature of this new airpark administration building built at the recently opened La Cresta Airfield, Bakersfield, Calif. The structure houses administration offices, ticket office, restaurant, restrooms and showers, and repair hangar. The field has a 3,800 ft. oil-treated runway, and large town area. The airpark, on the city outskirts is surrounded by land expected soon to be developed in real-estate subdivisions, for plane-owning home builders.

► **Companies Own Planes**—A survey recently showed about 70 planes were based there, 80 percent of which are owned by large companies such as Texaco, Gulf, Esso, while only 20 percent are privately owned.

The field charges a minimum of \$50 a month for hangaring a plane, with rates based on square feet used. Prior to the war storage rates were around \$35 a month. The increase is due to increased operating costs, particularly increased labor costs, Guthrie advised.

If and when the Navy vacates its portion of the field, six more hangars will be made available, or a total of 20. It is planned to remove temporary structures which the Navy built between the hangars, and probably to construct additional hangars. During the war the field was used as a modification center for fighters and dive-bombers for the British Navy.

► **Space Leased**—Companies leasing space at the field, including Fairchild Aircraft Co., Aero Trades Co., and other expected lessees will par-

ticipate in the building expansion. Currently the field employs about 60 mechanics, with about 45 more on the Aero Trades payroll.

Guthrie expects all available hangar space can quickly be filled by non-scheduled commercial and company-owned executive aircraft. He plans installation of a control tower, and to provide a limousine or special bus service into Mineola, with taxi service into New York.

Analysing his decision to de-emphasize private flying at a field which in pre-war days boasted it housed the largest number of private planes stationed at any one field in the world, Guthrie estimates that an individual plane owner will pay about \$150 a month, for storage, maintenance, overhaul, insurance and direct flying costs. He considers this a major expense for the average man or family, unless it can be charged up, at least in large part, to business uses. So he sees the great immediate expansion will be in business planes rather than in sport or family flying.

► **150 Plane Maximum**—Although

the field at one time provided hangar space for approximately 300 private planes, Guthrie has set a maximum limit of 150 for the future. He does not expect flight training to be resumed at the field, because of the density of other traffic, expected. Besides non-scheduled operations he sees the airport as a logical base for cargo plane and feeder airline operations.

The decision to limit private flying may eventually lead to its complete elimination, at Roosevelt Field.

Guthrie indicated he will not charge a landing fee at Roosevelt unless "traffic gets too congested. Landing fees are not charged at any other airports in Nassau county.

## Dallas Area Bidding For Lightplane Lead

National leadership in lightplane production for the Dallas-Ft. Worth area of Texas is predicted by the *Dallas Morning News*, as the result of a recent survey of airplane production in the area.

Largest current producer in the area is Luscombe Airplane Company, at Dallas, maker of the two-place *Silvaire*. Other Dallas manufacturers are Southern Aircraft, division Portable Products Corp., Garland, which is taking orders for a plane not yet in production; Texas Engineering & Manufacturing Co., which is producing the Fairchild *F-24* and the *Globe Swift*, under sub-contracts; and the Weatherly-Campbell Company which is developing an experimental four-place plane with 190 hp. engine.

Principal Ft. Worth producers are the *Globe Aircraft Corp.*, maker of the two-place *Swift*, and *Johnson Aircraft Inc.*, maker of the three-place *Rocket*. A third Ft. Worth light plane company is *American Eaglecraft Co.*, builder of the two-place *American Eaglet*.

Three other plane manufacturers are considering moving plants to the Dallas area, *The News* reports.

### Tire Specification List

What are believed to be the first complete tables on tire equipment specifications for current light airplanes are contained in a new catalog of aeronautical products issued by B. F. Goodrich Co., Akron, Ohio. Data are provided on current models of Aeronca, Beech, Bellanca, Cessna, Callair, Culver, Ercoupe, Fairchild, Funk, Grumman, Howard, Interstate, Luscombe, Meyers,

Monocoupe, Piper, Porterfield, Rearwin, Ryan, Skyfarer, Spartan, Stinson, Swift, Taylorcraft and Waco. The tables list gross plane weight, size of original tire equipment for main, nose or tail wheels and alternate sizes when these may be used.

## Rawdon Monoplane Is Set for Production

Unusual control features aimed at flying farmers market; price to be under \$4,000.

Production is expected to start this summer on a new low-wing tandem 125 hp. monoplane trainer and private plane, to be built by the Rawdon Brothers Aircraft Co., Wichita, for sale in the \$3,500-\$4,000 price bracket.

The prototype, which has CAA experimental license NX41776, has already flown more than 450 hours in tests. It was developed as the T-1, during the war, for a training plane, but came too late for quantity production for military training.

Powered with a four-cylinder 125 hp. Lycoming O-290 engine, the plane is credited with unusually good flight performance in its class. The company reports that it will clear a 50-ft. obstacle in from 400-

425 ft. after start of takeoff, and that this distance has been cut 20% by use of a Beech controllable pitch propeller. With a short run the plane will climb at a sharp angle, estimated at around 30 degrees, without stalling.

► **Fine for Farmers**—Ground handling, and easy takeoff and landing characteristics are expected to make the plane especially adaptable for use by farmers with short runway space. The plane has a top speed of 130 mph. and will cruise at 115 mph. at 70% power. It takes off at 50 mph.

In a demonstration for an AVIATION NEWS correspondent, Jack Chastain, chief Rawdon test pilot, put the plane through five conventional loops with loss of only 300 ft. altitude.

The Rawdon plane has a wingspan of 33 ft. 4 in., with 165 sq. ft. of wing area. Overall length is 24 ft., and height to top of cockpit enclosure is 7 ft. 5 in. The fixed landing gear, fitted with hydraulic struts, has a tread of 9 ft. 6 in.

► **Plywood Wings**—Wings are plywood and spruce monospar design, bonded with plastic glues, and the wood skin is fabric covered. The fuselage is conventional steel-tube, fabric-covered, design. The tandem cockpit, with dual controls has an anti-sunburn Lucite canopy.



**New Rawdon Tandem:** Two views of the new tandem two-place low-wing 125 hp. monoplane being developed by Rawdon Brothers Aircraft Co., Wichita, show the plane's good visibility through the Lucite canopy, and its wide tread fixed landing gear. Designed for the trainer and private plane market, the plane cruises at 115 mph. and is expected to sell in the \$3,500-\$4,000 bracket.



### FOUR JOHNSON ROCKETS:

Four Johnson Rocket demonstrators left Ft. Worth last week for a tour of West coast distributors' airports. Johnson Aircraft, Inc. is expanding the production of the three-place 185 hp. plastic plywood planes rapidly since recent certification by CAA.



## Flying Doctors

And now, it's the Flying Doctors—

Missouri physicians who use airplanes in their professional work and for pleasure, last week announced organization of the Flying Doctors of Missouri. President is Dr. W. F. Zumbrun, of Bolivar. Other officers are Dr. J. G. Bennett, Buffalo, vice-president, and Dr. Harry Farrar, Jefferson City, secretary-treasurer.

Patterned along lines paralleling the better-known Flying Farmers of America, the Flying Doctors will perform one of their first official acts as hosts at a breakfast for pilots at the Eldon (Mo.) Model Airpark dedication June 8-9.

## Jack Frost Gets Sales Post With New Air Parts Manual

Jack Frost, Washington, D. C., has been appointed sales manager of Aerolog, a new parts manual for aircraft service operators which is to be published later this year by the Steck Co., Austin, Texas. Frost resigned as acting executive director of the National Aviation Trades Association, effective June 1, but will remain in Washington in his new work. Prior to going with NATA, May 1, he had been assistant manager of the National Aeronautic Association. The manual is designed to simplify the "Where-to-find-it" problem for dealers and repair stations and will be distributed free to every operator in the country.

## Reaction Motor Head New President of Rocket Society

Lovell Lawrence, Jr., president of Reaction Motors, Inc., of Pompton Plains, N. J., and long-time experimenter in rocket work, has been elected president of the American Rocket Society. Vice-president is Roy Healy, jet propulsion project engineer of the Air Technical Service Command. G. Edward Pendray has been re-elected secretary.

## Ask Airport Funds

Recommendation that Arizona set aside state taxes collected on aviation gasoline, estimated at approximately \$250,000 a year, to match federal funds allocated for airport development, has been made by the state aviation committee, and will

## Briefing *For Private Flying*

**BETTER BATTERIES**—Cessna Aircraft Co. engineers have been asked by National Aircraft Standards committee of the Aircraft Industries Association to start a study on development of lower cost, higher performance batteries for personal planes. Cessna will work with the standardization group of the battery manufacturers, and with other technical groups. The battery study is part of an overall light plane standardization engineering study which is being made for the standards committee by Taylorcraft Aviation.

**FILMS AVAILABLE**—Thirty-one aviation training films on various subjects will be loaned by CAA to schools, flying clubs and civic and aeronautics organizations, through the 29 CAA airway traffic control centers. The list includes both film strips, for use like slides, in 35 mm. projectors, and 16 mm. motion picture films. They will first be available in the following cities, Fairbanks, Alaska; Seattle, Los Angeles, Denver, Ft. Worth, Kansas City, Mo.; Chicago, Atlanta, Washington, and New York. It is expected that additional films, developed by the Army and Navy for war-time training, will be turned over for CAA for similar loans, in the near future.

**CUB PICKUP**—All-American Aviation, Inc., Wilmington, Del., is developing a small pickup unit, for use by Maurice Fitzgerald, Buffalo aerial photographer, in his Piper Cub. Fitzgerald plans to use the unit, to fly over golf courses, ball parks and other sports and news locations, and pickup a container from a ground station, containing films just "shot" by his cameramen on the ground. He would then fly this container over downtown Buffalo, to drop it on the roof of the press building for immediate developing and publication. The AAA unit, which uses manually controlled equipment throughout, is capable of picking up as much as 10 pounds at a speed of 70 mph.

**RADIO COMPASS LOOP**—A new plastic-housed 4-inch diameter loop antenna for a radio compass, described as the smallest ever produced yet with greater sensitivity than the larger loops now in use, has been developed by Lear Inc., Grand Rapids, Mich. The installation, on President Bill Lear's new Beechcraft flying laboratory weighs only 1.3 lbs installed and recorded only 0.6 lb drag in a test flight at 180 mph. A servo unit automatically rotates the loop to the usual null position when it is tuned to any particular station. The antenna is expected to be widely used on private planes with radio equipment.

**AVIATION MAJOR**—Southwest Texas State College, San Marcos, is claiming the distinction of being the first college in the country to offer its students the opportunity of taking a major in aviation. Returned veterans who are attending the college, and who have already completed cadet training in the AAF received college credit for 16 semester hours in aviation. The college provides flight instructions, using a PT-19, BT-13A, three Taylorcrafts and two Piper Cubs. With approximately 25 aviation majors now enrolled the college is looking forward to a large increase in enrollment in this field, from GIs who can take the laboratory courses and earn commercial, instrument and instructor tickets, at government expense.

**MASS MARKET IN RENTALS**—The lightplane flyers who rent planes rather than own them, will be a very large proportion of the total market in the immediate future of private flying, in the opinion of Joseph Garside, president of Wiggins Airways, Norwood, Mass. In a recent talk at Atlantic City, Wiggins predicted that every airport would have one or more operators who make plane rentals their principal business. He pointed out that operators are new without the planes or airports to satisfy the needs of the tremendously swollen market, but expressed confidence that personal aviation can give the mass market what it wants as soon as these are made available. —Alexander McSurely

be presented at the next state legislature session. Currently, gasoline tax collected on aviation gasoline

by the State Highway Commission, is refunded by the state upon application of the plane operator.



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**FRED WEHRAN** is owner-manager of large, rapidly expanding Teterboro Air Terminal, (formerly Bendix Airport, Inc.,) Teterboro, New Jersey. Located just 25 minutes from Times Square, New York, Teterboro Air Terminal will soon have hangar facilities for 300 planes. With two hard-surfaced runways paralleled by dual turf strips and plenty of taxi area, Teterboro will be finely equipped to handle a large volume of cargo and light plane traffic in addition to having large industrial sites available right on the sidelines of this convenient air terminal.

“In thirty years’ continuous aviation experience, I’ve made service arrangements in every continent on the globe,” says Fred Wehran, “and to me, Esso service is as fine as a man could want. Esso supplies me promptly with high quality products and their experienced and conscientious personnel have given me valuable merchandising and advertising help at every turn...stepping up my gasoline and oil sales, increasing the number of my customers. I have been 100% satisfied with Esso Aviation Products.”



**MR. AIRCRAFT OWNER:** Esso Aviation Products are on sale at the following airports in and around metropolitan New York:  
**NEW JERSEY:** Atlantic City Airport; Bridgeport Airport; Buckfield Airport, Bridgeton, N. J.; Dawn Patrol Seaplane Base, Secaucus, N. J.; Echelon Airport, Ashland, N. J.; Greenwich Airport; Mid-Jersey Airport, New Brunswick, N. J.; Moorestown Airport; Nassau Air Park, Princeton, N. J.; Pennington Airport; Princeton Airport; Salem Airport; Solberg-Hunterdon Airport, Readington, N. J.; Somerset Hills Airport, Basking Ridge, N. J.; Teterboro Air Terminal, Teterboro, N. J.; Triangle Airport, Cross Keys, N. J.; Triangle Airport Transport, Salem, N. J.; Newark Air Service Inc., Newark, N. J.  
**AIRPORTS IN METROPOLITAN AREA:** Westchester Airport Inc., Armonk, N. Y.; Speed’s Flying Service, Flushing, N. Y.; Brooklyn Skyport Flyers Inc., Mill Basin, Brooklyn, N. Y.; Aviation Affiliates Inc., Queens Seaplane Base, Whitestone, L. I., N. Y.; MacArthur Airport, Ronkonkoma, L. I., N. Y.; Richmond County Airport, Travis, Staten Island, N. Y.; Staten Island Airport Inc., Green Ridge, Staten Island, N. Y.

## Farmers Need Fields For Lightplane Flight

Rural pilots leader pleads for small, economical airports as key to big market.

“Rural America is crying for small economical airports suitable for use by light aircraft. If our leaders here in Washington will but heed this cry they will soon find rural America buying and flying airplanes in such numbers as few of them ever thought possible.”

This message was brought to Washington to the Senate sub-committee considering the Mitchell bill on a National Air Policy Board last week by Forrest Watson Thomas, Okla., president of the Oklahoma Flying Farmers.

The Oklahoma rancher-flyer drew a graphic picture of the many uses for a light plane in rural areas, and warned the Senators that private aviation is now in a critical stage which requires careful planning and hard work if the full potential of the airplane’s utility for the individual is to be realized.

► **Farmers Use Planes**—Watson predicted that 70 percent of the light planes of the near future would be found in the rural communities because of the more practical uses for an airplane in the hands of the farmer.

Watson predicted town and city airports will derive much income from farm flyers if they provide suitable landing fields, “as close-in as possible, with bus service to the business district.”

He called for neatness at airports, and quick and courteous service. “We want to be able to land, taxi to a gas pump and a tie-down, without having to search half the airport for somebody who will condescend to operate the gas pump,” he told the senators.

► **Objectives Outlined**—Reviewing the last meeting of the Flying Farmers of America at Stillwater, Okla., Watson recalled that where 75 farm planes had been expected, 260 landed at the airport, representing many states.

He outlined as objectives of the Flying Farmers:

- A uniform air marking system, cooperating with the CAA and state aeronautics commissions, with special emphasis on small town and village and farm air strip markers.
- Air mapping, to include landing strips on farms and ranches on state maps.
- Special concentration on develop-

## Farmplane Blueprint

What the flying farmer wants the aviation industry to provide in a utility farm plane, was outlined last week by Forrest Watson, president of the Oklahoma Flying Farmers during a Washington visit. His specifications:

- A plane built to withstand more rugged use.
- Removable seats to provide extra cargo space for bulky objects.
- Starters.
- Larger wheels and balloon tires for easier landings and takeoffs on soft and rough ground.
- Doors that stay locked.
- Windows with less rattle.
- Seat cushions with more cushion.
- Engine accessibility.
- Quick removable windshields.
- More power for greater angle-of-climb on takeoff.

ment of small close-in fields and air-strips in towns and cities, for use by flying farmers in surrounding areas.

► Careful analysis and vigilance in respect to national, state and local legislation that will affect private and non-scheduled flying such as fuel taxes, airplane taxes, etc. Prevention of objectionable features in legislation that will retard private flying, especially in rural areas.

► Support of aviation education in grade and high schools, working

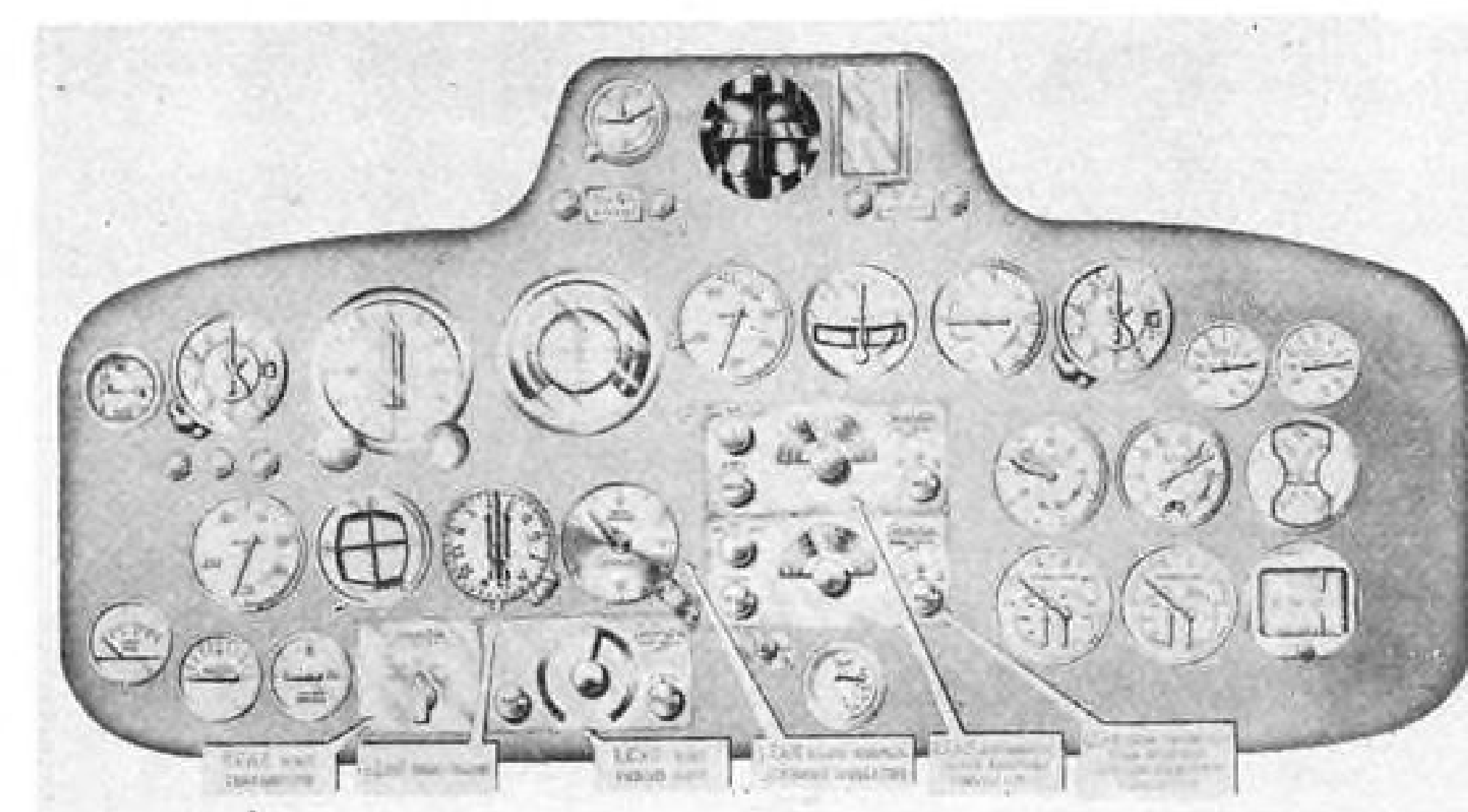
with state departments of education to make aviation a part of the public school curriculum.

The airplane will provide transportation in sparsely settled rural areas which have been handicapped by lack of hard-surfaced roads, which they could not afford, Watson asserted. The farmer can keep his airplane on his farm without the expense of the town man who must pay storage charges at an airport. All the farmer needs is a small building to house his plane and a landing strip 1200 to 1500 ft. long and 50 ft. wide in the prevailing wind direction. The Flying Farmers are studying the various species of grass best suited for various localities.

He predicted that within a few years the airplane would be a commonplace on the modern farm and ranch, and that every college would have an airport, so that its students could fly home for holidays and weekends.

## Store Sells Planes

Luscombe Airplane Company, Dallas, has appointed Pfeiffer Bros. Department store, at Little Rock, Ark., as dealer for that city, and the store sold two planes on its first day as a dealer. A Luscombe is on display in the department store and arrangements have been completed for flight instruction for customers who buy the planes, at the Bradford Air Service, Little Rock.



## LEAR INSTRUMENT PANEL:

William P. Lear has designed the instrument panel shown above for his twin-engine Beechcraft 18, which he uses for trips between his New York and West Coast offices and the Lear, Inc. plant at Grand Rapids, Mich. Radio equipment and flight and navigation instruments are placed directly in front of the pilot, available without movement or twisting, while engine instruments are on the right side, available for checking, but not in his direct line of vision. Lear developed the arrangement after consultation with many pilots, advocates the adoption of a similar panel as standard in most planes for easier pilot transition from one plane to another.



## PRODUCTION

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### AAF Contracts Boost Allison Into Engine Production Lead

Jet J-33 for *Shooting Star* or V-1710 for *Twin Mustang* are outstanding power plants for Army fighters; program increases employment.

With firm AAF contracts that will assure large-scale uninterrupted production for the balance of this year and all of 1947, Allison division of General Motors Corp. is now the country's largest producer of engines for the AAF, the company has revealed.

As production is concentrated on power plants for AAF's post-war fighters—both jet and reciprocating—Allison appears in an unusually favorable position to continue a rise that during the war brought it up to one of the most widely-known and largest producers of aircraft engines.

Main strings to Allison's bow are:  
▶ The J-33 jet engine, formerly known as the I-40, which powers the Lockheed P-80, and of which Allison is the sole producer and the world's largest manufacturer of jet engines.

▶ An improved V-1710, liquid-cooled reciprocating engine which powers the North American P-82 *Twin Mustang*, only conventionally-

powered fighter slated by AAF.

Deliveries of these two types by the end of 1947 will amount to about 9,000,000 hp., according to Allison's general manager, E. B. Newill. To meet that program, Allison will have to employ 6,000 workers—still far below its wartime peak, but substantially above present 4,000.

The program will entail utilization of all of Allison's wartime manufacturing facilities, including the big 2,000,000-square foot Maywood plant near Indianapolis, Ind., which is being occupied under a new lease with the Reconstruction Finance Corp. This plant, on the Army's stand-by list, has never gone on surplus status and is being used by Allison under special lease for its AAF program.

▶ **Built "Macon" Engines**—Allison, which has been producing engines since before the first World War, attained stature as a volume engine manufacturer during World War II when it turned out the engines for

the P-38, P-39, P-40 and P-51 fighters. It had, however, been important if little known in aviation for years before. It built the powerplants for the dirigible Macon in the early 1930's; an Allison engine was the first to pass the Army type tests for engines in excess of 1,000 hp.

Allison designed and built the unique buried engine and extension propeller installation which was outstandingly successful, in the face of skepticism, in the P-39 and in the experimental AAF XB-42 (*Mixmaster*) Douglas-built bomber.

The company still has firm belief in the efficiency of the buried-engine - extension - shaft arrangement for commercial use, regardless of the fact that several airlines are reported to have advised Douglas that the DC-8, civil version of the XB-42 cannot be considered unless powered with radial, air-cooled engines. On its own, Allison is going ahead with test installations on a DC-4 and, for the Army on a DC-6 (XC-114).

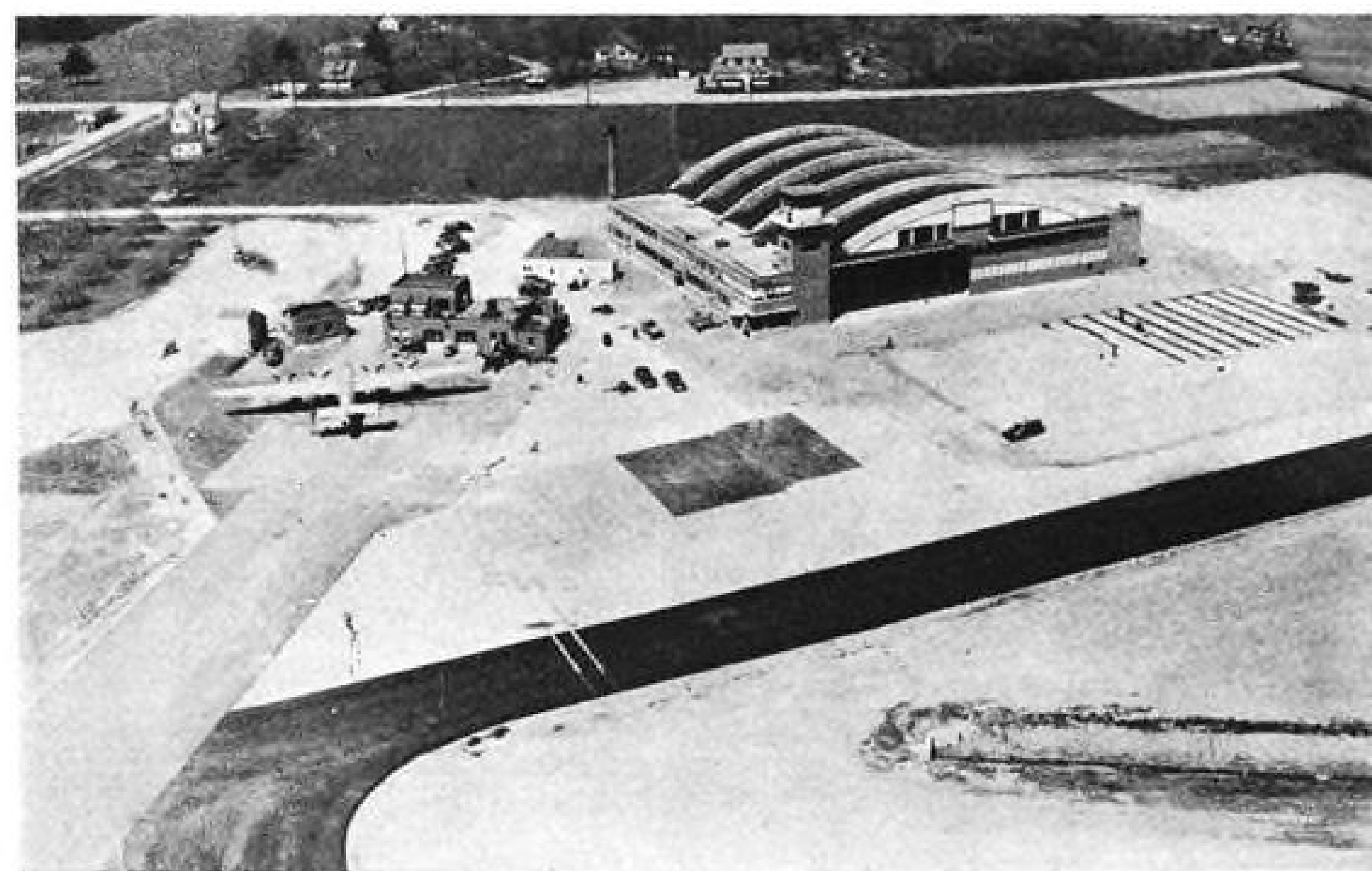
▶ **Build G-E Models**—Allison took over production of the I-40 jet engine, developed by General Electric which is now engaged on other experimental jet types. In addition to putting the I-40, now given the Army designation of J-33, in mass production, Allison has stepped-up its performance until it yields 4,200 lbs. thrust at sea level.

Probably on the basis of its record with the J-33, Allison is expected to handle the production job on the newer, more powerful GE jet, the TG-180.

Allison has also improved its own reciprocating engine, the V-1710. During the war, the rating of this engine achieved 1800 hp. The latest model, on which delivery will begin this Fall, will be rated at 2300 hp. and give the P-82 a top speed approaching 500 mph.

#### New Brake Patent

A patent for a new type of aerodynamic brake for airplanes, newly issued, to Robert G. Campbell, Cuyahoga Falls, Ohio, has been assigned to B. F. Goodrich Co. The device patented is described as an elastic sheet extending around the circumference of the fuselage, with front and rear attachments to the fuselage surface. The sheet may be expanded, by inflating a tubular structure under the covering. This causes the covering to assume a triangular shape in cross section, sticking out from the fuselage skin to increase drag and slow plane.



#### FLIGHT LABORATORY:

General Electric's flight test laboratory, to be dedicated June 21, is shown for the first time in this aerial view. Dedication ceremonies will include showing of latest models of military and naval planes as emphasis on what research accomplished during the war.

THE LATEST

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## The new non-icing injection-type carburetor

The new Stromberg\* PS Series Injection Carburetor eliminates internal carburetor icing caused by the refrigerating effect of fuel vaporization. This important safety feature results from spraying the fuel into the air stream as it leaves the carburetor and enters the engine manifold, instead of the usual practice of discharging the fuel by venturi suction within the carburetor.

Other safety and performance factors of injection carburetion include freedom from gravity effects in dives, climbs and banks; accurate predictability of fuel consumption; and automatic compensation for temperature and altitude effects.

Stromberg PS Series Carburetors are a light-plane adaptation

of the principles of the Stromberg Injection Carburetors which were practically universal equipment on wartime airplanes. Regular equipment includes a vacuum-operated accelerating pump and a combination mixture control and idle cut-off. Automatic mixture control and power enrichment features are optional. Built in six sizes, for engines ranging from 50 H.P. to 500 H.P.

It will pay you to look into the extra performance and safety of Stromberg Carburetion as original factory equipment for light planes. An interesting descriptive folder will be sent upon request.

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**TACA AIRWAYS** *System*



**TACA SERVES THE AMERICAS**

## Giant Jet Transports Planned by DeH. Firm

English 88-ton planes to cruise at 615 mph at 40,000 feet in trans-Atlantic trade.

Plans for a jet-propelled, 88-ton, 72-passenger airliner with a cruising speed of 615 mph. at 40,000 ft. were revealed recently by Major Frank B. Halford, Chairman and Technical Director, deHavilland Engine Co., Ltd.

Six of these giant craft, costing between \$1,250,000 and \$2,000,000 each, depending on the quantity built, could transport more trans-Atlantic passengers annually than the *Queen Mary*, yet operate at a cost of less than half that of the Douglas DC-4.

In trans-Atlantic operation, the airliners would carry 10,000 gallons of fuel, 50 passengers with luggage and 3,500 lbs. of mail or freight. They would make the westward flight in 7 hrs. 6 min. and the eastward flight in 6 hrs. 14 min., or about one-third the present flight schedules. The fare would be about \$240, or only two-thirds the existing fare.

Pointing out that the higher fuel consumption of the turbo-jet engine is more than offset by the high aircraft speeds obtainable, Halford re-

vealed plans for a unit developing approximately 5,100 horsepower at 40,000 ft. with a specific fuel consumption of only 0.88 lbs./hour/lb. thrust, about 25% lower than the best American designs.

Four of these engines, costing about \$80,000 each, would be employed in the new airliner and, developing 15,000 lbs. thrust each for takeoff, would permit takeoffs in about 4,600 ft. with maximum load. Success of the new engine is predicated on the development of a turbine inlet temperature of more than 1800° F., considerably higher than those now in use in the U. S.

He cited the great advantages of high altitude to speed by explaining that although the airliner would travel at 615 mph. at 40,000 ft. it would experience the drag that a speed of only 305 mph. produced at sea level.

## Executive Transports Are Sold for \$115,000

Deliveries of the Douglas DC-3C executive-type transport will begin early in July, the company has announced. Nine of the luxurious C-47 conversions have already been sold at \$115,000 each.

The aircraft is furnished in two standard interiors. One has four

sofas, two on each side of the cabin, convertible to berths, and the other version has two. To the rear of the sofas are upholstered, adjustable chairs, conference table, writing desk and other de luxe appointments. Both versions seat 18 passengers and contain a buffet.

Douglas is offering these transports with a new-aircraft guarantee aiming for a market among large industrial corporations, the executives of which are thoroughly familiar with the DC-3 through its use on airlines. The aircraft company is keeping for its own use one of the first DC-3C's.

Although other purchasers are not revealed by name, they include a manufacturing concern with several hundred dealers, a number of whom will be flown each week to the home office for sales conferences; an oil company which will utilize the plane in exploration as well as sales activities; a boat manufacturer with widely-separated plants; a sportsman; a steel manufacturer; a newspaper chain.

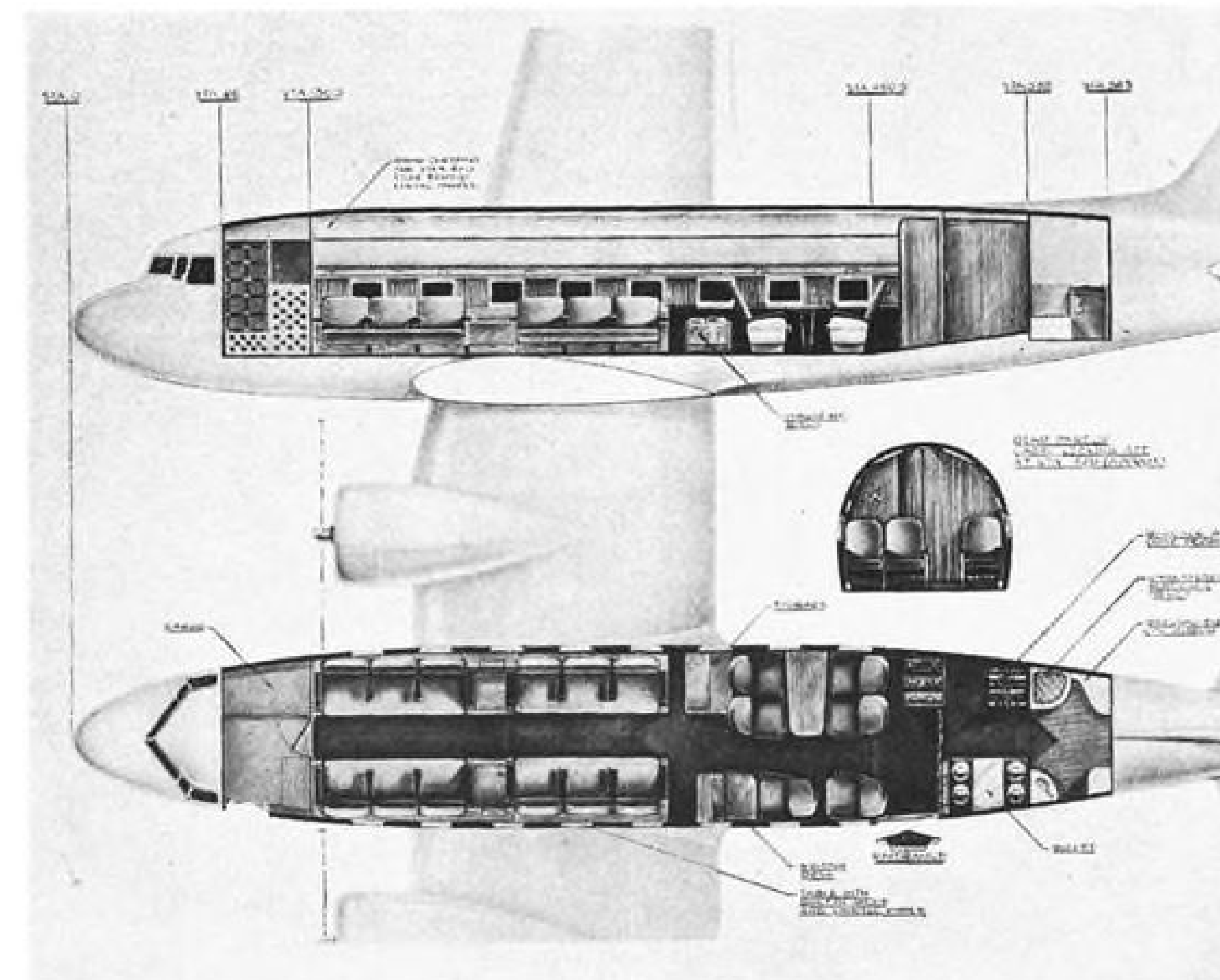
## Lockheed Awarded First CAA Production Certificate

Lockheed Aircraft Corp., Burbank, Calif., recently was awarded the first CAA production certificate issued in the Sixth (West Coast) region since war's end. H. E. Ryker, Lockheed vice-president in charge of manufacturing, pointed out that two members of the company's inspection staff are now certified by CAA to pass on new Lockheed production planes of commercial types, and issue documents for registration and certificate of the planes. The company inspection is subject to occasional spot-checks by CAA inspectors to see that high standards are maintained.

## Johnson Plant Expands For Rocket Production

Johnson Aircraft, Inc., has begun work on a 100,000-square foot addition to its Fort Worth plant which, with other plans, is intended to boost current production up to 10 Rocket 185's a day. Company contemplates widespread purchase of materials and sub-assemblies.

To finance the expansion, president R. S. Johnson announces the offer of 2,000,000 shares of stock to the public at \$1 per share. Of the new capital, \$400,000 will go toward the plant addition, with the balance for subcontracting.



**Douglas Executive Interior:** Artist rendering of the interior plan of the DC-3C executive-type transport to which Douglas Aircraft Co. is converting a number of C-47's. Another version has two, instead of four sofas which are convertible to beds, with the extra space being taken by seats.



## Pressure Cabin Tests Successful on "Tudor I"

First flight tests of cabin pressurization on the Avro Tudor I have been completed successfully. The system, first to be used in a British airliner, maintains 8,000 ft. atmospheric pressure in the cabin to airplane altitudes of 25,000 ft.

Structure sealing is by sealing compound joints with air-inflated seals around doors, emergency exits, etc. Differential pressure of 5.5 lbs./sq. in. is maintained by Marshall XV blowers mounted on the two outboard engines.

Pressurized air is routed through two silencer units. Cabin heating is provided by a 50,000 BTU Janitrol heater. Air inlet to cabin is through the tubular arms of the passenger seats. Ventilating air includes a combination of fresh air and pressurized cabin air.

An extensive pressure leakage test on a mockup specimen resulted in compliance with an arbitrary maximum of 40 cu. ft./min. or 6.67 percent of the available compressor supply. Following this pressure test, routine structural tests were carried out on the mockup, thereby saving considerable time and money.

Twenty Tudor I's are scheduled for completion this year, the only order on the books for this ship.



"Tudor I" Cabin: Interior of the cabin in the Tudor I BOAC will use in North Atlantic service. Air conditioning inlet louvers are near the floor in the chair armrests. Not shown are additional louvers in the side walls of each compartment. Outlets are slots around reflectors for the roof lights.



Pressure Tests on "Tudor I": Full size test fuselage of the Avro Tudor I is shown before recent pressurization tests. A glass wall of  $\frac{3}{4}$  in. steel, with observation windows, was placed between the fuselage and research engineers during the tests.

## Bendix '45 Earnings Net \$7.31 Per Share

Settlement of Bendix Aviation Corp.'s 21,500 cancelled contracts involving \$1,100,000,000 is expected to be completed before the end of this month, Ernest R. Breech, retiring president, has reported in making public the company's financial statement for the fiscal year ending September, 1945.

Included in the 1945 net sales of \$649,389,823 were payments from settled contracts in the amount of \$83,910,553. Earnings in fiscal '45 were \$13,329,902, or \$6.30 a share of common stock. In addition, Bendix shows a special income credit of \$2,168,349 which was added to the earnings, making the final figure equivalent to \$7.31 a share. In fiscal 1944, company earned \$7.22 a share.

Company's net was after deduction of \$50,606,406 for taxes; \$12,000,000 for renegotiation; \$4,979,695 for depreciation and amortization; and \$4,368,241 for contingencies. The net income, before the special income credit, amounted to 2.05 percent of net sales and other income, as against 1.76 percent in the preceding year. As of Sept. 30, working capital was \$72,009,355, a big up over '44's \$49,355,354.

## Junior Prop Model Boosts Performance

Quantity production of a new full-feathering propeller especially designed for installation on twin engine feederline or executive-type aircraft was announced last week by Hamilton Standard Propellers

division of United Aircraft Corp.

A smaller version of the company's Hydromatic propeller, the junior model is provided in diameters ranging from eight feet three inches to 10 feet, and is for use primarily on engines of from 450 hp. to 600 hp. One of its first installations is on the Beech D-18 aircraft.

In tests with the Beech, one of the new propeller's main advantages appeared to be in single-engine operation. With one propeller fully feathered, the D-18 climbed 100 feet per minute faster, and 2,400 feet higher than when the same aircraft was equipped with usual constant speed propellers and one engine was inoperative.



Smaller Hydromatic: Hamilton Standard Propellers division of United Aircraft Corp. has put into quantity production this "baby" version of its widely-used Hydromatic prop. It ranges in size from eight to ten feet in diameter.



## New Protek-Plug Assures Greater Engine Protection

The new CECO Protek-Plug assures a new high standard of protection against the presence of moisture within aircraft engine cylinders. And it delivers this greater protection at a really low cost.

It has five new, improved features which increase its over-all effectiveness and length of life . . .

The silica gel is enclosed in a glass chamber, completely to eliminate moisture penetration from outside . . . giving a clearer picture of moisture conditions inside the cylinder.

The glass is seated in a metal base to strengthen the plug, and to give a tighter fit in the cylinder.

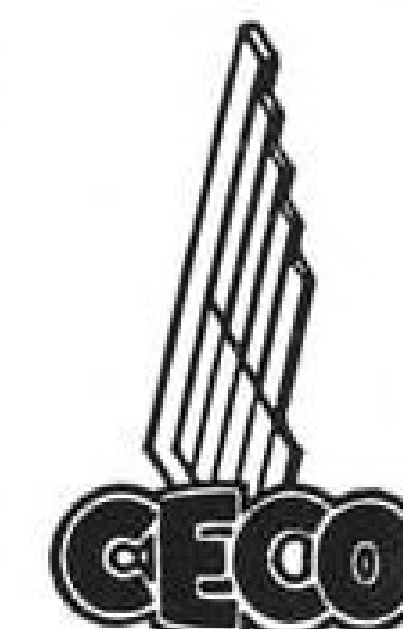
Standard size spark-plug wrenches fit the metal hex base to speed installation.

The brass cap fits tightly over the open end, keeping the Protek-Plug tightly sealed until it is placed in service.

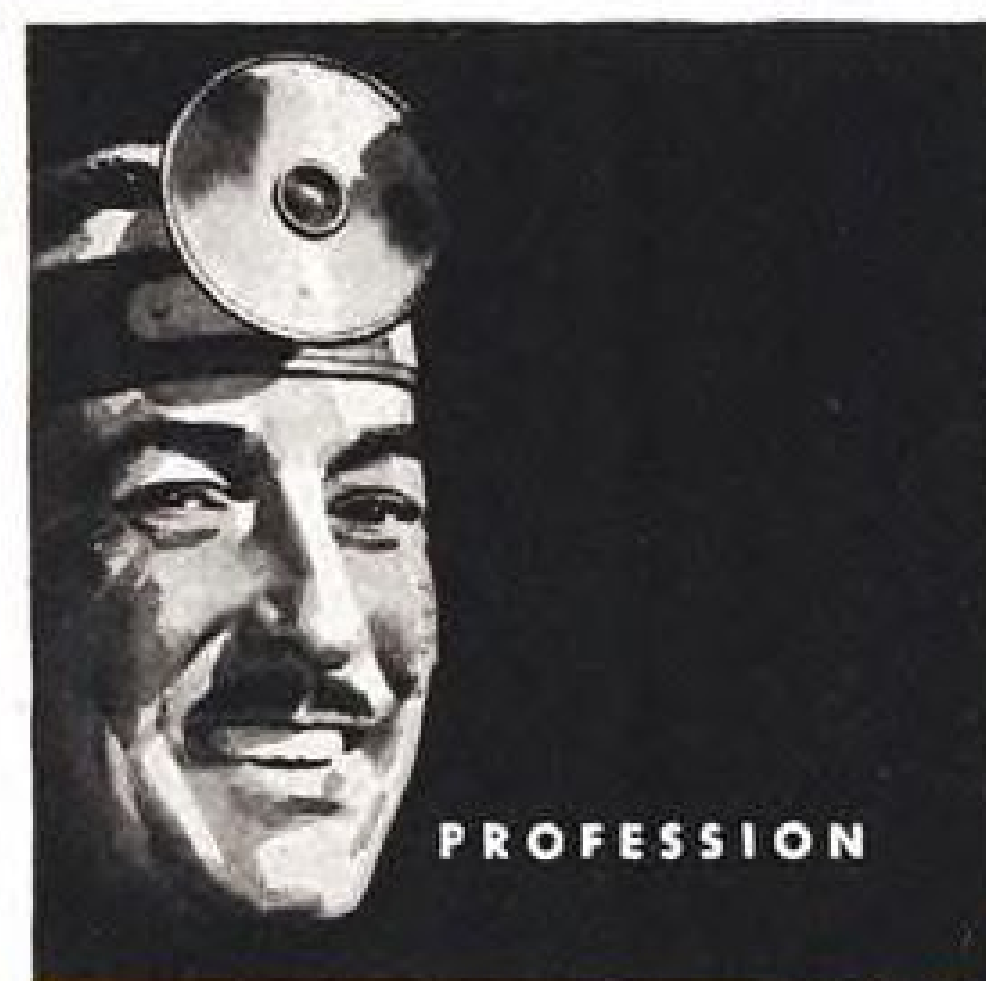
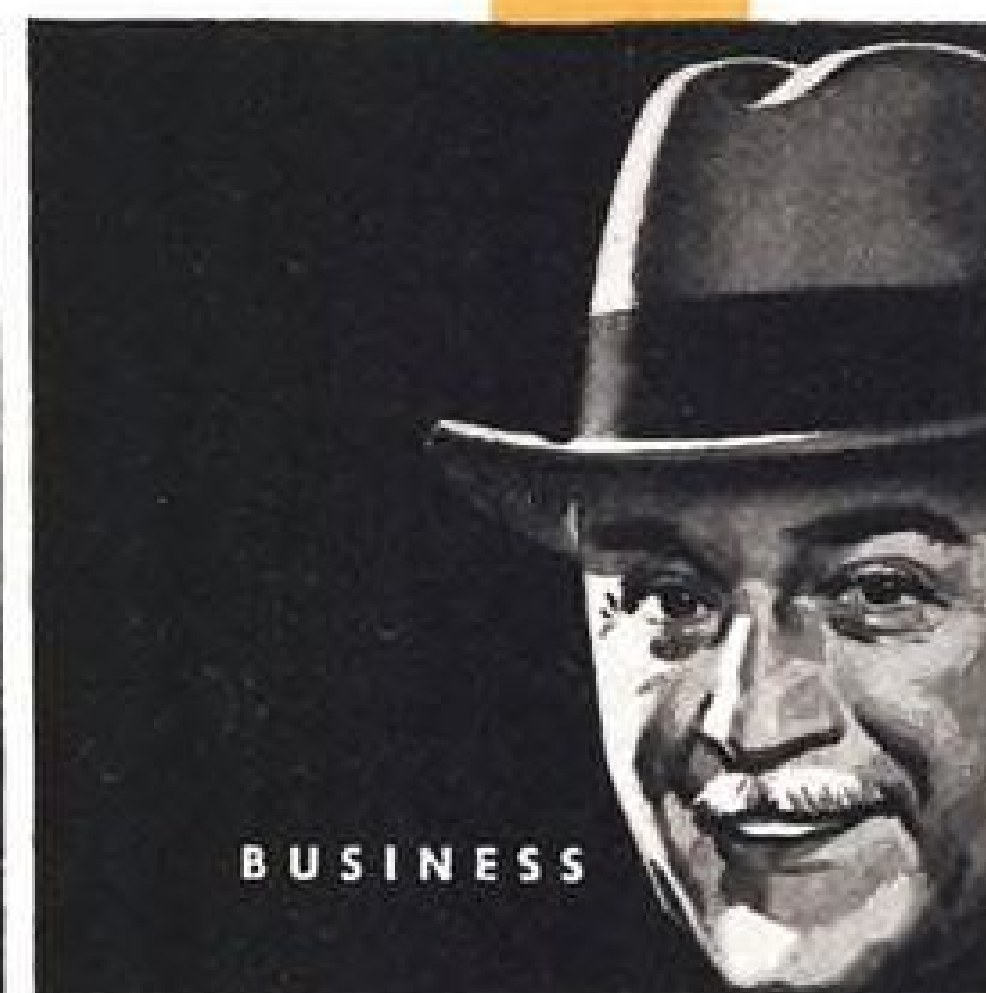
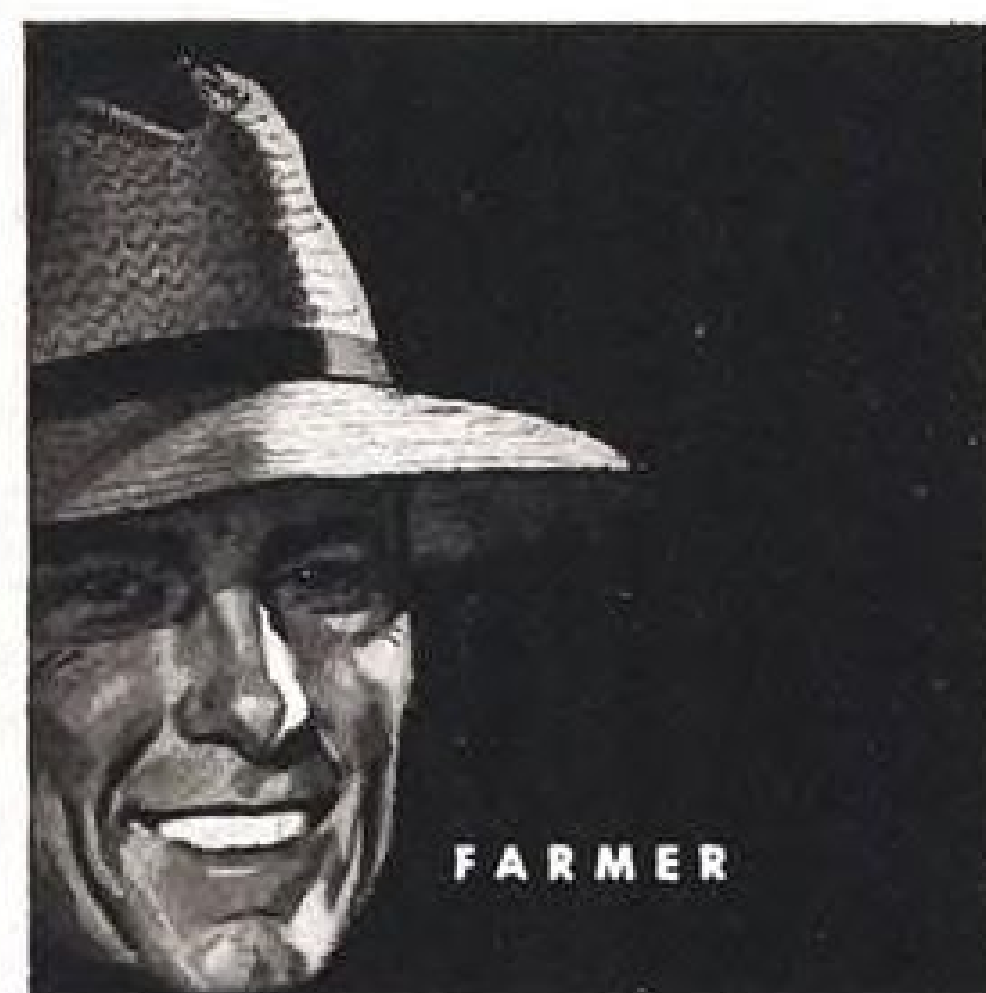
The moraine filter replaces the paper strainer formerly used in the days of wartime shortages.

Write for full information on the new improved Protek-Plug to the address below.

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**CHANDLER-EVANS CORPORATION**  
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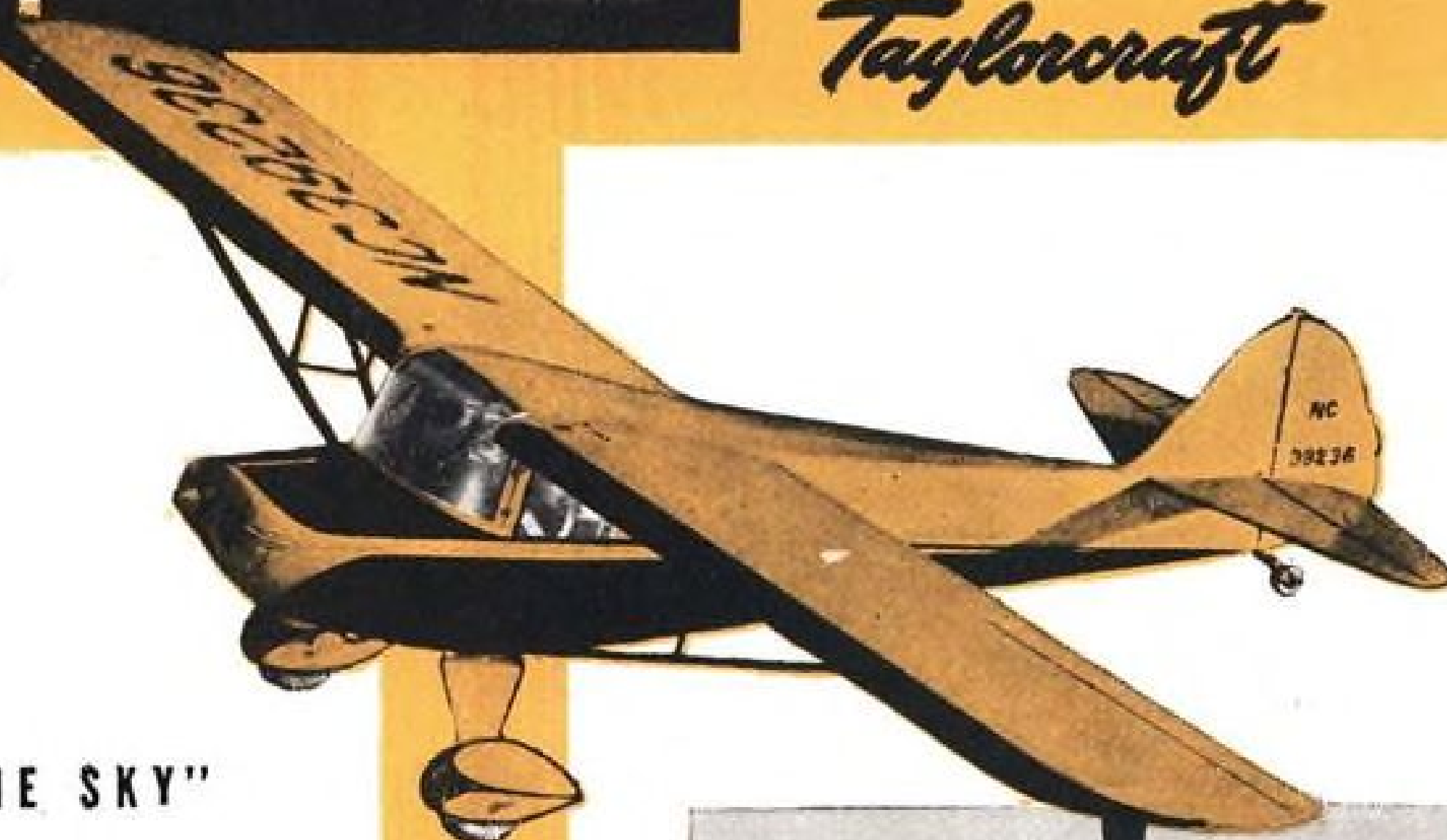






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24,311 feet. Set by Grace Hurlingham at Los Angeles, Cal. International record for airplanes of second category.

**FURTHER**—1700 Miles in 16½ Hours  
Flight made by Mrs. Evelyn Burleson from Vancouver, B. C. to Tijuana, Mexico. Gross load of 1462 pounds.

**FASTER**—Speed Record for Light Planes  
Winner of the Firestone Trophy at the races held at Miami in Feb. 1946.

**LONGER**—14 Days Aloft in a Taylorcraft  
Hunter and Humphrey Moody took off on July 23, 1939, and landed two weeks later.

## FINANCIAL

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## Airline Losses Cushioned By U. S. Income Tax Credits

First quarter statements show effects of lower fares, retraining military personnel, equipment delivery delays and other reconversion factors.

Airline losses are being cushioned by federal income tax credits in the form of carry-back provisions. This is revealed by the first quarter reports currently being released by a number of carriers.

The accompanying table shows 1946 first quarter results as reported and as adjusted, giving effect to various credits. Comparative figures for the first quarter of 1945 further highlight the sharp drop in profits peculiar to most of the lines.

American's net profit of \$1,252,377 for the first three months of 1945 was matched by an adjusted net loss of an even greater amount for the current first quarter. The reported deficit for the first quarter of this year was \$447,648. To this could be added \$520,000 representing the federal income tax credit.

► **Charge Reflects Delay**—The company excluded from current results \$408,706 representing the net amount charged to the reserve for transition to peacetime operations. This charge reflects the cost resulting in the delays in relocating personnel from military contract to commercial operations, and from retraining personnel returning to the company from military service.

American, as of December 31, 1945, showed \$2,750,000 in this reserve account, all contributed from earnings of previous years.

Accordingly, American's net adjusted deficit for the first three months of 1946 may be said to have aggregated \$1,376,354. This is equivalent to a net loss of about 21 cents a share on the 6,452,840 shares now outstanding after the five-for-one split. This compares with a profit of about 19 cents a share on the same capitalization for the first quarter of 1945.

► **Eastern in the Black** — Eastern not only remained in the black but showed a substantial increase in its current earnings over 1945 first quarter results. Net earnings of

\$748,765 for the current first quarter represent a 76 percent increase over the same period a year ago.

Giving effect to the recent four-for-one split, earnings for the first three months of 1946 were equivalent to about 31 cents a share on the approximately 2,400,000 shares now outstanding. This compares to 19 cents a share, on the same basis, for the 1945 first quarter.

Normally, Eastern's first quarter is its most profitable period. Assuming, however, that similar results will prevail during 1946, Eastern's new common stock is selling at about 25 times projected earnings, a liberal measure in previous "normal" times but not necessarily out of harmony with present market trends.

► **Stock Doubled**—The directors of Eastern have placed the new stock on a 50 cent annual dividend basis. This is equivalent to doubling the \$1.00 rate on the old stock. A semi-annual dividend of 25 cents a share is payable June 28 to holders of record June 7.

PCA shows the largest tax adjusted loss of all of the reporting carriers. Its reported deficit for the 1946 first quarter is increased from \$629,320 to \$1,029,320 without the tax carry-back provision. This compared to a nominal profit of \$71,128 for the comparable period a year ago.

The effect of debt in the capital structure, under non-profitable operations is also highlighted in the

PCA statement. A total of \$87,528 (included in the reported loss) reflects interest expense on the \$10,000,000 3½ percent debenture issue. Under profitable circumstances, the presence of debt in the capitalization enhances the earnings leverage on the capital stock.

► **Dividends Unlikely** — An almost obscure footnote to the PCA statement leads to the conclusion that dividends on the common stock are unlikely this year and may remain in constant doubt for the immediate future. Attention is directed to the indenture covering the company's debentures, that earned surplus as of December 31, 1944 or \$1,022,916 is not available for the acquisition of the company's stock nor for the payment of dividends.

National Air Lines, Inc. reported a net loss of \$266,549 for the nine months to March 31, 1946 compared to net income of \$55,164 for the similar period a year ago. Comparative figures for the first quarter only are not available.

► **TWA Loses Million**—TWA, frequently among the last to issue its financial reports, is estimated to have lost about \$1,400,000 during the first quarter of this year compared to a net profit of \$504,008 for the first three months of 1945.

Losses have been cushioned by the "carry-back" provision where deficit operations have prevailed. In the case of a profitable carrier, Eastern Air Lines, the absence of the excess profits tax impost is primarily responsible for the substantial increase in residue net earnings.

It is a conservative surmise that the airline industry's earnings for 1946 will be far below those for 1945. The reasons include preparation for expanded operations, training programs for augmented personnel and accelerated amortization of newly acquired facilities. Delays in delivery of additional planes have been costly as personnel were available and being paid but not utilized. Fare reductions, in September, 1945, to a level of 4.5 cents per passenger mile accentuated the trend of declining earnings.

### COMPARATIVE AIRLINE NET EARNINGS First Quarter 1946

Airline	As Reported	As Adjusted*	Actual 1945
American	(d) \$447,648	(d) \$967,648	\$1,252,377
Braniff	76,654	(d) 127,753	105,436
Eastern	784,765	784,765	446,091
PCA	(d) 629,320	(d) 1,029,320	71,128
United	(d) 512,541	(d) 751,541	1,179,046

\*For Tax credits only.



## SPECIAL AIR SERVICES

CHARTER      NON-SCHEDULED      INTRASTATE

\*\*\*\*\*

### Waterman Airlines Expands Services to Caribbean Area

Orders new Douglas DC-4 and 3 DC-3's for increased intrastate and non-scheduled cargo flights.

Undeterred by the CAB's Latin American decision which denied it regular air routes, Waterman Airlines, subsidiary of Waterman Steamship Corp., Mobile, Ala., is continuing plans to expand its intrastate scheduled service in Alabama with new airliners, and is expected to offer non-schedule accommodations throughout the Caribbean area.

Now operating passenger and cargo service to six Alabama cities, company has signed a contract with Douglas Aircraft Co. for early August delivery of three 24-passenger DC-3's and June delivery of a new 44-passenger DC-4, the latter to be used for non-scheduled passenger

flights from Mobile and New Orleans to the Caribbean, Central and South America.

► **DC-3's Replace "Lodestars"**—The DC-3's will probably be used to replace 14-passenger Lockheed Lodestars on the intrastate route and may also be utilized on passenger flights to Puerto Rico and other Caribbean points. Waterman now has five Lodestars, including two equipped primarily for cargo.

Passenger rates on the Alabama service running from Mobile to Dothan, Montgomery, Birmingham, Huntsville and Muscle Shoals average approximately six cents a mile. Where Waterman's routes parallel PCA and Eastern Air Lines, pas-

senger rates have been adjusted to equal the fares of the scheduled carriers.

► **Inaugurated Cargo Flights**—Waterman inaugurated cargo and survey flights in Alabama last November and scheduled passenger service March 11, 1946. Present passenger schedules, placed in effect this month, include two round trips daily from Mobile-Birmingham, one from Mobile-Huntsville and one over the entire route from Mobile to Muscle Shoals.

On cargo flights, Waterman has carried such diversified products as shrimp, fish, oysters, gladiolas, baby chickens, radio parts, phonograph records and tires.

### Asks Direct Routes, Not Feeder Systems

Robinson Airlines' New York network of high speed services adds Tri-Cities.

High speed air service direct to major cities, with a minimum of stops en route, and not feeder lines, is the answer to demands of communities in heavily populated areas such as New York State, in the opinion of C. S. Robinson, backer of Robinson Airlines.

His intrastate routes have been augmented to include Buffalo-Tri-Cities (Binghamton-Johnson City-Endicott). Flying time is 55 minutes in either of the two new Robinson Beechcraft. Two round trips are flown each day.

Mr. Robinson says his company, established in April 1945 out of Ithaca, N. Y., has established the need and economical practicability of a regional airline offering the same high quality service as that of the major airlines.

Since acquiring its new planes in April, the line has been carrying about 1200 passengers a month on its Ithaca-New York and Ithaca-Buffalo runs. The newly served area, with over 250,000 population, should generate more than 2500 passengers a month, based on business out of Ithaca, with 30,000 population.

"This proves that an airline designed to be an integral part of the economic structure of a relatively limited region can be financially sound," Robinson claims. "The central New York region vitally needs first class air transportation. Ithaca, for example, is about eight hours from New York by rail, 55 minutes by air. Binghamton is over 5½ hours to Buffalo.



### CARGO GROUP CHANGES NAME:

The name Air Cargo Institute replaces "Air Cargo Associates" for the recently-chartered West Coast association of non-scheduled air carriers. Principals, left to right: Seated, Lawrence E. Tripp, attorney; Howard Payne, president; and Malcolm L. Eno, secretary-treasurer. Standing, Everett C. Valdes, general manager, National Air Cargo Corp., operating from Los Angeles Airport; and L. M. Krug, owner, Modern Flying Service, operating from Grand Central Airport, Glendale, Cal. Institute headquarters are at Long Beach (Cal.) Municipal Airport (AVIATION NEWS Photo).



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## Biggest Contract Cargo Line Flying to Tokyo and Shanghai

Pacific Overseas Airlines, reorganized by former staff of Consairway, operates for ATC and UNRRA to Far East.

The highly successful wartime Consairway, trans-Pacific contract air carrier, has been revived under employee management as Pacific Overseas Airlines. It is flying:

- ▶ Eight round trips a week between the U. S. and Tokyo, under contract to Army Air Transport Command.
- ▶ Four additional trips a week between the west coast and Hawaii for ATC.
- ▶ Regular commercial schedules from the company's Ontario, Cal., base to Shanghai, for UNRRA.

The first UNRRA flight, believed to be the first commercial all-cargo airshipment to China from this country, carried over \$100,000 worth of serums, vaccines, and other surgical supplies, weighing 10,000-lbs.

Transit time between California and China is 2½ days, on a route via John Rodgers Field, Hawaii; Johnston Island, Kwajalein, Guam, Okinawa to Shanghai. Plans are to continue use of the Central Pacific route, but an Aleutian shortcut is under study.

On its ATC operations alone, 17 Army C-54's are used and 662,000 miles are flown each month. Currently POA flies more than a trip around the world each day on all schedules. It claims to be the largest operator in the Pacific. Officials say they have more business than they can handle, will need more C-54's.

The fact that Chet Brown has been named vice-president in charge of Alaskan operations hints at other future plans.

Officers of the employee-owned company, whose personnel now lists over 500, include J. L. Brent, board chairman; J. Edwin Jones, president; Leo J. Dorney, executive vice-president; D. R. Kindred, vice-president-traffic; Quentin Cudney, vice-president-operations. Eddie Piersol, formerly publicity director of Consairway and more recently with American Aviation, has become director of public relations.

## Tigers Survey Hawaii Air Freight Business

16 new contracts add gardenias, kosher meat, chicks to cargo; monthly total 75 tons.

National Skyway Freight Corp. (Flying Tigers) is making a survey of potential California-Hawaii air freight business.

Company President Robert Prescott insists, however, that Honolulu newspaper reports that the Tigers soon will be flying cargo to the Islands are ill founded. He says the survey merely is part of the company's investigation of many potential routes and marketing areas.

Enthusiastic over NSF's business prospects, despite a previous airline venture which soured (Aerovias Azteca in Mexico), are the Southern California industrialist backers of Prescott's operation: Allan Chase, Los Angeles wartime accessories manufacturers; S. B. Mosner, president, Signal Oil Company; Thomas J. Sullivan, president, Howard Radio Co.; and James Davidson, president, Great Western Biscuit Co.

Said Chase, reputed to be the largest stockholder in the Flying Tiger line: "It is natural that Bob Prescott should be considering expansion. Today 60 percent of the cargo flown by several hundred non-scheduled companies now in existence is flown by National Skyway Freight."

In April, NFS flew 102,366 miles, 169,556 ton miles, and 399,845 passenger miles, and 75.9 tons. Cargo included flowers, magazines, lumber, machinery, fountain pens, baled silk, barrage balloons, penicillin, candy, corpses, nylon hosiery.

Company has announced 16 "substantial" new contract flights and charters for four flights to carry service personnel from west to east coast. One calls for four plane loads of gardenias from San Francisco east. Another is for 12 planes of flowers for California Flower Shippers of Los Angeles to the east. Two loads of kosher meat will be flown from the midwest to New York, where it must be on sale 18 hours after slaughtering. Passengers will be carried from several points to the Louis-Conn fight. Baby chicks probably will be flown to Miami, for shipment to Puerto Rico.

## Executive Aircraft Owners Organize

The mushrooming growth of business and industrial corporations which are purchasing private executive and transport aircraft is one of the brightest spots in the nation's aircraft manufacturing picture.

Hundreds of companies are taking to the air, or plan to do so when new planes are available. Scores already have purchased surplus single- and twin-engined craft to transport executives, salesmen, clients or products, and are finding that important savings are possible in time and costs, with added business available because of the advantages over competitors who use slower transportation.

Many other corporations which do not anticipate actual purchase and maintenance of their own planes



**Non-Scheduled Line Crosses Pacific:** Photo shows (left) Leo J. Dorney, executive vice-president, bidding goodbye to Carl Setili (right) another vice-president and captain of the inaugural commercial trans-Pacific flight before the first C-54 (pictured at right) took off from Ontario, Cal.







The luxurious lower-deck lounge of the Boeing Stratocruiser

## Smoothest ride in the world

Aboard a Boeing Stratocruiser, passengers will experience a new kind of ride—incomparably smoother than in surface transportation of any kind—or in any other airplane.

They can relax and rest completely—go downstairs to the sumptuously appointed lounge—write letters or read—and all the while feel scarcely more motion than in an easy chair at home.

There are excellent reasons for this amazingly smooth ride. The size of the airplane—the unique Boeing wing and other features of aerodynamic

design—the over-weather altitudes at which it can fly—and its speed of more than 5 miles per minute—all contribute to level, velvet-smooth flight. Even air bumps that would be severe in other transports are reduced to a minimum by the Stratocruiser.

The same Boeing engineering leadership that produced the sturdy B-17 Flying Fortress and the great B-29 Superfortress builds both stamina and easy-riding qualities into the Stratocruiser. . . . Boeing Airplane Company, Seattle, Washington; Wichita, Kansas.



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STRATOCRUISER

The Stratocruiser's unequalled speed, comfort and reliability will soon be available on these forward-

looking airlines—Pan American World Airways, Swedish Intercontinental Airlines, Northwest Airlines,

American Overseas Airlines—for which Boeing is building fleets of these super-transport

are preparing to contract with a rising new group of business men in aviation, those who maintain high speed, smartly equipped transports, and a staff of expert pilots, ready on a few hours' notice to fly anywhere on assignment.

Representatives of companies who own their own planes met at the new Wings Club quarters in the Biltmore Hotel, New York City, last week at the invitation of Sydney Nesbitt, president and general manager of Atlantic Aviation Corp., to form a Provisional Committee for Industrial Flying. Nesbitt is area Beech distributor.

"The committee will prepare a program aimed at placing industrial flying on the same operational level with airline and contract services," Nesbitt said. He pointed out that corporations demand the highest standards in equipment, maintenance and pilot experience. Further, to be fully utilized, business and industrial flying must be recognized by the various regulatory bodies as an important segment of the air world, he said.

"The specific need for progressive air traffic procedures was discussed, and a survey will outline how corporations can best use their own flying services."

## Other Operators

► **Maryland Airlines**, Washington National Airport, reports a brisk business on its Cessna-operated passenger flights between Baltimore-Easton, Md., and Washington-Easton, with numerous extra sections. Also, two flights daily have been operating from Easton to Rehoboth, Del., well known beach area which

## Mines Form Airline

An air transport company capitalized at \$250,000 has been organized by a group of Canadian mining firms operating properties at Yellowknife on Great Slave Lake in Northwest Territories.

The new operator, Uscon Engineering Corp., will serve all of the mines. It has a converted C-47, a deHavilland Fox Moth, and has ordered two Noorduyn Norsemen for bush operations. RCAF veterans are pilots.

is expected to draw heavy business for the company again next summer. Plans for vacation season expansion include arrangements already completed with a cab operator to connect with planes at Rehoboth to take passengers 26 miles to Ocean City. Cab fare will be comparable to bus rates. The line has four 4-passenger Cessnas, and three six passenger Noorduyn Norsemen which will be modified to carry another passenger each.

► **Hoosier Air Freight, Inc.**, Baltimore Municipal Airport (AVIATION NEWS, Apr. 1), opened service with a 6,000-lb. cargo of cloth from Providence, R. I., to Los Angeles, returning with flowers for Chicago, and other freight from Chicago to Newark and Baltimore. L. W. Bouse, vice-president and operations manager, said 38 men are converting four other C-47s, and the company is in the market for one to three more C-47s. Conversion costs the line \$3,500 to \$4,000 per plane, officials said.

► **East Coast Air Express**, Fort Pierce, Fla., has been incorporated in Florida as agents or brokers for air carriers, capitalized at 5000 10-cent par common shares. Principal officers are John Stead of Easton, Pa., and E. L. Taylor of Fort Pierce.

► **Arizona Airways, Inc.**, Phoenix (AVIATION NEWS, April 1 and 29), is converting a second C-47 in its own shops at a cost of \$20,000, according to a report to Civil Aeronautics Board, and may acquire a third Douglas. CAB was told that the three Lockheed Saturns to be delivered at \$95,000 each in 1947 will divert the Douglas for cargo, sightseeing, and peak passenger use.

► **Pegasus Air Freight, Inc.**, (AVIATION NEWS, March 11) has completed its first coast-to-coast flight carrying dresses from Saks-Fifth Avenue, and plastics, to Los Angeles, and returning with orchids and cut flowers to Dallas and Chi-

cago. Plane No. 3 is under conversion. Line is operating temporarily from Reading (Pa.) Municipal Airport, until facilities are ready at Southwest Airport, Philadelphia.

## Rejected by Board, Challenger Goes On

Maintains operations in Utah, will continue thrice-weekly flights to Phoenix, and add two other stops.

Although turned down by the Civil Aeronautics Board for scheduled interstate flights in the Rocky Mountain feeder case, Challenger Airlines, Inc., Salt Lake City, expects to continue scheduled intrastate service and increase its non-scheduled flights.

Challenger operates to Phoenix, Ariz., from Salt Lake City, about three times a week. One round trip a day is made to Utah points. Additional flights are proposed to serve Grand Canyon, Ariz., and Bryce Canyon, Utah, as soon as planes are available. Beech D18S equipment is used, carrying two pilots and eight passengers. New Boeing Feederliners, Model 417, are contemplated in future plans.

► **Get Repeat Business**—"Passenger traffic has developed steadily and a large volume of space requests are being received from business concerns who are a reliable source of repeat business and preclude any dependency on large tourist influxes," the company reports.

"It is our intention to continue the Salt Lake-Phoenix run until the CAB sees fit to certificate it. It is our positive contention that ample traffic exists between Salt Lake and Phoenix to warrant at least one round trip daily."

► **Will File for Certificate**—The company will file for non-scheduled certification under the grandfather clause of the new Part 42 of the civil air regulations. All operations are daylight contact, but only one trip was canceled by weather from March 1 through May 21.

On Monday, Wednesday and Friday a round trip is made between Salt Lake City and St. George, 275 miles apart (one way fare \$14.75), via Provo, Delta, Cedar City. On Tuesday, Thursday and Saturday a round trip is flown over the 254-mile Salt Lake-Cedar City route via Mt. Pleasant, Manti-Ephraim, Richfield, and Beaver. One-way fare between Salt Lake City and Phoenix is \$30.90 not including the tax.



## TRANSPORT

### Pacific Feederlines Extended By CAB Veto of Big Carriers

Empire Air Lines, Southwest Airways, and West Coast Lines, Inc. get new routes for short haul operations; additional service ordered for trunklines.

Attempts by existing trunklines to engage in feeder operations failed for the third time this year in CAB's West Coast area decision, which certificated three independent local operators for extensive short haul services in California, Oregon, Washington and Idaho.

The new carriers, the fourth, fifth and sixth area feederlines to be granted three-year certificates in 1946, are Empire Air Lines, Lewiston, Idaho; Southwest Airways Co., Beverly Hills, Calif., and West Coast Airlines, Inc., Seattle. The decision also amended the certificates of American Airlines, Western Air Lines and United Air Lines to permit additional service in the Pacific Coast region.

► **Trunklines Ignored**—Reaffirming principles expressed in the Rocky Mountain and Florida cases, CAB said it did not believe that feeder service, in its present developmental and experimental stage, should be entrusted to a carrier whose primary objectives are in providing long-haul trunkline service.

In view of the limited traffic potentialities of the smaller cities, an unusual effort will be required to develop maximum traffic, the Board asserted. It added that "greater effort and exercise of managerial ingenuity may be expected from an independent local operator whose continuation in the air transportation business will be dependent upon successful development of traffic and upon economical operations."

Outstanding in the decision was the Board's enthusiasm for the combined passenger-pickup operations proposed by Southwest and West Coast on routes serving small communities where the traffic potential is limited. In many instances, CAB observed, no passengers will want to enplane or deplane at a particular city on a particular flight. Here the Board saw considerable advantage in the ability of the

combination plane to pick up mail and express without landing.

► **Hope For Experiments**—CAB expressed hope that the fullest experimentation will be conducted in combination passenger-pickup operations by the feeders certificated in the Pacific Coast area.

While no combination plane has yet been certificated, the new twin-engine Beech D18-C (AVIATION NEWS, May 13) is now being tested for this type operation. The Beechcraft will carry four passengers and crew with pickup equipment and eight passengers if the equipment is removed.

CAB followed the policy established in the Rocky Mountain and Florida cases in its selection of established aviation companies with experienced officers to pioneer the newly-certificated Pacific Coast routes.

► **Empire Air Lines**—Empire Air



#### START TACA TOUR:

Two TACA officials, Julius C. Holmes, president (center), and Benjamin F. Pepper, Chairman of the Board (right), were greeted by Gen. Thomas O. Hardin, executive vice-president, as they arrived at Miami recently to start an inspection tour over a large part of TACA's 23,000-mile system in Central and South America and the Caribbean.

Lines is headed by Albert L. Zimmerly, who has conducted fixed base operations in Idaho since 1934. Zimmerly engaged in pilot training during the war and has operated a scheduled intrastate passenger service in Idaho since June, 1944.

Empire's newly-certificated routes run between Idaho Falls and Boise via Pocatello, Twin Falls and other points, and between Boise and Spokane, Wash., via Ontario, Baker, La Grande, and Pendleton, Ore., Walla Walla, Wash., Lewiston-Clarkston, Pullman-Moscow and Coeur d'Alene, Idaho. The carrier will have between 700 and 750 route miles.

Southwest Airways Co. was incorporated in 1941 and operated flight training schools and a maintenance base for the Army Air Service Command during the war. It also flew Army cargo in the Pacific Coast area. Officers include John H. Connelly, president and director; Leland Hayward, chairman of the board, and James G. Ray, vice-president.

Authorized routes are: Los Angeles-San Francisco via Oxnard-Ventura, Santa Barbara, Santa Maria, San Luis Obispo, Coalinga, Monterey, Santa Cruz and San Jose; Francisco-Medford, Ore., via Vallejo, Sacramento, Marysville, Redding and other points, and San Francisco-Medford via Santa Rosa, Ukiah, Fort Bragg and Eureka.

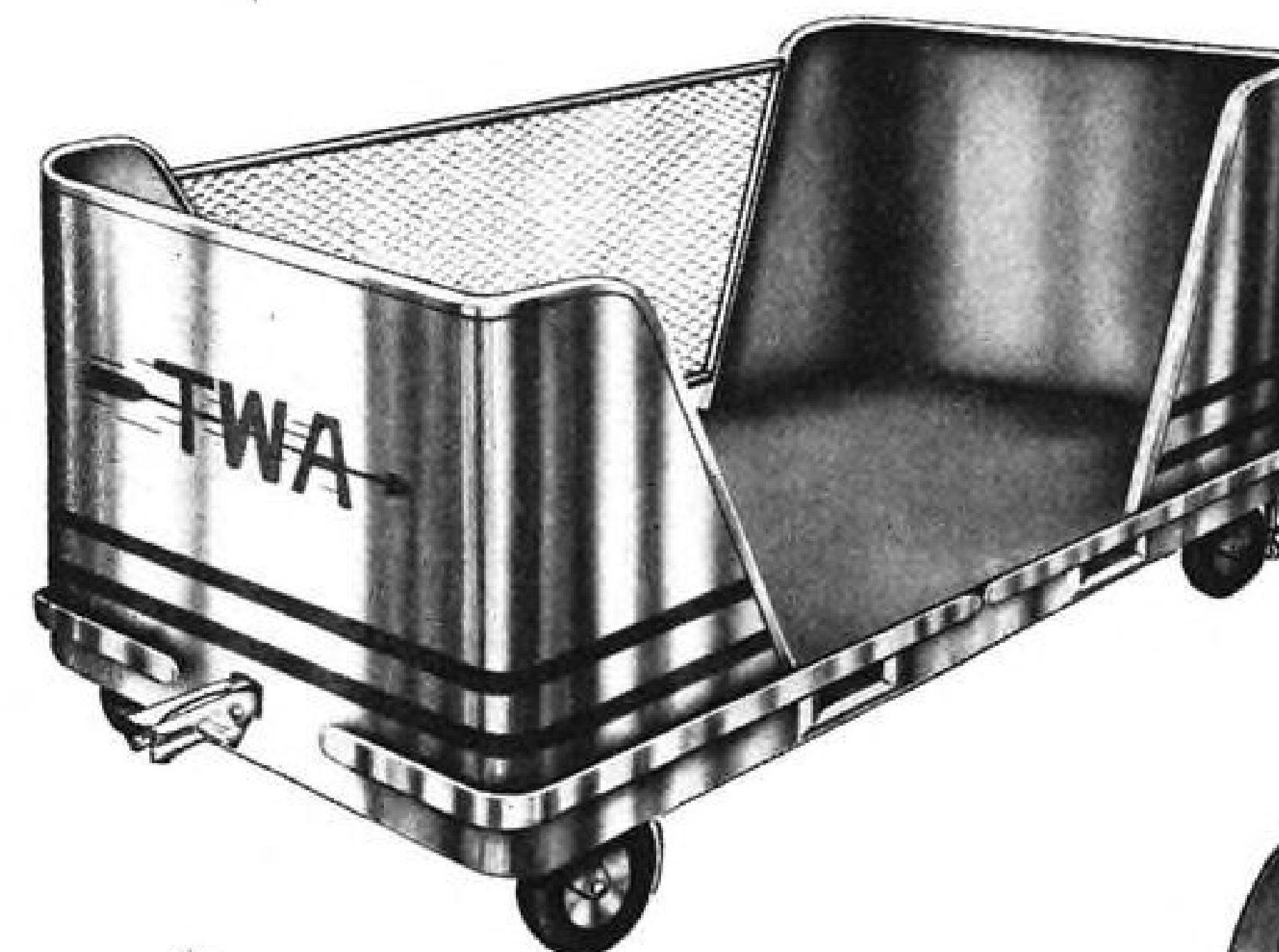
► **West Coast Airlines**—West Coast Airlines was incorporated in the State of Washington in 1941. Its president, Nick Bez, formerly operated Alaska Southern Airways, a charter service and later a scheduled carrier based at Juneau. Other officers include Gilbert R. Cook, vice-president and business manager, and Herbert A. Munter, executive vice-president in charge of operations.

Routes certificated for West Coast are: Medford-Portland, Ore., via Roseburg, Eugene and other points; Portland-Seattle via Kelso, Chehalis, Olympia and Tacoma, Wash.; Portland-Seattle via Kelso, Astoria, Ore., Aberdeen-Hoquiam, Wash., via Port Townsend, and Seattle-Bellingham, Wash., via Everett, Mt. Vernon and Anacortes.

Although the Board certificated three new feederlines instead of the two recommended by the examiners in the case, Member Josh Lee, in a partially dissenting opinion, said a fourth service should have been authorized. He favored a certificate for Nevada-Pacific Airlines to operate on the Nevada plateau and between Reno and San Francisco-

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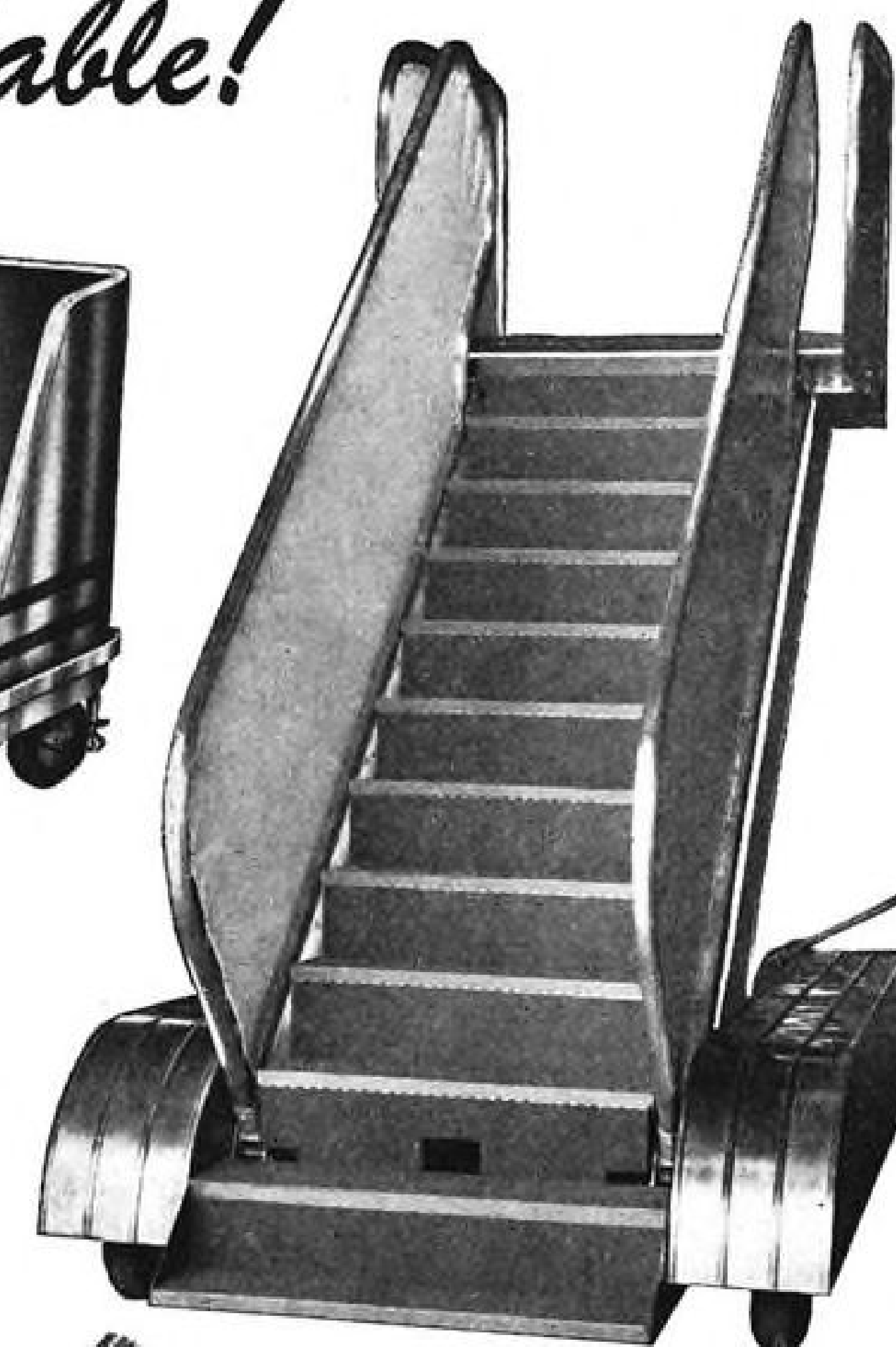


### BAGGAGE CART Universal Type

Specifications: 3' x 6', highly polished aluminum finish, plywood-lined for extra strength. Both sides are demountable, made of expanded metal. Designed for use with fork-lift trucks. Has retractable couplers fore and aft. Zero pressure tires. Bassick foot operated truck locks and manual brakes are standard equipment. Chrome bumper for protection. Capacity, 1200 lbs.

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### VARI-STAND For Passenger Loading and Unloading. (DC-4, DC-6, Martin 202 and Constellation.)

Specifications: Base—all steel. Hydraulic Lift with self-locking safety feature—has pawl and ratchet at any height. Fenders—Aluminum highly polished. Hand Rails—2" aluminum tubing. Treads and Risers—Goodrich AVTRIM skid-proof—choice of 5 colors. Truck Locks—Bassick F-400—manually operated. Tires—Zero pressure or pneumatic, optional. Special: Steps always level regardless of stand angle.

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## HAMMOND MANUFACTURING CORPORATION

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**AIR-BORNE BULL.** "Alabam", prize Aberdeen Angus, recently made front-page news when he arrived in Washington aboard a giant 4-mile-a-minute Capitaliner after a record flight from Birmingham. He was presented to the President by the Birmingham Chamber of Commerce.

## CAPITAL air-LINES



**KEEPING PACE WITH THE PUBLIC ACCEPTANCE OF AIR TRAVEL**, Capital Airlines-PCA recently carried its 3rd millionth passenger and is now well on its way to the 4-million mark. It took 14 years to carry the first million . . . 4 years for the second . . . less than 14 months for the third.



**STANDING IN LINE FOR NYLONS?** Not these port Capital hostesses. New nylons are furnished by the company at low cost. One of those little things that add up to a glamorous trip by Capitaliner.



**FLYING WHITE HOUSE.** F.D.R., Jr., and C. Bedell Monro, president of Capital Airlines-PCA, participate in ceremonies commemorating the late President Roosevelt's historic flight to Casablanca in this famed DC-4. This plane is now one of the many giant 4-engined Capitaliners in the vastly expanded Capital Fleet.

### Feeder to Use DC-3s

West Coast Air Lines, Seattle, newly-certificated feeder, will begin at least partial operations before Sept. 1, according to Gilbert R. Cook, vice president and business manager. The carrier expects to use DC-3's to provide twice-daily service on its local Washington and Oregon routes which were authorized in the West Coast area case.

Oakland. Lee also wanted to extend Empire's routes south to Salt Lake City and west to Seattle, Tacoma and Portland.

► **More Authorizations**—Authorizations to existing carriers in the West Coast decision are:

**United**—AM 1 certificate amended to include The Dalles, Ore., and Twin Falls, Idaho, as intermediate points, to permit direct service between Pendleton, Ore., and Seattle and to permit direct service between Boise and Reno; AM 11 certificate amended to include Salinas and Eureka, Cal., and Klamath Falls and Bend, Ore., as intermediate points and Long Beach, Cal., as a co-terminal point with Los Angeles.

**Western**—AM 63 certificate amended to include Oakland as a co-terminal with San Francisco.

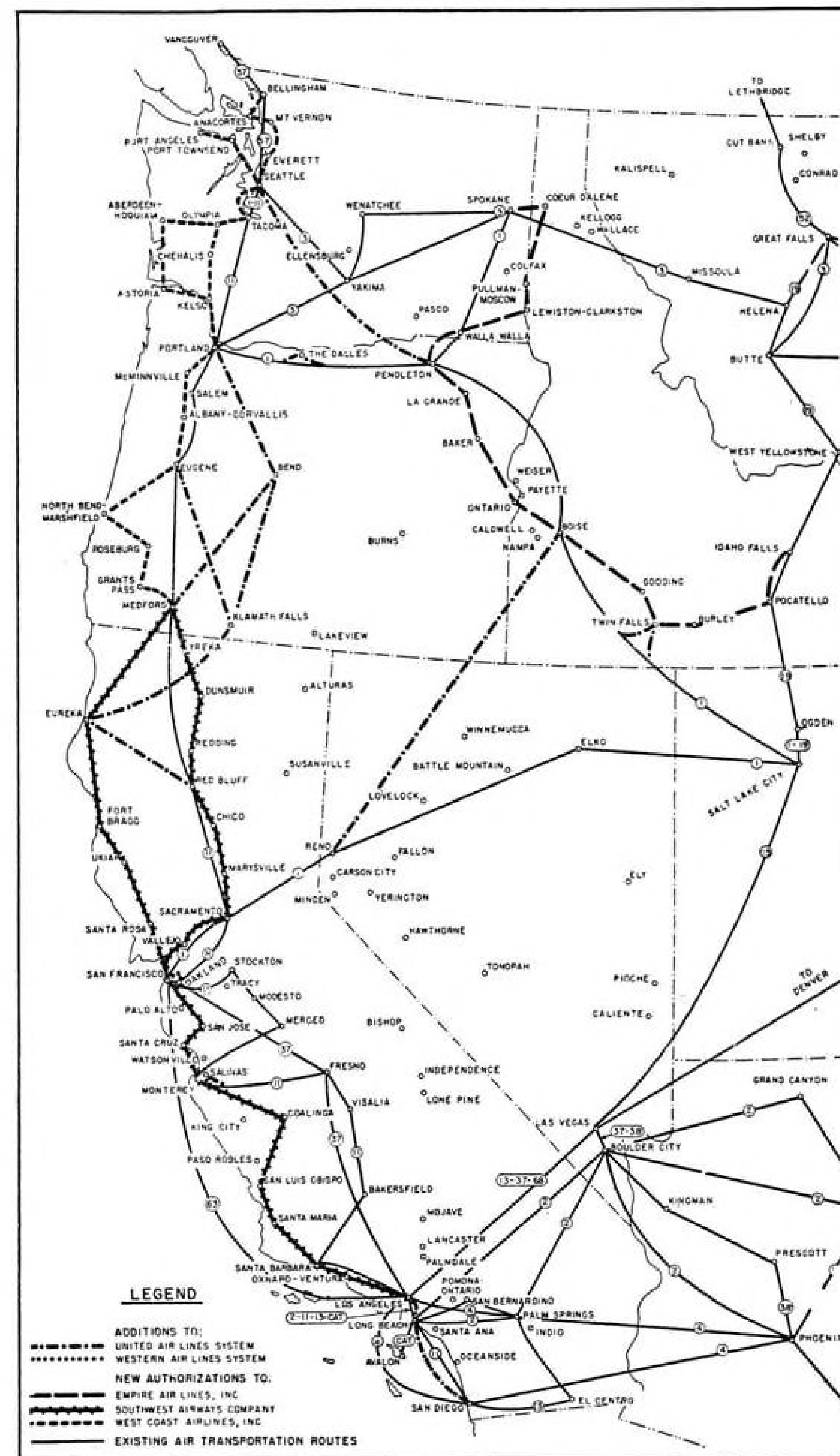
**American**—AM 4 certificate amended to remove the restriction prohibiting transportation of local passengers between San Diego and Los Angeles, and to provide that San Diego shall be served only on flights originating or terminating east of El Paso.

### Peru Grants Permits For New Air Services

**LIMA** (McGraw-Hill World News)—The Peruvian Ministry of Aeronautics has granted permits for several airlines, including one newly formed Peruvian airline, to operate within Peru. Panair do Brasil, subsidiary of Pan American Airways, is to fly from Brazil to Iquitos, on the headwaters of the Amazon.

Aerovias Peruanas Internacionales, a new line created with local capital, was permitted to establish service in Peru and outside. In addition to applying for a permit as Peruvian International Airways, the company plans service between Lima, Panama, New Orleans, and New York and Montreal.

The Peruvian Government's announcement also mentioned a favorable decision to be forthcoming shortly on TACA's request to fly into Peru, connecting with its services in Colombia and Brazil. The permit will mark the first time TACA has been licensed to fly on the west coast of South America.



**New West Coast Operators Certificated:** CAB's decision in the West Coast case certificated three new carriers, largest number in any of the three area route cases yet decided. Map shows their routes and additions to existing systems of United and Western.

### Use Black Light

Northwest Airlines is using "black light" for the instrument panels of the DC-4's it has put into transcontinental service. The light is fluorescent with a blue filter, giving a ray bordering on the ultra violet.

The beam is invisible, but thrown on instrument dials treated with fluorescent pigment, activates them so they glow in the darkness as though radium treated. Refinements are being worked on for the 75 to 105-seat Boeing Stratocruisers line expects to put on in January.



## Co-ordinated Air Effort Meets Rail Needs in 48 Hour Crisis

ATA, Army, Navy and non-scheduled carriers pool resources to move mail, passengers, cargo with outstanding success in national emergency.

By BLAINE STUBBLEFIELD

The Nation's first coalition of all transport aircraft, to meet the rail strike emergency, was pronounced an outstanding success last week by officials of Army, Navy, Air Transport Association, and Office of Defense Transportation, which headed the 48-hour public-carrier merger.

With the remote possibility that aviation might be called upon to team with highway and water transport to meet a second rail emergency due to the coal strike, officials said an excellent transport coordinating pattern had been set for any future need.

Biggest surprise under ODT's air mobilization "Order 65" was a few empty seats on scheduled airlines. Many persons, with and without air reservations, interpreted first news flashes to mean that priorities were already on, and they didn't try for space. Some feared if they left home they couldn't get back, and others couldn't get through the telephone jam to ticket offices.

► **Army Had 1,000 Planes**—The Army placed about 1,000 transport planes, C-47's and larger, at the disposal of the Air Transport Command; the Navy's preliminary re-

port indicated it had nearly 200 planes available, mostly R4D and R5D; the airlines, about 600. Non-scheduled operators, variously estimated between 300 to 700 firms, had a fleet numerically incalculable in planes of all descriptions. Civil Air Patrol notified 50,000 senior members to stand by with their small planes for special missions.

Reports were beginning to come in from the airlines, and from the Army and Navy, on trips flown, amount and type of cargo carried, but the complete recapitulation could not be ready for several days. The Navy said it flew 11,000 pounds of mail out of New York southward, and some eastward from the Pacific Coast.

► **Post Office Embargo**—The Post Office took no action except to put an embargo on all but first class mail, which went on airline and military planes at 1.00 p.m. Friday. The 21-hour backlog, accumulated up to 4:00 p.m. Saturday, was being rapidly cleared up. Within two or three days, had the rail shutdown continued, there would have been practically nothing but mail and emergency cargo on any airplane.

The Army's Air Transport Command fleet of 1,000 planes included 400 from regular ATC routes, 400 non-route planes from various air bases, among them some borrowed from Troop Carrier Command, and 200 from miscellaneous sources. ATC pledged to devote to the civil emergency all space not needed for any military need.

Army and Navy slapped stringent air priorities on all their personnel, who could fly only by special permission. A "cease operations" order went to all AAF bases covering training and other non-essential flying. Sale of aviation gasoline to civilian planes was discontinued. Fuel would have been a serious shortage within a few days. It would have been flown in drums if necessary.

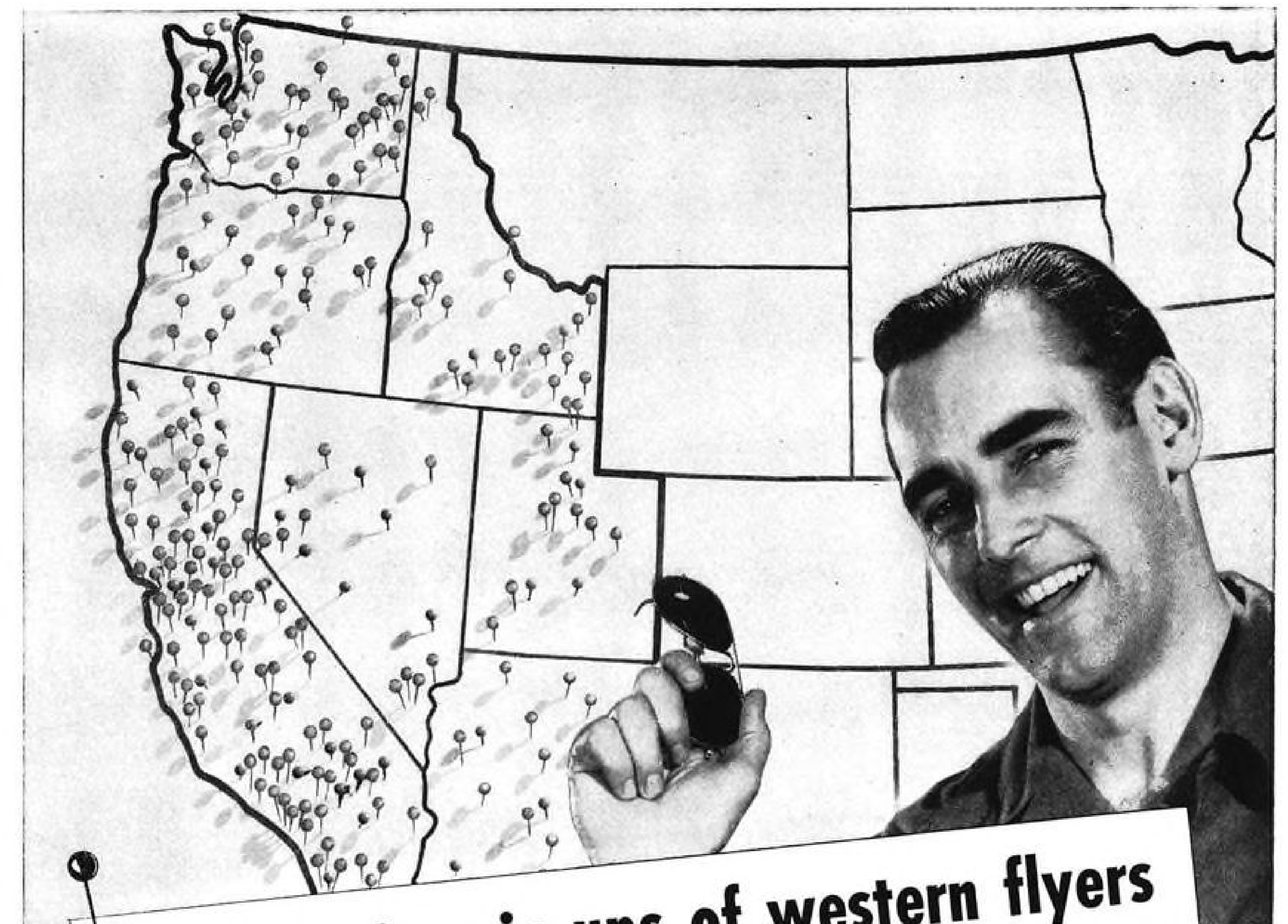
► **No Passenger Jam**—ATC was slightly disrupted by the emergency and said its backlog would be cleared up by middle of last week. Like the Navy, ATC carried some mail, but because no passenger jam developed, the airlines carried most of it. One airline president called Robert Ramspeck, director of air transport with ODT, and asked that he be given more mail so the military wouldn't get it.

Lt. Gen. Harold L. George, ATC commander, said safety measures were increased, rather than relaxed, because of inexperienced personnel pressed into service. Normal maximum loads were not increased, for the same reason. Maintenance was pushed to the limit.

The airlines received no extra airplanes for the emergency because they hadn't enough personnel to handle any more. PCA said they could not add to hours-per-day on their planes. United said they ran as many extra trips and extra sections as possible, tied down some cargo in cabins, and made frequent fuel stops to increase load capacity.

► **United Set Record**—United believe they set a two-day record by flying 14,000 passengers and about 327 tons of cargo. Passenger traffic was up about 16% over the average for previous three Fridays and Saturdays; cargo up 58%, mail 132%.

ODT, in charge of the emergency by Presidential order, issued a series of orders mobilizing all forms of transport, including aviation under Order 65. Robert Ramspeck, ATA vice-president, was appointed Director of Air Transportation under ODT, with Col. W. B. Ackerman, deputy chief of staff with ATC, as a member of his policy committee. Ramspeck told AVIATION



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From the airlines, many private flyers have learned the desirability of sticking to one kind of fuel. They find they get to know just what to expect of it, how it makes their engines react under all flight conditions.

That's why this map makes Chevron Aviation Gasoline a big favorite with pilots.

Notice how the pins (representing Standard Airport Dealers) blanket the West. Wherever you fly, you are never more than a few minutes from Chevron Aviation Gasoline.

As a matter of fact, more airports in the West handle Standard of California aviation products than those of all other companies combined. It's good evidence that flyers find Chevron Aviation Gasoline is not only easy to get—but it's mighty good to use, too.

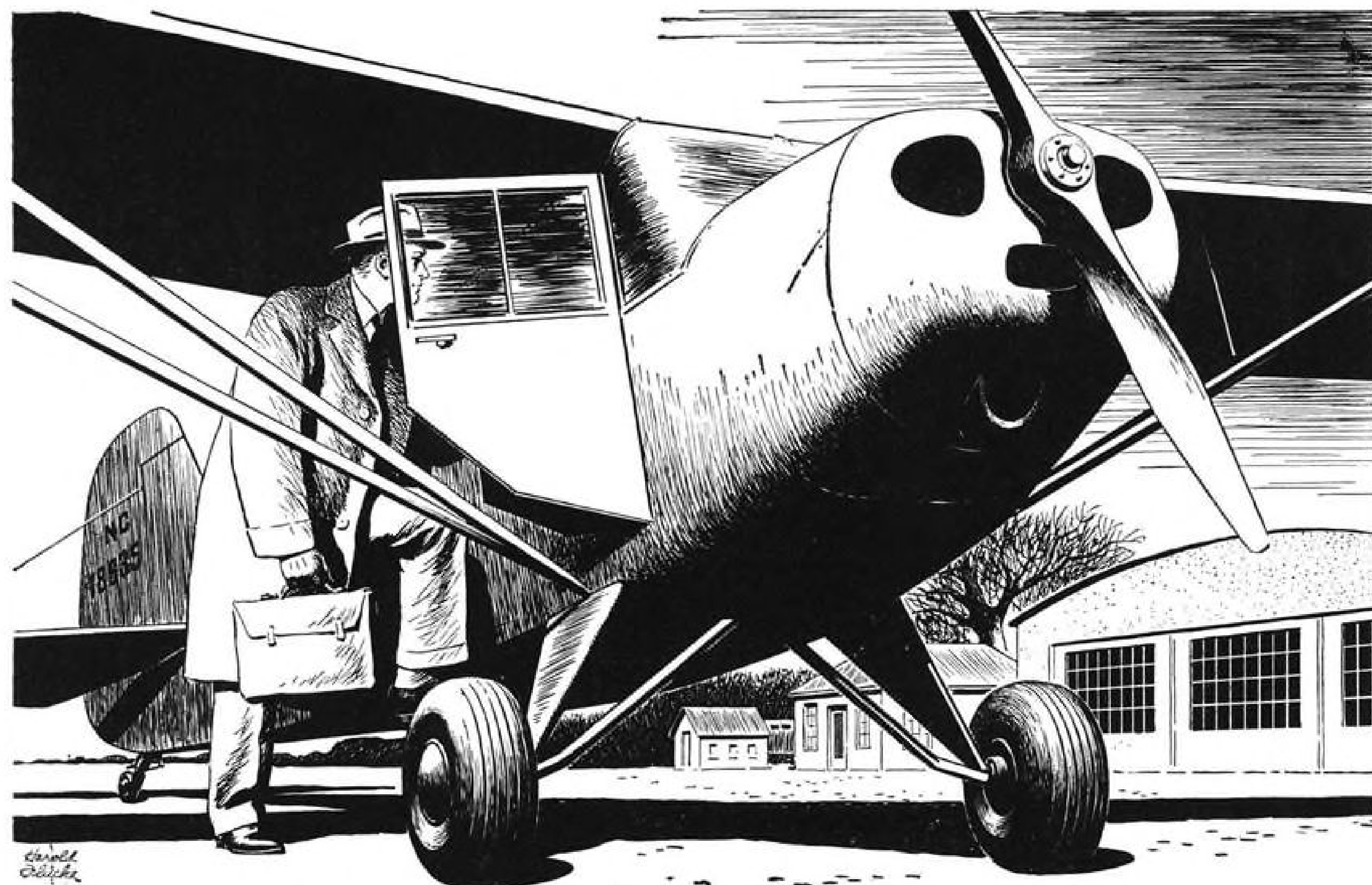
ANOTHER CONVENIENCE for Western flyers—Chevron National Credit Cards...good throughout the United States and Canada. Write Standard of California, 225 Bush Street, Room 1618, San Francisco, California, or ask the Standard Airport Dealer at your field for application blank. **STANDARD OF CALIFORNIA.**



### NOSE HANGAR FOR BIG PLANES:

This \$500,000 TWA nose hangar being built at Los Angeles Airport establishes a new major airline maintenance trend. As size of airliners increases, there will be a definite departure from full-shelter hangars. This one, due to be ready for use by October, will shelter the forward sections of three Constellations or four DC-3's. It will be 245 ft. long by 35 ft. wide, with cafeteria and maintenance shops on the first floor and operations offices on the second floor. It is conceivable that if transports are designed to exceed the Boeing Stratocruiser and Lockheed Constitution in size hangar housing will be abandoned for movable shelters covering only the portions of the aircraft undergoing actual maintenance work.





### Delco-Remy Aircraft Electrical Equipment

## Where is the man who spins the prop?

With the availability of Delco-Remy electrical equipment on popular makes of light planes, the delay and inconvenience of finding someone to spin the prop are things of the past. Sure, safe electric starting is now within arm's reach as you sit in the pilot's seat, ready to crank your engine and send you on your way. Lightweight, compact and thoroughly dependable, Delco-Remy electrical equipment brings new convenience at take-off, insures ample generator current during flight to recharge the battery and operate lights, radio and accessories.

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ELECTRIC STARTING FOR CONVENIENCE • ELECTRIC STARTING FOR SAFETY  
AMPLE CURRENT FOR LIGHTS, RADIO, ACCESSORIES

## DELCO-REMY

DIVISION, GENERAL MOTORS CORPORATION

WHEREVER WHEELS TURN OR PROPELLERS SPIN

AVIATION NEWS • June 3, 1946

News he probably set a short-tenure record in office, having finished the job before he was sworn in.

► **ODT Supreme**—ODT was supreme authority on priorities. Railway Express Agency was in charge of all cargo commitments. The strike ended before the authorized passenger priorities system, which would have been handled by ATA, was established on the airlines. ATC was swamped with telephone calls for passenger preference, because it had that function during the war. Brig. Gen. William H. Tunner, commander of the Continental Division of ATC, headquartered at Memphis, Tenn., was in charge of ATC emergency operations.

## Pilot-Pay Claims Detailed by Union

ALPA bases figures on 80 hr. monthly; airlines negotiating committee answers arguments.

ALPA, the AFL pilots union, last week completed presentation of its wage and working conditions claims before the President's three-men emergency panel and the 13 airlines of the Airlines Negotiating Committee. The Committee immediately began answering the ALPA arguments.

While ALPA has not entirely ap-

propriated the railroad wage system for locomotive engineers, based on weight of an engine on the drivers, there is some parallel. Claims cover higher base pay, hourly and mileage compensation for larger and faster transports such as the Douglas DC-4 and Lockheed Constellation.

Although the legal limit of hours for pilots is 85 per month, or 1,020 hr. annually, the ALPA's claims, directed technically at TWA but indirectly affecting the entire industry, are based on 80 hr. per month. Union argues that 80 hr. is the actual average, and it cites a PCA average monthly flying time for a pilot of 73 hr., also a 79-hr. average on TWA. On the New York to Paris round trip, pilots claim 39 hr. are spent in actual flying and 37 hr. in work on the ground.

► **Base Pay**—ALPA would increase base pay of captains to a minimum of \$300 for first year up to \$475 a month for eighth year on DC-4's, with \$25 premium in all cases for flying Constellations. Co-pilots' pay would also be increased to reach a top of \$380 a month after four years, and they would receive both hours and mileage compensation.

► **Total Pay**—Schedule of captains' compensation, based on a DC-4, is as follows, figuring 80 hr. a month flying time: First year, \$300 a month, plus \$520 for hours flown and \$270 for mileage, based on 16,-



## LANDIS CONFIRMED:

James M. Landis, whose nomination to succeed L. Welch Pogue on the Civil Aeronautics Board was confirmed by the Senate, is shown as he appeared before Senate Commerce Committee during its hearing on the appointment.

000 mi. per year at 200 mph., or \$1,090 per month and \$13,080 a year; eighth year, \$475 base pay, plus \$520 for hours and \$270 for mileage, or \$1,265 per month and \$15,180 per year.

For foreign service \$100 a month or \$1,200 a year is added. Constellation pay is \$25 higher on the base, or \$325 for the first year with \$562.50 per month for hours, \$495.39 for mileage, and an extra of \$100 per month for foreign operation based on 19,500 mi. estimated annual flying. This amounts to \$1,382 a month and \$17,784 annually for all foreign flying.

The Airlines Negotiating Committee points out that these figures are based on less than the legal maximum of 1,020 hr. per year. Consequently, prorated for 85 hr. per month, annual pay on a Constellation would amount to \$21,185.94. ALPA argues that these overall figures are not high on a per-mile basis of cost to the air carrier. For example, they compute the captain's pay on a DC-4 at 6.8c. per mile for first year; 7.3c. for fourth year, and 7.8c. for eighth year. On a Constellation, computed at 19,500 mi. for a year, cost per mile is 7c. for first year; 7.5c. for fourth, and 8c. for eighth year.

► **New Hour Table**—ALPA has carried the table of hourly compensation set in Decision 83 to higher levels for transports bigger than the Douglas DC-3, based on speed. Tabulation is, as follows: For 155



## BRANIFF ENLARGES HEADQUARTERS:

Air view shows how Braniff Airways' headquarters at Love Field, Dallas, (A) will be enlarged through acquisition of the Lockheed Modification Center (B) recently released to the city of Dallas by the Army and leased by Braniff. The Fifth Ferrying Command occupies an area (C) adjacent to the Braniff base.

AVIATION NEWS • June 3, 1946

TRANSPORT — 43



to 175 mph. (DC-3), per hour paid to pilot is \$4.60 for day and \$6.90 for night; 175 to 200 mph. (Boeing *Stratoliner*), \$4.80 per hr. and \$7.20; 200 to 225 mph. (DC-4), \$5.70 and \$7.80; 225 to 285 mph. (unfilled at present), \$5.60 and \$8.40; 255 to 285 mph. (*Constellation*), \$6 and \$9; and 285 to 320 mph. (unfilled at present), \$6.40 and \$9.60 per hour.

► **Vacations**—The union, having introduced all kinds of evidence, including medical claims concerning effects on the pilots of high-speed flying, also requests one month vacation annually, with pay based on 70 hr.

## Cut Luxury, Seek Mass Market, Says Solomon

Terminal handling of air passengers and their baggage inevitably must be simplified if the carriers are to accommodate the mass traveling public, according to Sam J. Solomon, president of Atlantic Airlines.

Some of the ideas he plans for Atlantic, presently an applicant for routes between Providence, R. I., and New Orleans, through 14 states, are stated in a talk prepared for the Summer meeting of the Society of Automotive Engineers this week at French Lick, Ind. Solomon is widely known in air transport circles, be-



### NEW AT ATA:

John W. Thompson (above) became Vice-President and Director of Information June 1 for Air Transport Association. Former Director of Public Relations for Ford Motor Co., Publicity Director for Consolidated Aircraft Corp. and Resident Director of Public Relations for Consolidated Vultee Aircraft Corp., Thompson succeeds Perley Boone, who because of illness has resigned as head of ATA public relations.

ing former president and chairman of the Board of Northeast Airlines.

His theme was that air transport-

tation will not fill its purpose until the people in the industry "have adjusted our minds to thinking in terms of the great mass of our people as potential travelers and not limit ourselves to thinking of penetrating only the Pullman market."

While not criticizing luxury handling of passengers, he believes that method antiquated so far as mass movement of passengers is concerned. This he expects to develop at an accelerated rate as fares come down: "It has been proven that from fare decreases alone passengers will increase at the rate of 2 percent for every 1 percent reduction in cost."

Included in his suggestion for simplification of terminal problems:

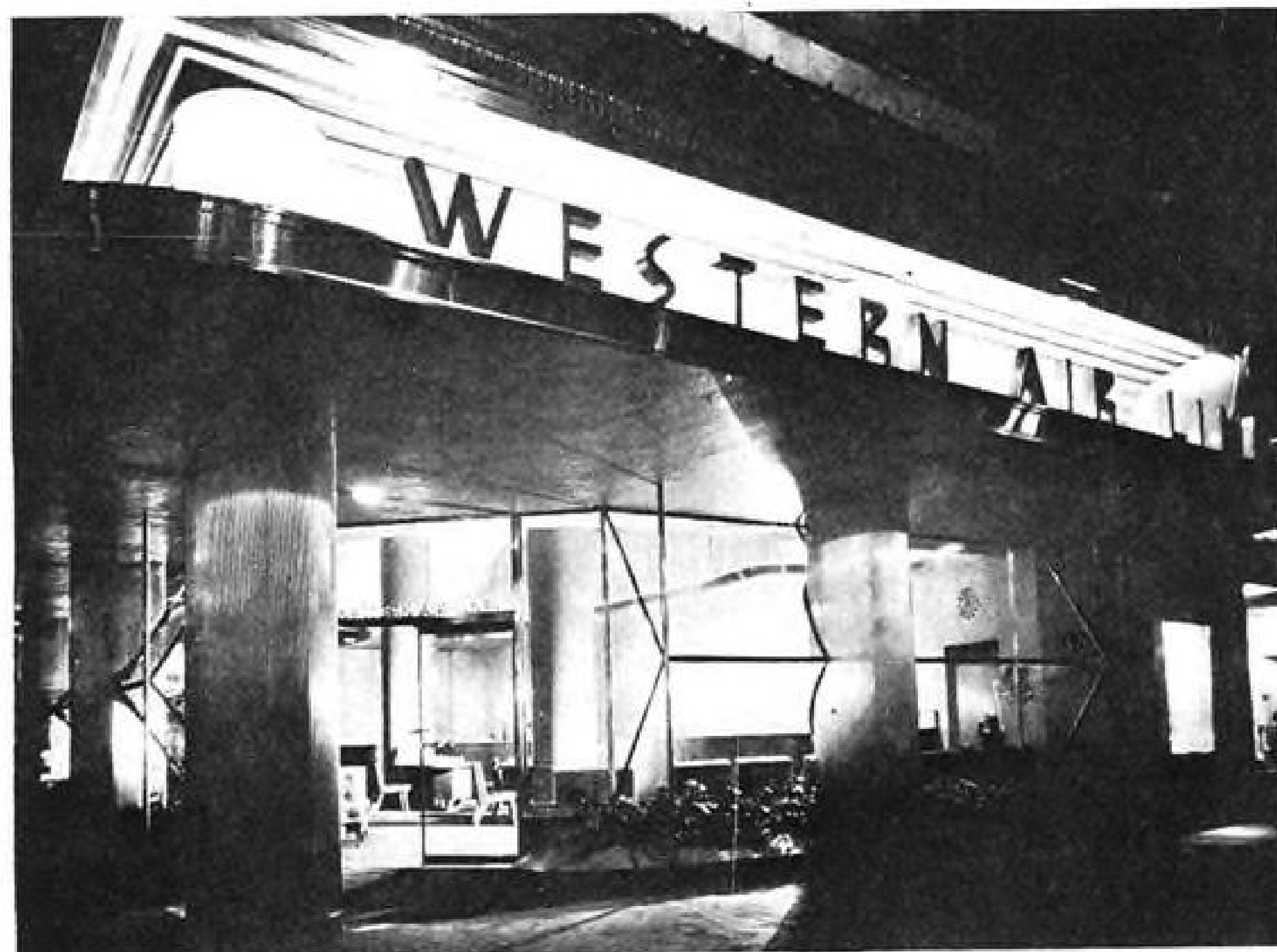
► An all-inclusive fare, covering ground transportation to and from airports in addition to air fare, with an attendant on the ground transportation unit to handle passenger and baggage details.

► Simpler reservations systems, with uniform information on flight dispatches given, perhaps through a common telephone number, on all airlines using a given terminal. The public should be informed as the reasons for any delay by means of a display in the terminal building. Such a display, Solomon thinks, would make it practical, if departures were frequent, for passengers and express that at the moment could not be found to be dispatched on an early departure instead of holding up an airplane which is already loaded.

► Simpler ticketing, with one check-in of passengers. Adoption of Solomon's idea on ground transportation would mean that a flight manager on the airport bus would ticket and check-in the passenger and tell him how to board the plane with his baggage.

► Changes in planes, among them self-contained steps, several full-sized entrances and exits, adequate rack space so the passenger would be responsible for his own baggage, and reversible pitch propellers to facilitate plane handling.

Solomon did not discuss purely operational problems at airports, but on the basis of his own experience as manager of the old Washington Airport from 1933 to 1941 recommended that airport managers be vested, through full cooperation and authority from the airlines, with more power to deal directly with such problems. He sees danger that business problems in connection with airport concessions will mean less and less attention to operational questions.



### WESTERN AVOIDS REFLECTIONS:

Feature of the ticket office opened by Western Air Lines in Los Angeles recently is a nonreflecting glass front. To make the interior readily visible from outside and minimize reflections, glass was set in a protruding V-shape, protected from light from above and below by a dark non-reflecting canopy and black concrete sidewalk.

## CAB Approves Braniff Foreign Line Control

CAB has approved acquisition of control of Aerovias Braniff S. A., by T. E. Braniff, president of Braniff Airways, but has rejected a request by the latter company that it be permitted to acquire control of the Mexican corporation.

In granting Braniff's alternate application, the Board specified that its approval would be effective only as long as Braniff Airways makes no contract or lease to the benefit of Aerovias Braniff without first obtaining the Board's approval.

Proposed acquisition by Braniff, the Board said, is consistent with the public interest, but existence of his control over Braniff Airways might lead to use of that company's economic resources for the support of Aerovias.

Braniff Airways' allocation for foreign expansion of \$2,000,000 of the \$4,500,000 received through recent refinancing, the Board said, represents an asset of Braniff, a domestic carrier, raised as a result of public acceptance of Braniff's ability in domestic operations.

In rejecting the Braniff Airways application, the Board said it was forced to recognize a probability that Aerovias would become a drain on the domestic line's resources, perhaps impairing its ability again to raise needed capital or making it difficult to respond fully to "the evolutionary requirements of air transportation" without subsidy. The possibility of such a result, "obviously inconsistent with the public interest," led the Board to refuse the company's request for control of its Mexican namesake.

## Panam, Northeast Granted Canadian Port Permits

Northeast Airlines and Pan American Airways have been licensed by the Canadian Air Transport Board to operate into Canada under international agreement. Northeast is to operate between Boston and Montreal, Boston and Moncton, N. B. Pan American will use Whitehorse, Yukon, as terminal on service from Seattle to Fairbanks.

Two members of the Board—Air Vice Marshal Alan Ferrier and J. P. R. Vachon, are examining operating efficiency of airlines in Canada west and north from the Great Lakes to the Arctic Circle. Their findings probably will effect CATB decisions when airline licenses in that area

come up for renewal. Most of the scheduled operators in the region are subsidiaries of Canadian Pacific Air Lines, while intercity routes are operated by the government's Trans-Canada Air Lines. Numerous non-scheduled air services also are licensed in the area covered by the examination.

## ATS Cancels Meet

Due to transportation difficulties occasioned by the nation-wide rail strike, the Aeronautical Training Society postponed its annual convention which was scheduled for Washington last week. While tentative plans call for the meeting later this month, exact date had not been set at press time.

## Colonial Serves Massena

Colonial Airlines inaugurates daily service to Watertown and Massena, N. Y., on its New York and Washington to Montreal and Ottawa routes today (June 3). Both northern New York State cities will be receiving scheduled air transportation for the first time.

## U.S. Air Service Up 25%

Certificated U.S. carriers in the eight months following the Japanese surrender, increased by almost 25 percent the number of flights serving the nation's 10 major airline cities.

The following table, based on CAB figures, shows that the country's first three airline cities from the standpoint of daily plane arrivals and departures are New York, Chicago and Washington in that order. Between Sept. 30, 1945, and April 30, 1946, Chicago made the greatest gain in plane service with an increase of 88 arrivals and departures daily, followed by New

## Airline Discounts Outmoded, CAB Rules on PAA Decision

The use of discounts as a device to promote air travel has outlived its usefulness and should be abandoned as rapidly as possible, according to the Civil Aeronautics Board. This position was taken in a recent CAB decision clarifying a previous refusal to permit Pan American Airways' Latin American Division to lower its 25 percent discount to government employees.

The Board said its restraining order of last December was predicated largely upon OPA's objections to higher fares which would result from the tariff revisions proposed by PAA and in no way implied approval of the discount principle.

New tariff rules for PAA's Latin American routes reduce the discount from the prevailing 25 percent to 15 percent.

The higher fares which result avoid OPA objections by a provision that in no case will the new rates be more than those prevailing in September, 1942, less a 25 percent discount.

### Scheduled Daily Air Services (Leading U.S. Cities)

City	Airlines Serving	Arrivals and Departures			
		Sept. 30	Dec. 31	Mar. 31	Apr. 30
New York*	9	290	326	336	364
Chicago	9	248	270	308	336
Washington	6	232	250	262	278
Detroit	7	152	174	214	224
Los Angeles	4	152	168	200	198
Pittsburgh**	2	129	129	136	150
Dallas	3	142	146	150	144
Kansas City	4	122	126	132	140
Cleveland	4	100	128	130	134
Boston	5	116	122	126	128
Totals		1,683	1,839	1,994	2,096

\*Newark opened Feb. 3 and was served by 110 arrivals and departures on April 30.

\*\*Excluding All American's pick-up flights.



## New TWA-Italian Airline Awaits Council Approval

The new Italian airline in which TWA will have an active part can be set up within a month after the Italian Council of Ministers gives approval to its activation, TWA officials say.

How soon approval will be granted is not known. June 2 was election day in Italy, and the ministers are meeting today, but some doubt was expressed that the decree would actually be issued so soon after the election.

Meanwhile, exclusive features of the TWA-Italian contract have been removed, and the Italian government has been notified that the U. S. State Department no longer objects to the agreement's implementation.

Delay in action was attributed by TWA officials to other causes than a recent threat by the Italian Trades Union Confederation of disorders if the contract was approved. In a telegram to Italy's Air Minister, the group protested the proposed liquidation of Ala Italiana, airways organization of the former Fascist government. Postponement of the step until after election day, the group said, would avoid "grave disorders."

## TWA Planes Are Equipped With Absolute Altimeters

All Constellations TWA has in trans-continental service are being equipped with low-range altimeters which signal by radio the altitude of the plane above the nearest piece of terrain or body of water and provide a check on the pressure altimeter and its indication of altitude above sea level.



### EASTERN COMPLETES BOSTON HANGAR:

Largest completed by an airline since the end of the war, this new Eastern Air Lines hangar was dedicated recently at Logan International Airport, Boston. The building covers 40,000 sq. ft. and will accommodate three DC-4's or seven DC-3's. More than 300 tons of steel and 1,300 cu. yds. of concrete went into the hangar, first permanent structure under the airport's master plan.



### UAL SEEKS CUTOFFS:

Map illustrates United Air Lines' new applications for direct east-west service into Los Angeles from Omaha, Denver or Cheyenne. United points out that any one of the three routes would provide a great circle course between Los Angeles, the Mid-West and the East. The applications were filed after United lost a court appeal from a CAB decision awarding the Denver-Los Angeles route to Western Air Lines.

The low-range radio device has two dials, one a gauge indicating height in feet, the other an indicator which in conjunction with signal lights shows whether the plane is flying at a certain altitude.

TWA has on the Constellations and Skymasters on its international routes a high range altimeter on which altitudes up to 40,000 ft. are measured on the surface of a cathode-ray oscilloscope. The instrument is principally an aid to navigation.

## PCA Installs VHF On Milwaukee Route

PCA claimed another "first" when it placed Very High Frequency radio communications in operation between aircraft and ground stations on routes linking Norfolk, Washington, Pittsburgh, Detroit, Cleveland, Grand Rapids, Chicago and Milwaukee.

Use of VHF will increase efficiency of aircraft operations and improve passenger service by eliminating traffic delays caused by jammed communications, according to W. R. Manchester, PCA director of operations, who added that VHF communications will be used throughout PCA's system in the near future. PCA will retain its present standard low frequency equipment as further assurance of fast operations during take-offs and landings, Manchester said.

### Air Express Rise

Air express shipments at New York City numbered 90,422 in April, Air Express Division of Railway Express Agency reports, a 56 percent increase over April, 1945. Gross revenue was 22 percent higher.

### CAB SCHEDULE

- June 3. Briefs due in Middle Atlantic area case. Extended from May 15. (Docket 674 et al.)
- June 3. Briefs due in Texas-Oklahoma area case. Postponed from May 22. (Docket 337 et al.)
- June 3. Exchange of rebuttal exhibits in Boston-New York-Atlanta-New Orleans case. Extended from May 29. (Docket 730 et al.)
- June 3. Hearing in Chicago-Seattle route case. (Docket 1692 et al.)
- June 10. Hearing in Boston-New York-Atlanta-New Orleans case. Tentative. (Docket 730 et al.)
- June 14. Exchange of exhibits in United Air Lines' Detroit-New York and Detroit-Allentown non-stop case. (Dockets 2216 and 2277.)
- June 15. Exchange of exhibits in Arizona-New Mexico area case. Postponed from June 1. (Docket 968 et al.)
- June 15. Exchange of rebuttal exhibits in Eastern Air Lines' application for consolidation of routes. (Docket 1971.)
- June 17. Exchange of exhibits in route consolidation applications of Eastern Air Lines and Delta Air Lines. Postponed from June 3. (Dockets 1971 and 2288.)
- June 19. Exhibits due in Essair's application for certificate modifications. (Docket 2057 et al.)
- June 24. Hearing in Eastern Air Lines' application for consolidation of routes. (Docket 1971.)
- June 25. Hearing in United Air Lines' Detroit-New York and Detroit-Allentown non-stop case. (Dockets 2216 and 2277.)
- June 26. Exhibits due in Los Angeles helicopter service case. Postponed from May 27. (Dockets 896 and 1821.)
- June 29. Rebuttal exhibits due in Essair's application for certificate modifications. (Docket 2057 et al.)
- July 3. Rebuttal exhibits due in Los Angeles helicopter service case. Postponed from June 3. (Dockets 896 and 1821.)
- July 5. Exchange of rebuttal exhibits in Arizona-New Mexico area case. Postponed from June 21. (Docket 968 et al.)
- July 10. Hearing in Los Angeles helicopter service case. Postponed from June 10. (Dockets 896 and 1821.)
- July 22. Hearing in Arizona-New Mexico area case. Postponed from July 8. (Docket 968 et al.)

## Canadian Airlines Traffic Rises in 1945

Canadian airlines and foreign aircraft operating to Canadian points carried 35 per cent more passengers in 1945 than the previous year, according to the annual report on civil aviation of the Dominion Bureau of Statistics at Ottawa.

Revenue passengers numbered 522,993 compared to 386,179 in 1944, with domestic and international traffic increasing 32 and 37 percent respectively. Revenue plane miles flown were 17,949,012, against 16,742,636 in 1944. Revenue freight increased from 10,812,867 to 12,875,136 lbs. Operating revenue of Canadian carriers was \$16,694,010, compared with \$16,707,809 in 1944, while operating expenses of \$16,825,822 compared with \$17,438,035 in the year previous.

## PCA Hopes to Pare Loss With End of Reconversion

With its peacetime conversion program scheduled for completion by August, PCA has high hopes of paring down heavy first quarter net losses of \$629,320 during the late spring and summer.

PCA flew 64,641,646 revenue passenger miles during the first three months of 1946, up 122 percent over the same period last year, but high expenses resulting from employ-



### INSIGNIA OF THE "FLYING DUTCHMAN":

A sight soon to be familiar along the trans-Atlantic airlines between the U. S. and The Netherlands will be this picturesque fuselage and rudder insignia of KLM (Royal Dutch Airlines), which last month inaugurated service between New York and Amsterdam.

ment expansion and an unanticipated 60-day delay in delivery of DC-4's put the carrier deeply in the red.

In August, when 22 59-passenger DC-4's will be in service, PCA expects to schedule 100,000,000 seat miles, three times the monthly average during the first quarter.

### Airlines Campaign

The Scandinavian Airlines Group have appointed John A. Cairns & Co. of New York to conduct their North American advertising campaign. Leo Baron, formerly with TWA, will be account executive. The Group includes Danish (DDL), Norwegian (DNL), and Swedish Intercontinental (SILA) Airlines.

### Delta Service Increase

Delta Air Lines increased its service 34 percent on June 1 when it inaugurated 12 new flights, six of them with 44-passenger DC-4's. Routes receiving the four-engine service were New Orleans to Dallas-Ft. Worth, Atlanta to Dallas-Ft. Worth and Chicago to Miami. Additional schedules with DC-4's will be placed in effect June 15.

### Cary Resigns

Charles Cary has resigned as technical assistant to the director of the CAB Safety Bureau to become special aide to the Assistant Secretary of the Navy for Air.

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## SHORTLINES

► **Delta** has completed its fleet of seven DC-4's, with the arrival recently of the final ship from Douglas Aircraft at Santa Monica. . . . After 12 years, Delta recently carried its millionth passenger, but estimates it will carry its second million in less than two.

► **Eastern** net profit of \$784,765 for the first quarter of this year was 76 per cent higher than the \$446,091 for the same period in 1945. The 1946 figure was the equivalent of \$1.31 per share on the old stock basis and 33 cents on the newly split four for one common stock, compared with 76 and 19 cents respectively in the 1945 first quarter. Operating revenues were up 39 per cent to \$8,146,265 and revenue miles flown up 55 per cent to nearly 9 million.

► **Pan American** is using Constellations exclusively between New York, Lisbon and Africa, and has assigned them to its daily New York-Bermuda run also. . . . Howard Ketcham, New York color and design engineer, has been made consultant on interiors for the 20 Boeing Stratocruisers PAA has on order.

► **Trans-Canada Air Lines** is opening offices this month at Chicago and Cleveland in anticipation of service between Toronto and those points in early Summer.

► **TWA** will use two C-54A's recently acquired on short term lease from War Assets Administration for international pilot training. Carrier's fleet includes 110 ships, of which 32 craft are of the large, four-engine transport type.

► **United** reports revenue passenger miles and revenue plane miles in April nearly 100 and an estimated 52 per cent higher respectively than April, 1945. Passenger miles were 86,301,000, plane miles 4,460,530. Air express and air freight were both up an estimated 14 percent over March. . . . Capt. C. M. Christenson, pilot on the line's western division, has received a \$2,500 award for a suggestion for reducing pilot eye fatigue by use of filtered red light in the cockpit. It was the highest award ever granted by the company's employee suggestion conference.

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## Essair to Pioneer

Essair, Inc., Texas feederline, has changed its name to Pioneer Air Lines, Inc. Essair stood for Economy, Safety and Service in the Air, but Robert J. Smith, company president, says its officials feel that "Pioneer" is a more descriptive name. The company is the first new operator to receive a CAB certificate since the Civil Aeronautics Act was passed, and the first certificated for feeder air transport service. It has purchased DC-3's for use between the Gulf Coast and Amarillo. Now being converted, the ships, with 24-passenger capacity, will be named for pioneer characters of the Southwest. A photo mural of the character for whom each plane is named will be placed at the forward end of the cabin.

## AAF Proposes Industry Hire Handpicked Officers

An unprecedented relationship between the AAF and the aircraft industry is proposed in the new AAF "Career Plan" recently announced by Maj. Gen. Fred L. Anderson, assistant chief of air staff for personnel.

The plan calls for the placement of reserve officers, who have been handpicked by the AAF, in responsible jobs in the civilian aircraft industry for the primary purpose of furthering their air force careers. The Airpower league is expected to provide liaison between the AAF and the industry in placing the specially selected officers.

Regular officers will also be given an opportunity for a year's civilian experience in the industry. They will return to their military assignment after completion of one year in the industry but the handpicked reserve officers will become permanent fixtures of the industry according to the AAF plan.

The plan is not expected to become operative until the present reservoir of air reserve officers built up during the war is depleted.

## Panam Flies Oilmen

Pan American Airways expects to fly about 500 oil company personnel from Venezuela to the U. S. for vacations during the next three months in a series of special weekly trips. First flight was made May 18 when a DC-4 carried 40 employees of the Betchel-McCone Oil Co. from La Guaira, near Caracas, to Houston.

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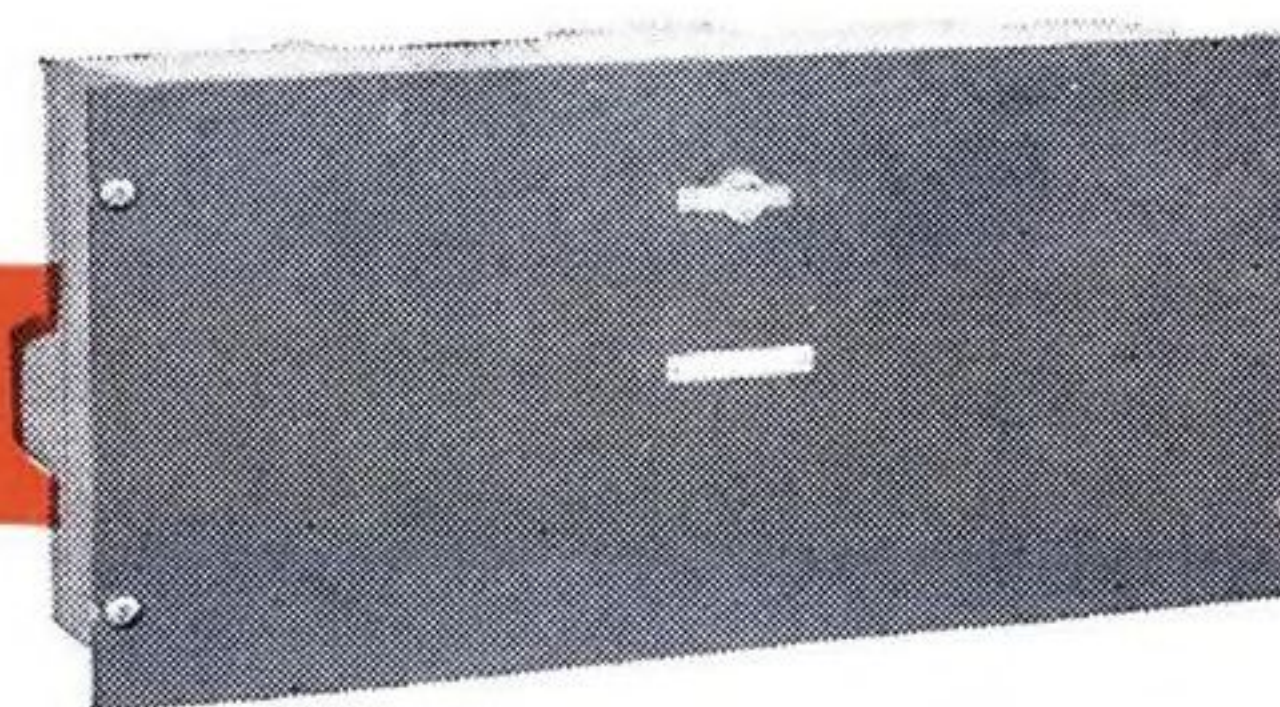
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Sensitivity: variable manually

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