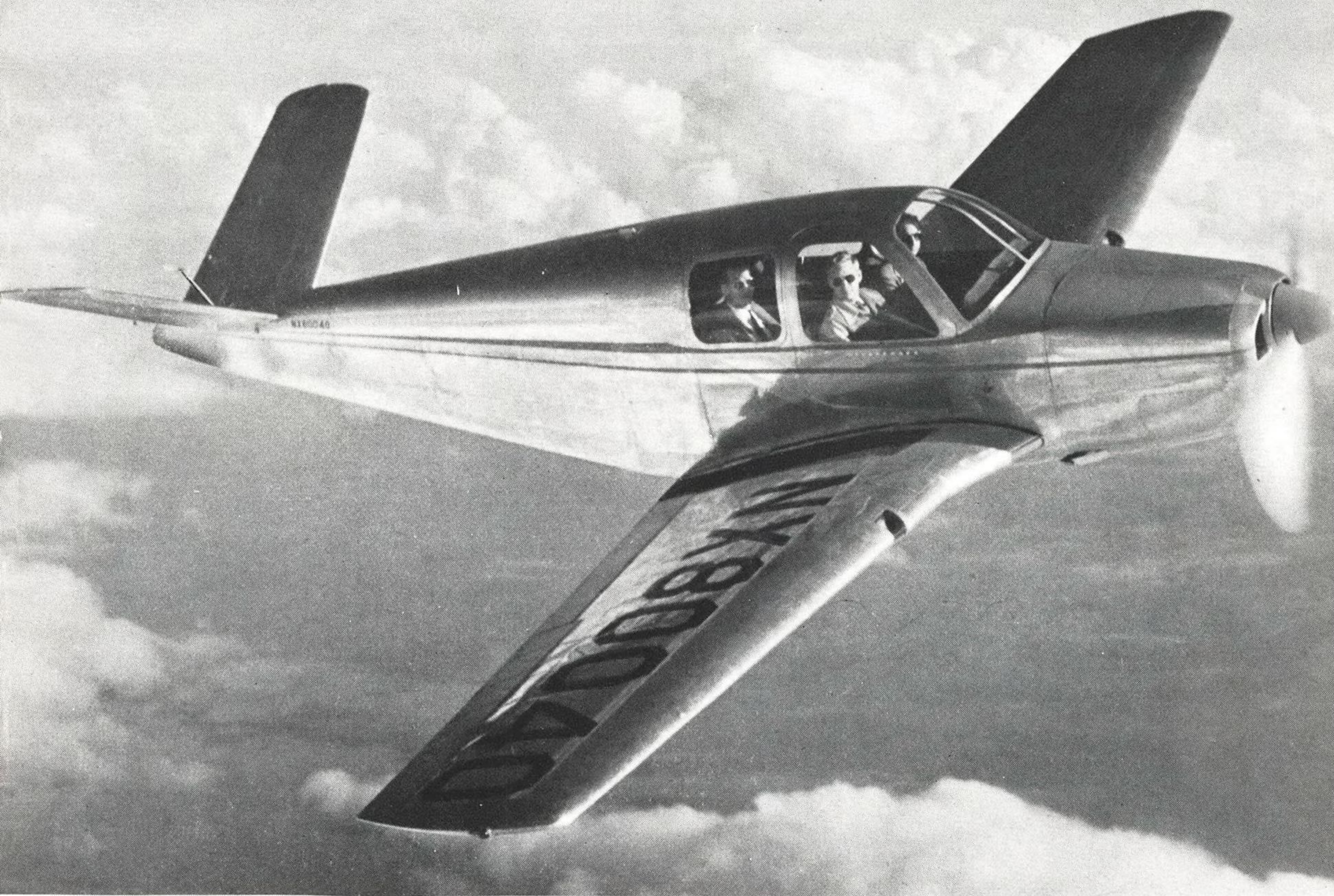


# Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

AUGUST 5, 1946



**Beech Bonanza Model 35:** *The new four-place all-metal 165 hp. Bonanza, announced last week by Beech Aircraft Corp., is designed primarily for business and air taxi use. Equipped with novel butterfly tail and electric tricycle retractable landing gear, the Model 35 requires rudder controls only in cross wind landings or takeoffs. See story on page 13 (Hans Groenhoff photo)*

## **AAF Assuming Control of Guided Missile Development**

Research on air-to-surface projectiles pushed in five fields.....Page 7

## **Stock Split-Ups Reveal Airline Officials' Ownerships**

Share-holding positions of officers detailed in reports to SEC.....Page 18

## **WAA Pushing Agency Policy; \$46,500,000 Parts Sold**

Goal of 150 surplus dealers sought to speed up disposals .....Page 19

## **CAB Promises New Hearings for Non-Sched Carriers**

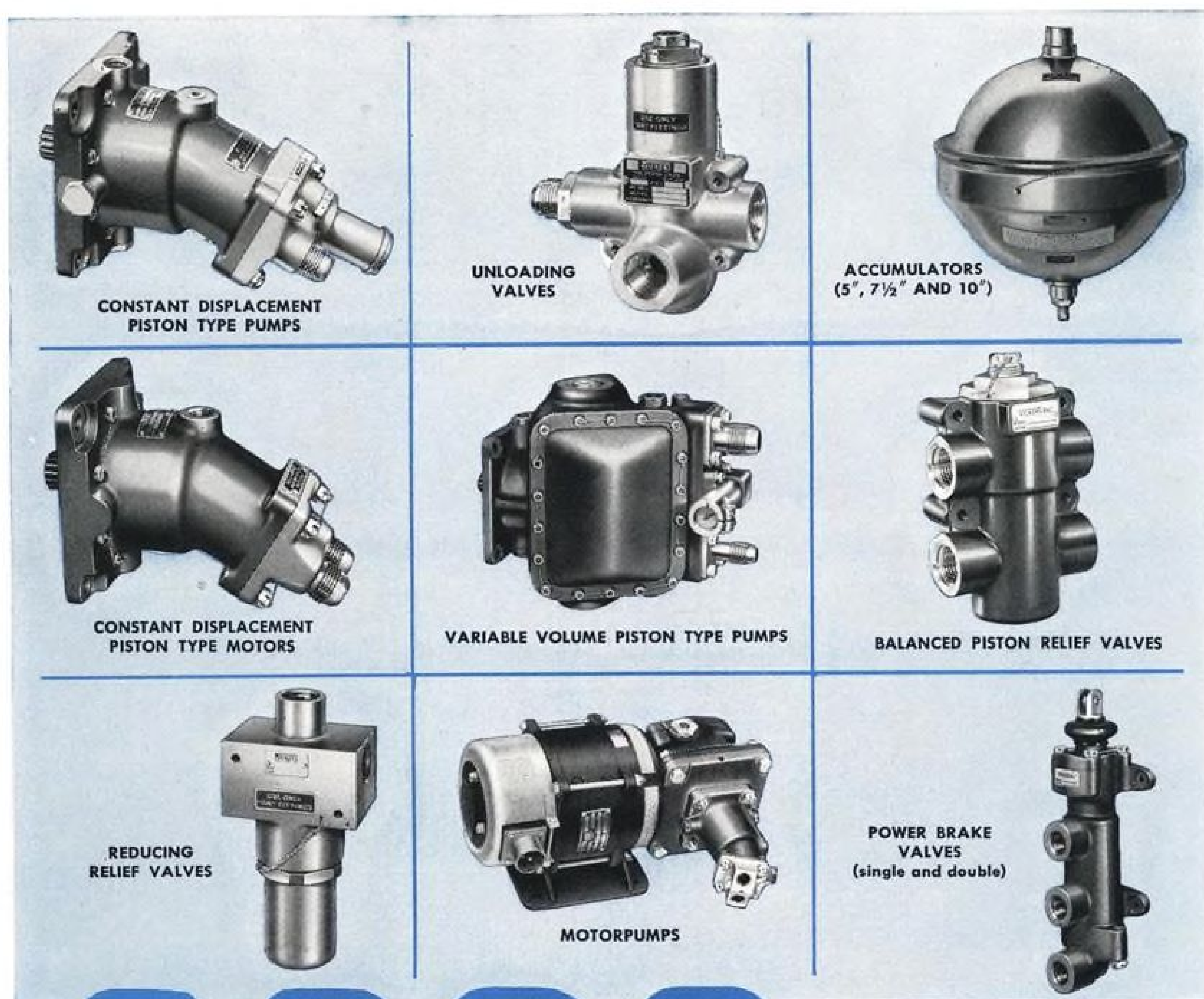
Report-and-comment deadline extended to Sept. 3; protests continue.....Page 27

## **U.S. Abandons Its 'Free Air' Policy; Approves ICAO**

Chicago plan scrapped for realistic bilateral-agreement program.....Page 31

## **Major Airlines Ponder 10 Percent 'No-Show' Penalty**

UAL would apply deduction tariff; ATA asks \$2.50 minimum charge.....Page 34



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Here is the *most complete line* of aircraft hydraulic equipment for 3000 psi operating pressures. Among many other advantages, it gives aircraft manufacturers and airlines the benefits of undivided responsibility for the hydraulic equipment. Vickers Engineers will be glad to discuss with you the desirability of using 3000 psi hydraulic systems on your airplanes.

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ENGINEERS AND BUILDERS OF OIL HYDRAULIC EQUIPMENT SINCE 1921

## THE AVIATION NEWS

# Washington Observer

\*\*\*\*\*



**PLENTY OF RUSSIAN V-2's**—Press reports of mysterious rocket flights across Sweden are not surprising to top AAF intelligence officers. They point out privately that whereas the U.S. captured intact only 25 V-2 German missiles, Russia took over the complete and undamaged Nazi V-2 manufacturing base near Nordhausen, plus untold quantities of completed missiles.

\*\*\*

**PLANNING OUR DEFENSE WEAPONS**—AAF's plans for protecting the nation are based on three assumptions: (1) An enemy will strike the first blow; (2) We shall have no allies capable of momentary assistance of any consequence; (3) U.S. operations will be confined to immediate defensive and counter-attack measures. Determining in advance the nature of our defensive action is the crux of the problem before not only the AAF high command, but the entire War and Navy Departments. To devise missiles capable of detecting, contacting and destroying enemy units is an infinitely greater technical task than creating weapons designed merely for attack.

\*\*\*

**HART GOES OUT FIGHTING**—Ex - Admiral Thomas Hart's swan song in the Senate, appropriately, was a final blast at the Army Air Forces. It's theme: the "high-pressure" propaganda machine of the AAF, financed at the taxpayers' expense. While the Navy, Hart propounded, concentrated on fighting the war, the AAF was starting its propaganda machine for a merger of the armed services and AAF autonomy.

\*\*\*

**AVIATION LOSES BOREN**—Rep. Lyle Boren's defeat in the Oklahoma Democratic primary removes an air-minded member from the House Interstate & Foreign Commerce Committee, which will write comprehensive transportation legislation next year. Boren was one of the most aggressive backers of the ill-fated omnibus Lea bill of 1944, which was killed chiefly by railroad interests.

\*\*\*

**LANDIS WINS OVER THE VETS**—Representatives of non-scheduled operators, after a few days' lobbying for their cause, left Washington with the feeling they have a friend in the new CAB Chairman, James Landis. The operators believe CAB will withhold a "death sentence," and overhaul and modify Amendment 3 of Section 292.1 of the Economic Regulations, if it is promulgated at all. Sentiment on the Board and among the veterans themselves is that the entire non-scheduled picture will be much clearer in several months, after a considerable number of deficit operators will have gone out of business.

AVIATION NEWS • August 5, 1946

**GENERALS AND AIRLINES**—The influx of generals to high airline posts has the industry talking. Some admittedly will not make top-flight executives. But they have many influential friends in strategic countries, and some know foreign airways and operating conditions. One general named has an excellent insight into location of considerable stocks of aircraft spare parts at various Army air bases throughout the world, which will be badly needed by the airlines before long to keep much utilized equipment flying.

\*\*\*

**BUSH FREIGHTER AND FOREIGN TRADE**—Commerce Department officials were astonished to receive a report from one of our South American attaches the other day announcing delivery by the British of several brand new Dragon Rapides, a 130-mph transport designed at least 15 years ago and thought to have been removed from the market. The truth is that the buyers found no American plane suited to South American transport conditions. The British delivered the goods. U.S. manufacturers, except for Northrop, continue to ignore the world-wide demand for a heavy-duty, slow-flying work horse for South America, Canada, Alaska, South Africa, and other undeveloped areas of the world. Northrop is working on a tri-motored model which may be the answer.

\*\*\*

**600 CURTISS COMMANDOS**—With most other surplus transports in short supply, special interest surrounds private conversations between CAA and War Assets Administration officials on possibility of special certification of the Curtiss C-46 Commando, the largest twin-engined transport. There are 640 of these planes in surplus. None now is eligible for a license. Less than 15 of the last model built were permitted certificates, and 10 of these were bought by Slick Airways. Chances for adding all or part of this big batch of carriers—rivalling the present fleet of the scheduled lines—to the national air transport system appear better than 50-50.

\*\*\*

**HUSH-HUSH AGAIN**—Army and Navy continued to play their "I spy" security game in the same illogical fashion at the Bikini atom bomb tests. Outstanding instance was the showing of "Restricted" motion pictures of the July 1 air burst to correspondents aboard the U.S.S. *Appalachian*. In the role of foreign correspondents were A. M. Khoklov, identified as a Russian Navy Captain, and other foreign representatives. Correspondents were told that in news stories they could not refer to the pictures as "restricted," but could say only that they viewed "unedited" pictures of the blast.

WASHINGTON OBSERVER—3

# ECONOMY THRU EFFICIENCY

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## News Digest

### DOMESTIC

Senate approved and sent to the House a bill awarding posthumously a gold medal to the late William B. Mitchell.

James H. Doolittle, speaking as president of the Air Force Association, charged the Navy with attempting to establish its own land-based bombing force to duplicate the AAF Strategic Air Force. He also conceded that the conventional warplane will soon be obsolete.

V-2 rocket fired at White Sands, N. M. set a new altitude record of 104 miles.

Air express shipments reached a record total of 3,503,595 pounds in April.

Cessna Aircraft Co. will reopen its Hutchinson, Kans. plant Sept. 1 to manufacture sub-assemblies for personal planes.

### FINANCIAL

American Overseas Airlines registered 1,049,895 shares of \$1 par value capital stock with SEC.

National Airlines had an estimated net profit after taxes of \$216,350 for the fiscal year ended June 30.

New single air express rate between the U. S. and Europe has been put into operation by American Overseas Airlines. Savings of 12 to 49 cents a pound are possible.

Waterman Steamship Corp. applied to CAB for a temporary air certificate between New Orleans and San Juan, Puerto Rico.

TWA set a company record by flying more than 4,000,000 plane miles during June.

Menasco Mfg. Co. reported realization of \$1,523,355 gross from its offering of 370,000 shares of common.

### FOREIGN

A fourth civil airways corporation, for Scotland, has been strongly pressed by Scottish peers during debate on the British Civil Aviation Bill.

Peruvian Government is extending runways and other airport facilities at Lima to handle anticipated traffic of four-engine transports. A four story passenger terminal covering more than a city block is under construction.

U. S. surplus C-47's are being used to rehabilitate the Siamese civil air system.



## Industry Observer

McDonnell XJHD-1, a twin-rotor jet-powered helicopter, has been successfully test flown at St. Louis. A Westinghouse axial-flow turbo-jet engine is mounted in each of the two lateral booms extending outward and upward from the fuselage. The combination of helicopter rotors and turbo jet units gives this unorthodox craft the advantages of hovering flight and unusually high forward speed.

Research at the new Moffett Field, wind tunnel will be concentrated on studying wings with forward and backward sweeps of 30 to 45 degrees in an effort to improve aileron control at supersonic speeds and solve landing and take-off problems caused by this type of wing.

Test flights of the Tudor I have revealed defects in the cabin pressurization system. All Vickers Vikings have been temporarily grounded due to defective plugs in the gas junction box.

Russia is operating a 3,000 mile, year-round Arctic air route across Siberia to the shores of the Bering Sea opposite Alaska. Airports were built with a newly developed technique for applying portable metal landing mats to permanently frozen ground.

Decision of the Dade County Port Authority not to back the non-scheduled airlines in their fight against restrictive regulation has drawn threats from some Miami-based operators to move out of the county entirely unless the officials change their attitude. The operators charge the Authority with an about-face immediately after representatives of the non-scheduled carriers had told CAB that they had the support of the county group. In contrast to the Miami Authority's stand that the non-scheduled issue "is a matter of national policy not materially affecting the city," the Port of New York Authority has sent recommendations to CAB partially supporting the charter carriers' case.

Mockup of Northrop's Pioneer tri-motor, high wing monoplane specially designed for Latin American cargo hauls (AVIATION NEWS, May 6) was recently completed. It features large cargo loading doors in both the top and sides.

Ryan is making exhaust manifold equipment for the Fairchild Packet.

Piper produced 3,144 lightplanes during the first six months of 1946. Its Ponca City, Okla. plant is already in production and all Piper plants are now producing approximately 900 planes a month.

First French jet propelled plane will be the SO 6000 being made by the nationalized aircraft industry's southwest plant. Because the French Rateau-Gnome jet engine is not ready for operation initial test flights will be made with a German Junkers jet. Maximum speed is not expected to be much over 500 mph.

Special bomb bays for atomic bomb dropping Superforts were made by the Glenn L. Martin Co. at its Omaha plant.

Douglas Aircraft's recently reported AAF development contract for "inter-continental warfare" devices includes design and construction of the Joint Chiefs of Staff proposed space rocket to penetrate beyond the gravitational influence of the earth. (AVIATION NEWS, July 15)

Testing its ideas that buses can be used for feeders to 14-passenger helicopters which will fly 25 to 100-mile short haul jumps between major cities, Greyhound Skyways, Inc., recently demonstrated plans for its idea on the outskirts of Detroit. Ultimately, helicopter passengers would be flown directly to bus terminals in city centers. Meanwhile, the company will use two Sikorsky 4-place units, purchased for \$48,500 each, to test schedules, fares and practicality of the idea. No regular operations are contemplated for several years.

Central Air Transport Co. of China, a Chinese government-owned concern formerly Eurasia Airlines, purchased 18 surplus C-46s and is now flying extensive intra-China schedules as far north as Peking and as far west as Hami in Chinese Turkestan.



## Fuel-carrying economy is in the bag

THERE are no expensive "frills" on practical small airplanes such as the Republic Seabee. Every component has to pay its own way in utility, long life, and easy maintenance. Cost is an object.

B. F. Goodrich bladder-type fuel cells fit right into this economy picture. By preventing gasoline leakage-through-the-skin (which can happen with metal gasoline compartments), these cells add a new factor of safety and save many hours of maintenance.

Production line economies are important cost cutters. Installation of B.F. Goodrich bladder cells is a simple mat-

ter of folding them up, pushing them into the tank cavity and snapping them into place with built-in fasteners.

B. F. Goodrich builds these cells in layers of synthetic rubber and nylon fabric. They are specially designed for toughness and high abrasion-resistance, yet they are completely flexible. Cells have been developed covering weight and strength requirements for all types

of airplanes... from paper-thin tanks for light loads to high-strength, large volume tanks for big transports. All guard against leakage; all add shock resistance; all hold down maintenance.

B. F. Goodrich cells should be designed into new ships; they can be adapted to many ships now flying. For facts, write to *The B. F. Goodrich Company, Aeronautical Division, Akron, Ohio.*

# B.F. Goodrich

FIRST IN RUBBER

AVIATION NEWS • August 5, 1946

VOLUME 6 • NUMBER 6

# Aviation News

McGraw-Hill Publishing Co., Inc.

August 5, 1946

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## AAF Assuming Control of Vital Guided Missile Development

Research on air-to-surface projectiles pushed in five fields as Aurand gives air force leading role in new type warfare.

Despite the existing directive splitting research and development of guided missiles between the Ordnance Department and the Army Air Forces, AAF has assumed the largest role following acceptance by Maj. Gen. Henry S. Aurand, General Staff chief of research, of the AAF's interpretation of the directive.

Because of a growing conviction in the Army that future war will be fought primarily in the air, and that the combat airplane as it has been known is dead, AAF promises to become the king-pin in all War Department research.

► **Ordnance Bidding**—While Ordnance is still bidding for a share of the guided missiles program under terms of the directive, which was issued a year ago, the directive itself has become meaningless in view of Gen. Aurand's position. He is responsible only to the Army General Staff and has Staff backing to resolve all jurisdictional disputes.

The original directive reserved to Ordnance development of those missiles which depend upon momentum for their effectiveness, and to AAF those missiles depending upon aerodynamics. Actual jurisdiction, however, has been based upon interpretation of the words "momentum" and "aerodynamics." AAF has insisted that aerodynamics embraces momentum and up to now, at least, Aurand has accepted that definition.

AAF's present preeminence in guided missile research is seen also as having an effect upon the Navy, as well as the Army. AAF is engaged in work on "air-to-surface" and "surface-to-air" missiles. Surface in this case includes the sea. If guided missiles play the part in any future war that it is generally believed they will, and should the AAF perfect its surface-to-air and air-to-surface devices, it would have

a consequent effect upon Navy research and tactics.

► **Five Point Program**—The AAF guided missiles program consists of five major areas of investigation: (1) Aerodynamics and Design; (2) Propulsion; (3) Guidance and Control; (4) Warheads; and (5) Launching Methods and Equipment. Research into these phases of the problem is being actively conducted by more than 100 universities, aircraft, electronic, chemical, automotive and other industrial companies.

This research work is coordinated and directed by the AAF Scientific Advisory Board, made up of the nation's outstanding scientists, and headed by Dr. Theodore von Karman. In charge of the entire program, and responsible only to Gen. Spaatz, is Maj. Gen. Curtis E. LeMay.

Detailed technical scope of the AAF guided missile program is vast. So diversified and extensive is the program that the word "missile" has become awkward and confining as a classification of the many phases of the project.

► **Developments Listed**—Some of the developments under way are:

► **Glide Bombs**—Fourteen types have been tested. These designs for the most part consist of various type bombs integrated into a twin-boom two control airframe assembly.

► **Jet Propelled Bomb**—Four types have been tested, six additional being completed. These include variations of the German V-1, experimental flying wing types, power plants of resojet, ramjet, turbojet.

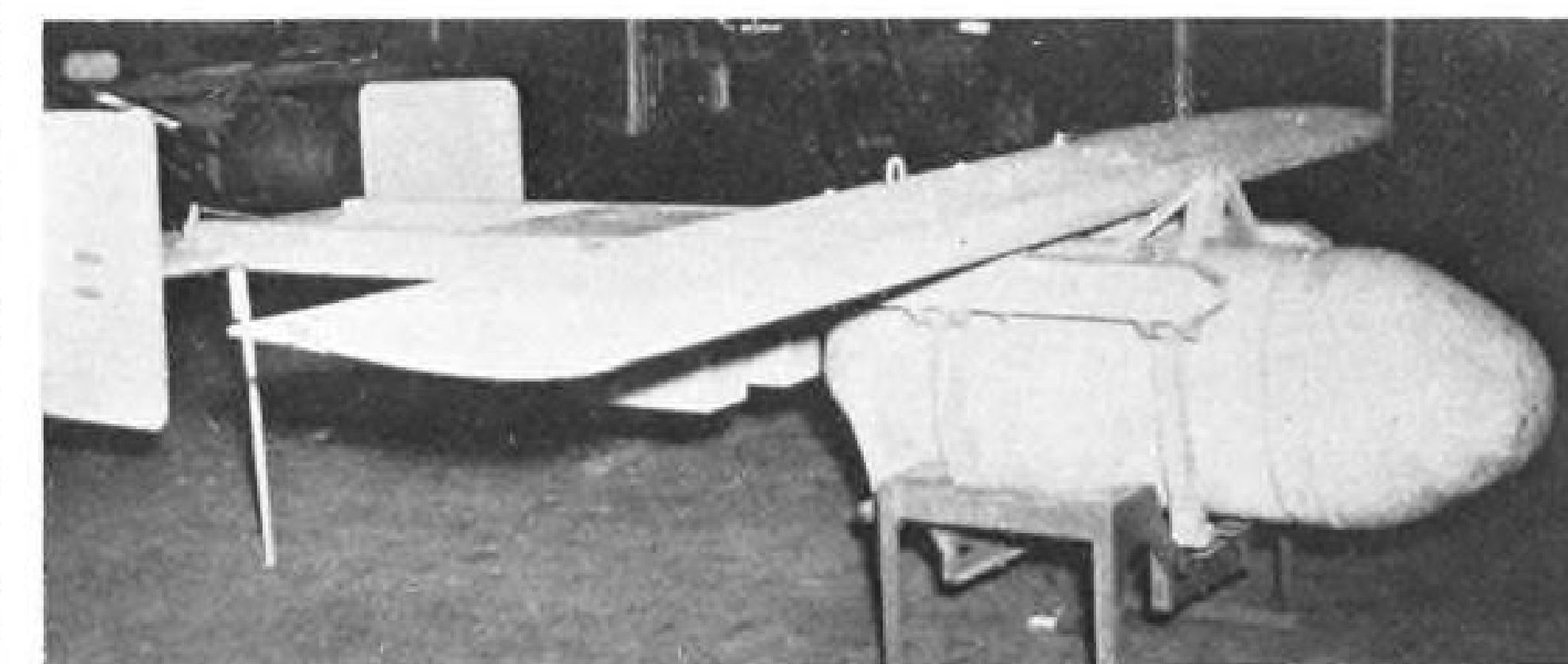
► **Controlled Bombs**—Eight types of XBQ's have been tested. These include especially-designed expendable aircraft as well as standard tactical types loaded with explosive and directed by remote control or homing devices.

► **Control Systems**—Eight broad types of control systems have been investigated and are being developed rapidly. Latest systems cannot be described, but radar, television, heat-seeking, light-seeking and radar-seeking devices have already been proved successful.

► **Fuels**—Contrary to the opinions of other departments, AAF has already surpassed German organic chemists in rocket fuel chemistry. The application of boron compounds to the manufacture of monofuels is one indicative trend.

► **Research Rockets**—Six types now being tested, with others under development. An arbitrary altitude of 700,000 ft. is the immediate goal.

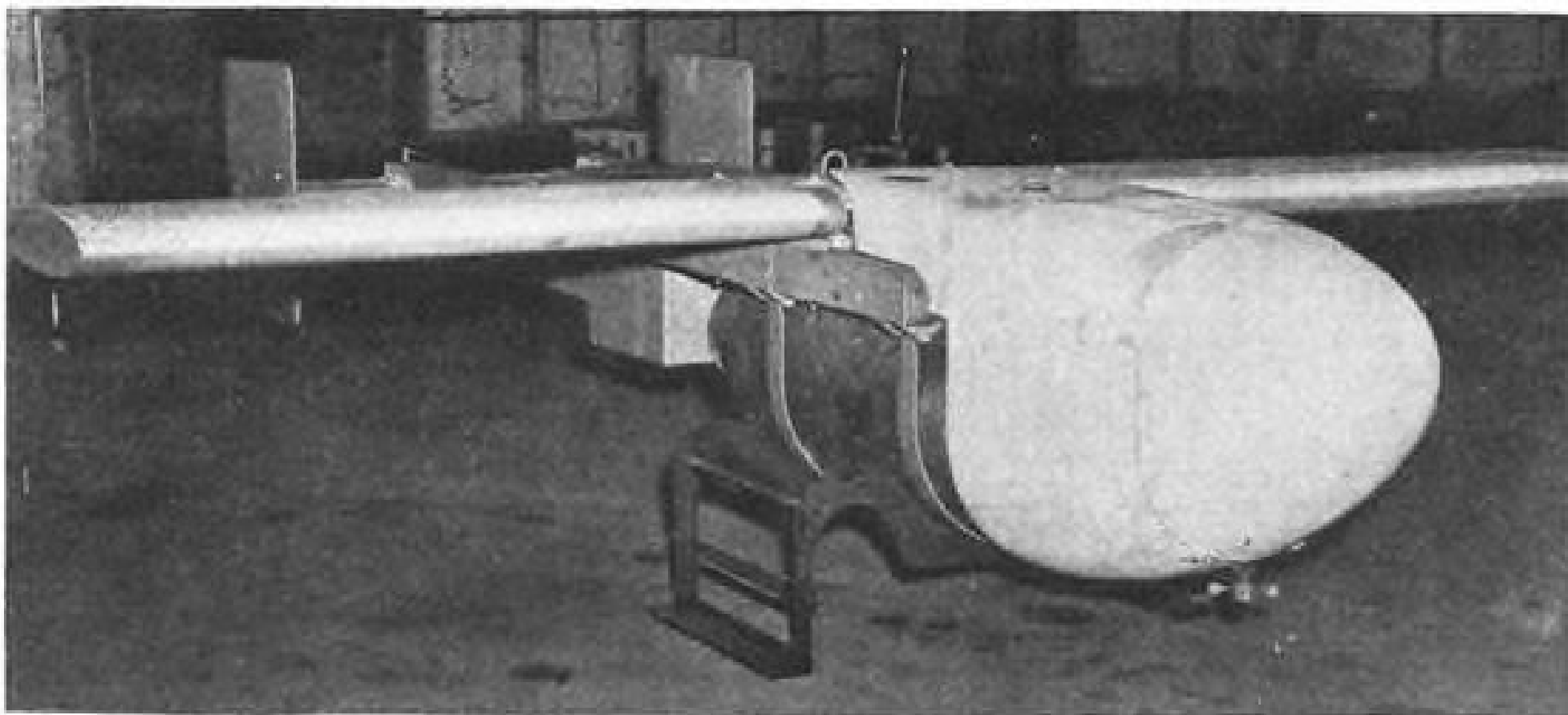
► **Secret Devices**—More than a dozen fundamental research projects are now well advanced which relegate the seemingly fantastic



**Bacteria-Carrying Bomb:** The tank of the GB-11, shown here without discharge tube, can be filled with gas, bacteria, or chemical sprays to be loosed over enemy troops or cities. The GB-11 is launched from a plane and guided to target by radio. (AAF photo)

AVIATION NEWS • August 5, 1946

HEADLINE NEWS — 7



**Radar Seeker:** The GB-7, another in AAF's stable of plane-launched, guided missiles, is a standard 1,000-lb. bomb suspended in an Aeronca-built two-control airframe. The nose contains a device that guides the bomb directly into an enemy radar station when the station is turned on. (AAF photo)

last-ditch ideas of Nazi scientists to the category of a schoolboy's dreaming. Other than the fact that some of these devices point to interplanetary travel, no details are known. Indicative of the progress in this field is the statement last week by Maj. P. C. Calhoun, of the AAF Guided Missiles Branch that within 18 months it will be possible to shoot a rocket to the moon.

The amount of money scheduled to be allocated to guided missile research by the AAF cannot be accurately determined due to the unpredictable nature of basic research. Of the AAF's total 1947 appropriation of \$1,199,500,000, nearly 10 percent of the portion not allocated to aircraft procurement is tentatively earmarked for guided missile research and associated activities. When AAF's work has progressed far enough for a cost estimate to be made, a Congressional grant will be sought.

A major problem to be faced in the entire project is equipment. Private industry, it is felt in the AAF, should not be asked to provide the enormous capital expansion necessary for an adequate guided missile program. The salient requirement is a huge power source. Thus AAF's "feelers" for a multi-million dollar research center close to one of the big Western dams.

**Uses Whole Force**—Organizationally, the AAF program involves the entire resources of the force: the Air Staff, Tactical Air Command, Air Defense Command, Training Command, Air Materiel Command and the Air Proving Ground Command.

Design, manufacture and development phases of the program are the responsibility of Maj. Gen. Edward

M. Powers, assistant chief of Air Staff for Materiel. The engineering and research division, headed by Brig Gen. J. S. Crawford, directs the activities of the Guided Missiles Section, which is under the command of Col. Marcus C. Cooper.

Detailed work of design and development is carried out by the Air Materiel Command, directed by Lt. Gen. Nathan F. Twining, through the Pilotless Aircraft Branch, administered by Col. C. F. Kelly. PAB maintains two establishments for the conduct of research and development work. Static and wind tunnel tests are centered at Wright Field.

**Tests at Wendover**—Flight tests activities are located at the Air Forces Guided Missiles Proving Ground, Wendover Field, Utah, the world's largest airfield, containing 9,600 square miles of hard, flat salt beds, located about 130 miles north of Salt Lake City.

Following completion of mechanical test work on the missile, it is turned over to Maj. Gen. Earl E. Partridge, assistant chief of Air Staff for operations and training. The function of the Guided Missiles Division is to establish the military characteristics, the countermeasures, tactics and techniques of guided missile warfare, equipment and combat operations.

This work is performed by the Air Proving Ground Command, under Maj. Gen. Donald Wilson. The command conducts its portion of the program at Eglin Field, Fla. Portion of this installation allocated to guided missile experiments extends along the coast for about 25 miles and 150 miles out to sea, the latter a clearly-defined danger area for ships and aircraft alike.

Preparation of these missiles, launching and monitoring of the flights is conducted by the First Experimental Guided Missile Group, organized at Eglin Field on January 25, 1946, and now commanded by Col. Harvey Alness.

## Mead Group Probes War Plane Contracts

The Senate's War Investigating Committee set out on a search for profiteering aircraft, and other wartime government contractors last week, after Comptroller General Lindsay Warren complained in testimony before the committee that untold millions' of the taxpayers' monies have been poured out in illegal overpayments by the government procurement agencies.

General Accounting Office has had its hands tied in making recaptures from the wartime profiteers, Warren said, pointing out:

1. GAO cannot reopen a once-concluded war termination settlement unless there is obvious evidence of fraud.

2. In investigating payments under cost-plus-fixed-fee contracts, GAO is barred from making a review beyond that "of which a ten year old moron" would be capable.

Despite its restrictions on reviews of cost-plus contracts, Warren told the Senate committee that

### AVIATION CALENDAR

Aug. 3-18—First post-war National Soaring and Gliding Contest, Elmira, N. Y.  
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. 24-25—Denver Air Show, Denver, Colo.  
Aug. 30-Sept. 2—National Air Races, Cleveland.  
Aug. 30-Sept. 2—National Championship Model Airplane Contest at Wichita, Kan.  
Aug. 30-Sept. 7—First post-war Canadian air show, sponsored by NAA of Canada, De-Havilland Airport, Toronto.  
Sept. 5-15—St. Louis, Mo., Aviation Week.  
Sept. 12-13—Society of British Aircraft Constructors exhibit, Radlett, England.  
Sept. 17—IATA Western Traffic Conference Rio de Janeiro, Brazil.  
Oct. 3-5—SAE National Aeronautic (Fall) Meeting and Aircraft Engineering Display, Biltmore Hotel, Los Angeles, Calif.  
Oct. 14-17—Fourth Annual National Aviation Clinic, Oklahoma City, Okla.  
Oct. 16-17—SAE National Transportation & Maintenance Meeting, Hotel Knickerbocker, Chicago, Ill.  
Oct. 19-21—Third Annual Aviada, Las Vegas, Nev.  
Oct. 23-25—Second Annual Arizona Aviation Conference, Phoenix.  
Oct. 29—International Air Transport Association meeting, Cairo, Egypt.  
Nov. 7-8—SAE National Fuels & Lubricants Meeting, Mayo Hotel, Tulsa, Okla.  
Nov. 15-24—National Air Show, Cleveland.  
Nov.—International Aeronautic Exhibition, Paris, France.  
Dec. 2-4—SAE National Air Transport Engineering Meeting, Edgewater Beach Hotel, Chicago.  
Dec. 12-15—International Aviation celebration, El Paso, Texas.  
Jan. 10-11-15—All American Air Maneuvers, Miami, Fla.

GAO has collected \$100,000,000 in illegal overpayments by the procurement agencies in the past fiscal year. He listed these 12 aircraft concerns from which GAO recaptures were made on cost plus contracts:

Boeing Aircraft Co., Seattle, Wash., \$1,567,411; Lockheed Aircraft Corp., Burbank, Calif., \$1,234,632; Consolidated Vultee Aircraft Fort Worth, Tex., \$3,989,404; Curtiss Wright Corp., Buffalo, N. Y., \$1,477,321; Bell Aircraft Corp., Niagara Falls, N. Y., \$1,299,856; Ford Motor Co., Dearborn, Mich., \$477,381; Douglas Aircraft Co., Inc., Long Beach, Calif., \$138,754; Fairchild Engine and Airplane Corp., Burlington, N. C., \$162,996; Gibson Refrigerator Co., Greenville, Mich., \$212,593; Continental Aviation and Engine, Muskegon, Mich., \$183,110; General Motors Corp., Chevrolet Division, Flint, Mich., \$192,173; Romec Pump Co., \$25,636.

Spurred by Warren's objection that GAO cannot re-open once-concluded contract termination settlements, the Senate's War Investigating Committee, headed by Sen. James Mead (D., N. Y.) is seeking to publicize contractors considered as having received unjustified windfalls in settlements. If the committee's investigations reveal widespread overpayments on contract terminations, the committee may recommend a change in existing law giving the GAO a free hand to make recaptures.

## Miller Leaves Navy For Post With TWA

Rear Admiral H. B. "Min" Miller has retired as director of public information for the Navy to become vice-president of Trans World Airline in charge of public relations. He will have an office in Washington.

Miller is a graduate of the Naval Academy and has been a Naval Aviator for 20 years. He served on the Akron and Macon and was aboard the latter when it was lost off the California coast in 1935. During the war he served with the anti-submarine forces in the North Atlantic and was public relations officer for Admiral Nimitz in the Pacific.

He has been director of Navy public relations since April 1945. Miller also organized the training literature section of the Bureau of Aeronautics, and was U.S. Naval

air attache in London. He was awarded the Legion of Merit with Gold Star.

Other personnel changes are:  
►Pan-American Airways—Thomas Morgan, board chairman of Sperry Corp. and Samuel Sloan Colt, president of the Bankers Trust Co., have declined to stand for re-election as directors of Pan-American. Juan Trippe is now head of Panam's executive committee, president and acting board chairman.

►Chicago & Southern—John Paul Andrews has left the executive editorship of the Phillip Andrews Publishing Co. to become director of public relations for Chicago & Southern. He succeeds George Bounds. Col. Ned Root, former executive officer of the Mediterranean Allied Air Forces is taking Andrews' post with the publishing firm.

►Luscombe—Alfredo de los Rios, formerly with the export division

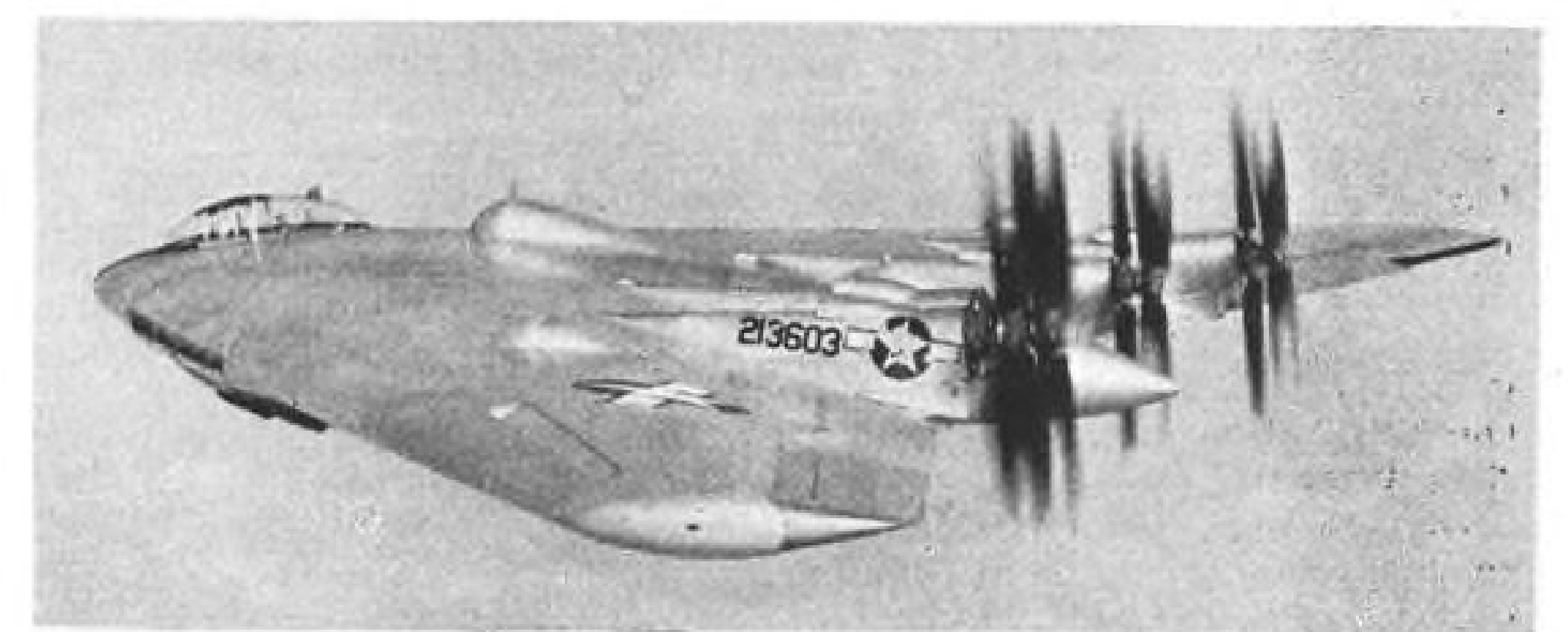
of Fairchild Engine and Airplane Corp. is now in charge of export sales.

►Parks Aircraft & Sales Co.—Daniel J. Forrestal, Jr., formerly assistant managing editor of the St. Louis Globe-Democrat, is now special assistant sales manager.

►Frederic Flader, Inc.—Carl L. Frederick, head of the Cornell University aeronautical laboratory's physics department, has been named a vice-president. He will be in charge of the engineering physics division.

►Capital Airlines-PCA—Robert T. Hoopes has been named assistant to Richard E. Fell, eastern regional vice-president. H. Gordon Payrow was appointed ground operations manager for the PCA base at Willow Run airport.

►Lear Inc.—Harry S. Jones has been appointed assistant chief engineer in charge of research and development.



**XB-35 Flying Wing:** Unusual view of Northrop Aircraft's huge unconventional Flying Wing in one of its test flights. The plane has made an excellent record in early trials.

## Flying Wing Tests Successful

First two test flights of Northrop's XB-35 four-engine Flying Wing 10,000 mile range bomber, totalling several hours time in the air, have been marked by an unusual freedom from "bugs" and engineering difficulties, it was reported last week.

Lt. Col. H. E. Warden, bombardment branch chief, Air Materiel Command engineering division, Wright Field, pointed out that first experimental flights with virtually every plane tested reveal such flaws and minor defects, which delay the testing program until they are remedied.

The absence of such difficulties in the new giant Northrop plane, is encouraging AAF tactical officers to hope that the planes may be ready for service use sooner than had been expected. Brig. Gen.

Roger W. Ramey, commander, 58th Bombardment Wing, was quoted recently from Kwajalein, as saying he hoped his outfit might get some of the B-35's by next spring.

Fifteen of the planes are being constructed at Northrop's Hawthorne, Calif., plant. The plane weighs 209,000 pounds in overload condition, and is powered with four Pratt & Whitney Wasp Major 3,650 hp. engines, turning eight-bladed counter-rotating pusher propellers. The unusual all-wing design is expected by Northrop engineers to enable the plane, as compared to a conventional wing-and-fuselage plane of equal power, gross weight, and fuel load, to travel one-fourth farther, carry one-fourth more useful load, and travel "substantially faster" with the same applied power.

## Constellation Blaze Started in Cabin—Pilot

TWA Capt. Brown's testimony at Reading hearing indicates electrical fire caused smoke which led to crash.

Evidence indicating that the fire which caused the accident to the TWA Constellation at Reading, Pa., originated in the baggage compartment, just forward of the passenger cabin, was presented at the opening of the CAB hearing last week in Reading.

Main testimony presented in the opening phases of the hearing was the statement of Capt. Richard F. Brown, who was pilot of the aircraft. "The smoke smelled like a cross between insulation and rubber," Brown's statement declared. "Off hand, I would say it was an electrical fire."

► **Brown's Statement** — Brown's testimony was presented in the form of an eight-page statement, since the pilot is still in Reading Hospital. He related that he was the first to sense trouble on the ship. "We were east of the field at 3,000 ft. I know I asked John Stauffer, flight engineer, if he would put the mixture in the Number Four engine in the idle cut-off while I made Nilsen (Capt. Norman Nilsen, senior pilot who was checking out on the flight) do some steep turns."

At that point, Brown related, he smelled smoke and sent Stauffer back to check the radio equipment. "Quite a bit of smoke came out of there," he said. Brown ordered Stauffer to turn off the radio equipment, and a few seconds after that Stauffer reported that the whole cabin was on fire. Stauffer and one other crew member attempted to put out the fire, but the smoke was too dense.

Confusion developed about this time since Stauffer wanted to feather the propeller on the Number Four engine and Brown ordered Number Three feathered. Brown stated that it was the Number Three engine that was backfiring, after its power had been reduced and then eased back on. Smoke was very thick in the cockpit and Nilsen slumped in the pilot's seat.

► **Couldn't See Instruments**—"I had to open my window to see out," Brown's statement continued. "We were about at 300 or 400 ft. at that time. I couldn't see my instruments; couldn't even see the wheel. I unhooked my safety belt and put practically both shoulders out of the

## WAA Plane Sales

War Assets Administration within the next two weeks is placing on sale 65 personal-type surplus aircraft at Dos Palos and Ontario, Calif., Augusta, Ga., Camden, S. C., Honolulu, T. H., Yukon, Okla., and Fort Worth, Tex. Sales will be to priority holders only until Aug. 29 at the first five sites, and until Sept. 5 at Yukon and Fort Worth.

Sales of these planes will still leave a number of saleable types in WAA stocks. Latest tabulation, compiled for AVIATION NEWS, lists the following: Trainers—Basic trainers, 3,028, including SNV-1 and SNV-2; advanced trainers, 643, including AT-6, and 40 Beech AT-11; primary trainers, 796, including PT-23, PT-13, PT-17 and N2T. An additional 350 PT-26's are now being sold, and it is expected that 620 more PT-26's shortly will be available. Cessnas—There are 1,731 Cessnas in stock, including UC-78 and AT-17. Transports—Lockheed C-60, nine. WAA still has 30 Douglas C-47's and is expecting 15 more, as well as three additional C-60's and nine C-54's, but the 47's and 54's will be held for fixed-price sales to priority holders.

WAA has for sale also 12 K-type blimps at \$5,000 each which are deflated and crated. It has one 1-22 inflated and ready to fly for sale at \$7,500. This is located at Naval Air Station, Moffett Field, Calif.

Beginning Aug. 15, WAA will offer for sale 1,000 Waco CG-4A cargo gliders at \$75 each. Site of the sale is the Tobyhanna Military Reservation, Tobyhanna, Pa. They will be sold on priority only until Sept. 1.

window. I held my head out there to keep it cooled off. There was fire in the cockpit. I was ditching the plane blind, and that's what I did. I jumped out of the window after the plane stopped."

From Brown's account, it appeared that smoke entered the pilot's cockpit when the crew members went aft to attempt to extinguish the fire. "Don't ever open that flight-deck door when there's a fire in the airplane," Brown warned in part of his report to company officials. "It was our fatal mistake. The smoke really poured into the flight deck then."

► **Warning Functioned**—Brown further stated that the fire warning system functioned properly. The master light, he said, was on.

One possible explanation was heard at the hearing of statements by lay witnesses that an engine seemed to be on fire. From the baggage compartment, the fire spread quickly through the interior and aft. Smoke apparently got into the wing and a negative action drew this smoke out through the Number Three engine, giving rise to the belief that this engine was on fire.

Meanwhile TWA's international schedules, on which it had been using Constellations, still were some 29,000 plane-miles weekly off normal, and lacking about 900,000 seat-miles. Domestically, the carrier was off about 4,000 plane-miles weekly and about 550,000 seat-miles.

## Meixell Appointment Marks NATA Shift

Appointment of Harry Meixell, former director of governmental affairs for the Air Transport Association, as executive director of the National Aviation Trades Association is seen as another step by NATA toward becoming a federation of strong state associations rather than regional groups as in the past.

The change from a regional to a state basis has already been endorsed by NATA members in the third region following a recent meeting in Chicago. Other evidences of a willing acceptance by NATA members of the switch are found in the formation of several state associations, the latest being the organization of the Georgia Aviation Trades Association, under the presidency of Millard S. Davis, vice-president of Southeastern Air Service, Inc., of Atlanta.

► **Backs State Groups**—Meixell is believed to be a backer of state associations on the basis of many years' experience in state affairs. Before going to ATA several years ago, he had been active in the field of state legislation, taxation, and regulation for automotive interests.

This week Meixell will send to NATA members draft of recommendations to be presented at a special meeting to be held in Cleveland, Aug. 29 at the Statler Hotel. This draft will be the working agenda for a new organizational set-up for NATA which will also define its spheres of activity.

► **Retains Assistant**—The Cleveland meeting and the growing emphasis on state groups probably mean the end of the regional meetings which got underway last Spring with the

one in New York, and was followed by the Chicago gathering.

Meixell will maintain NATA's national headquarters at 1365 Connecticut Avenue, Northwest, Washington, D. C. He will be assisted by Miss Edna "Ted" Walker, who was his assistant in the governmental affairs department of ATA. A. Lane Cricher, Washington attorney, will continue to serve NATA as general counsel.

## Smithsonian to Get National Air Museum

Legislation establishing a National Air Museum as a bureau of the Smithsonian Institution was approved by the House last week and sent to the Senate for action.

The bill provides that the museum would be administered by the Smithsonian Institution, with the assistance of an advisory board composed of the Commanding General of the Army Air Forces, the Chief of Naval Operations, the Secretary of the Smithsonian, and two citizens appointed by the President. Head of the museum would be a civil service appointee of the Secretary of the Smithsonian Institution.

An initial appropriation of \$50,000 for the museum is authorized and subsequent appropriations of "such sums as may be necessary."

Government departments are authorized to give to the museum, or loan, without charge, aircraft, parts, instruments, engines, or other aeronautical equipment, or records for exhibition.

Rep. Jennings Randolph (D. W. Va.) originally proposed an air museum with administration by an independent board, having the same representation as the advisory board provided in the bill as passed by the House.

An amendment to the bill, by Majority Leader McCormack (D., Mass.) will permit the museum to receive as a gift a statue of the late Gen. "Billy" Mitchell for display at the museum. McCormack reported that one of his constituents desires to make such a gift.

Meanwhile the Air Materiel Command Museum Section at Wright Field, Ohio, has already announced a program to collect items for the air museum expected to include one-half million objects, and to require about 2,500,000 sq. ft. of floor space. Among many objects already tucked away for exhibit when location and plans for the museum are determined: the com-



## NIGHT-FIGHTING F7F-3N:

After being passed over by the Navy for use on carriers, the twin-engined Grumman F7F fighter has been turned over to the Marine Corps for use as a night fighter. In its new role it has a new nose jammed with radar equipment. (Navy photo)

plete B-29 "Enola Gay" which dropped the first atomic bomb; General Carl Spaatz's German-built Fieseler-Storch observation plane.

## Lanter Replaced as Head Of CAA Safety Regulation

In a long-expected shakeup of top CAA administrative personnel Administrator T. P. Wright last week replaced Fred M. Lanter, Assistant Administrator for Safety Regulation, assigning to the post Al S. Koch, who was pre-war CAA Safety Regulation Director.

Koch, since his return from the service, has been Assistant Administrator for Foreign & Domestic Operations. Lanter is transferred to Atlanta, as Second Region Administrator for an area including Florida, Georgia, Alabama, North and South Carolina, and Tennessee. The duties of Koch in Foreign and Domestic Operations have been split into two posts.

William B. Robertson was named Assistant Administrator of Foreign & International Operations, while Howard Rough is the new Assistant Administrator of Domestic Field Operations.

## Deadline Extended

Deadline for filing non-scheduled air carrier operating certificate applications was extended last week from Aug. 1 to Sept. 15. The amended Part 42.45 of the Civil Air Regulations now reads: "An air carrier engaged in non-scheduled air carrier operations on or before Aug. 1, 1946, may continue to engage in such non-scheduled operations without an air carrier operating certificate until such time as the Administrator passes upon the application for such a certificate if prior to Sept. 15, 1946, he has filed with the Administrator an application for such certificate."

## Vinson, Walsh Slated For Military Posts

The two men slated to become the top-notchers in the new Congress on military and naval aviation matters, under the La Follette-Monroney reorganization bill on which Congressional action was completed last week, are Rep. Carl Vinson (D., Ga.) and Sen. David Walsh (D., Mass.).

Under the reorganization, the Military and Naval Affairs committees of the two houses will be merged into a House Committee on the Armed Services and a similar Senate Committee. Vinson and Walsh are now chairmen, respectively, of the House and Senate Naval Affairs Committee.

Walsh's acquisition of the powerful post of chairman of the Senate Armed Forces Committee hinges on his re-election to the Senate. He is pitted against stiff competition from former Republican Sen. Henry Cabot Lodge. Vinson's chairmanship of the House Committee on the Armed Services was cinched when he won re-nomination on the Democratic ticket in Georgia a few weeks back.

By virtue of backgrounds of long and close association with the Navy, both Walsh and Vinson are ardently pro-Navy and equally ardently anti-AAF.

A continued Democratic majority in Congress would mean Armed Services Committees run by Navy champions, but a Republican majority would set pro-AAF Military Affairs committeemen in as chairmen of both House and Senate committees. Rep. Walter Andrews (R., N. Y.) would be the claimant for the chairmanship of the House committee, and Sen. Styles Bridges (R., N. H.) for chairmanship of the Senate committee. Both men are AAF boosters.

## WAA Civilian Plane Sales Reach 16,097

Residents of California, Texas and Florida buy one-third of surplus aircraft for civil use, survey shows.

Residents of California, Texas and Florida have purchased one-third of the 16,097 surplus civilian-type aircraft sold by the War Assets Administration, that agency reported last week in a market summary based on its sales to April 30 of this year.

Primary trainers, liaison and transport types have accounted for 77 percent of all sales. Primary trainers and liaison types alone have totaled 67 percent of all sales.

While the increasing output of new personal planes has affected the market to some extent, the WAA summary reports, surplus sales have held up well, the average weekly volume during the first four months of the year being 356.

As expected, private flyers have been WAA's most numerous customers. They constitute 66 percent of all buyers. Of the 16,097 planes, 5,142 were purchased by 4,579 private flyers. Individuals buying from one to three aircraft have been 87 percent of all purchasers.

Largest buyers, in terms of number of planes, have been aviation enterprises, which have been the volume purchasers. While constituting less than 30 percent, numerically, of the buyers, they have accounted for 65 percent of all the aircraft sold. Of the 2,099 aviation enterprises that have dealt with WAA, 227 have bought 10 or more planes.

Break-down of surplus sales by WAA through May 31, 1946, is: primary trainers, 8,702; liaison, 3,-

359; basic and advanced trainers, 4,279; transports, 2,010 and miscellaneous, 505. These are complete surplus sales with the exception of the 5,376 planes sold by CAA upon liquidation of the War Training Service program.

Giving California the lead in number of planes purchased was Los Angeles County, with 1,753 aircraft bought, more than four times as many as the second highest county, Dade in Florida, where 395 planes were placed.

A possible clue to a desirable price range for personal aircraft, always considering that WAA's planes were used, are the figures on number of planes sold according to prices. The \$501-\$1,000 bracket is the most popular, in which 9,364 planes were sold. In the next highest range, \$1,001-\$1,500, 3,451 aircraft were sold. Aircraft sold for less than \$500 numbered 3,354. In the range most nearly commensurate with new plane prices, \$1,501-\$5,000, 1,196 aircraft were sold.

## Deficiency Bill Cuts Philippine Air Aid

An \$8,000,000 allocation for aviation facilities in the Philippines, a \$2,273,000 carry-over for construction work on three National Advisory Committee for Aeronautics laboratories, and a \$1,532,555,434 rescission in military and naval aviation appropriations were approved by Congress in the third deficiency appropriation bill which has been sent to the President.

► **Philippine Development**—The \$8,000,000 grant for airports and air navigation facilities in the Philippines will enable the Civil Aeronautics Administration to develop

international gateways on the Islands for overseas U. S. carriers.

Administration plans called for a \$24,264,566 aviation development program, looking to a comprehensive inter- and intra-island airways system. The rehabilitation work was authorized under the 1946 Philippine Rehabilitation Act. The ambitious Administration program, was called "all out of reason" by House Appropriations Committee which stipulated \$8,000,000 as the "full amount" to be expended for aviation facilities on the Philippines. The Senate sustained the House position.

► **NACA Carry-over**—NACA is authorized to carry over \$2,730,000 appropriated for construction of laboratories at Langley Field, Moffett Field, and at the Cleveland laboratory during the 1946 fiscal year—which ended July 1—for expenditure during the present fiscal year. NACA secretary, John Victory, explained that, due to circumstances beyond its control, NACA has been forced to slow down construction work on research facilities, and is behind schedule in obligating funds. NACA's construction force has been sharply curtailed due to postwar budget cutbacks, the Committee has lost priorities for building materials, and, because of industrial unrest, has run into difficulties in getting competitive bids on construction contracts, Victory reported.

► **Aviation Cutbacks**—Army Air Forces is directed to return \$1,506,595,000 of its 1946 fiscal year appropriation to the Treasury, and the Navy's Bureau of Aeronautics, \$24,960,434. The refunds of the air services result from recaptures through cancellation of contracts.

## CAA Opens Paris Office; Eight Others Are Planned

CAA will open an office in Paris, France, next month, the first of nine foreign regional offices to be established, Administrator T. P. Wright, announced last week.

Offices will also be set up at Cairo, Shanghai, London, Sydney, Australia, Mexico City, and three yet-to-be decided locations. CAA already maintains office at Lima, Peru, Rio de Janeiro, and Balboa.

The foreign offices, activities of which will be concerned with safety regulation and air carrier inspection such as are carried on by domestic regional offices, will be staffed by four persons each: three experts on operations, maintenance and radio, and a clerk.

## PRIVATE FLYING

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## Beech Four-Place Bonanza Aimed At Executive Transport Market

Flyaway Wichita price set at \$7,345 with complete set of blind-flying instruments; powered by 165 hp. Continental it is designed to cruise at 175 m.p.h.

Analysis of the operating costs of the new four-place Beech Bonanza Model 35, prepared by the company with its first detailed announcement of the plane last week, offers a new approach to selling aircraft for business use developed through the company's long experience with manufacture and sale of twin-engine executive transports.

Conceding that the \$7,345 flyaway Wichita price will not attract the private plane owner of moderate means, Beech Aircraft Corp. is directing its major sales effort at business firms which are seeing the advantages of having their own planes for executives and salesmen. It is also slanting the Model 35 selling campaign at air taxi and charter service operators.

Interesting to the comptroller of any large company whose employees do much traveling, is a Beech study on travel costs which is based on salaries of travelling personnel, time lost from work by slow surface transportation, and passenger mile operating costs of the Model 35. Beech declares:

► If a company pays an employee as

much as \$96 a week, the company can better afford to send him alone with a paid pilot in a company-owned Beech Model 35, than to have him take a train.

► It is cheaper to haul two employees travelling together, by Beech Model 35, than by surface transportation, if their earnings are \$20 a week each or more.

► If as many as three employees are travelling together, the operation cost of the Model 35, plus pilot, is less than the cost of rail coach tickets alone, not considering salaries of employees at all.

► An air taxi operator with a reasonably large group of customers can afford to charter the Model 35 at 10 cents a mile with an extra charge for waiting time while the plane is on the ground.

The company analysis is based on a salary of \$400 a month to the pilot, plus fuel and oil, depreciation cost, maintenance including storage, and insurance. Not including the pilot, direct operating cost of the plane is described as less than 1½ cents per passenger mile with three passengers.

Comparison of the Model 35's \$7,345 price with flyaway prices of other four-place planes on the market, should take into consideration the fact that the Bonanza is offered with full equipment, including electric controllable propeller, complete day and night and instrument flying equipment, and much other equipment not heretofore considered standard in production airplanes.

While the plane has not yet received its NC number from CAA, it had completed most of its requirements, and the company expected to receive it soon, after which the plane could be marketed. It is already in limited production at the Wichita plant.

Performance figures, developed through more than a thousand hours of test-flying several experimental prototypes, indicate the Beech Bonanza is the fastest of the four-place personal planes of comparable horsepower, yet announced, with:

**Top speed of 184 mph. at sea level.**

**Cruising speed of 175 mph. at 10,000 ft.**

**Maximum range of 750 miles at 165 mph. at 10,000 ft.**

**Stalling speed of 46 mph. with 30% flaps.**

**Service ceiling of 18,000 ft.**

**Takeoff run (sea level with 10 mph. wind) 425 ft.**

**Landing run (sea level with 10 mph. wind) 315 ft.**

**Average fuel consumption 10 gals. per hr.**

**Gross weight of 2,550 lbs.**

**Useful load of 1,060 lbs.**

**Payload, (full tanks) 780 lbs.**

The Bonanza is a low-wing re-

## AAF Initiates Intense A-Bomb Training Plan

(Radio from Kwajalein)

By SCHOLER BANGS

Intensive atomic bombing training is now being put underway by the AAF, embracing the new techniques developed for the dropping of the July 1 Operation Crossroads bomb at Bikini. Expected is full defense development of A-bomb squadrons using very long range bombers now being readied by Consolidated Vultee, Northrop, and Boeing.

The training program will be initiated by the 58th Wing AAF

Commander, Brig. Gen. Roger McRamey, with the actual bombing directed by the 509th Bomber Group which dropped the Bikini bomb. Commanded by Col. William H. Blanchard, Wing and Group officers were to fly from Kwajalein, at press time, to establish a bombing training base at Roswell, N. M. General Ramey's headquarters will be at Ft. Worth. Another Wing segment will be located at Tucson, Ariz.



**Interior and Landing Gear:** Interior roominess of the Beech Model 35 is described as about the equivalent of that in an average coach automobile. The flush,



retractable, tricycle gear uses large size tires for rough fields. Nosewheel is free-swivelling with side bracing, hydraulic shimmy-dampener, and mud scraper.



**Retractable Step:** Newest application of the aircraft designer's First Commandment, "Solve your New Problem with an Old Idea," is the retractable step provided by Beech Aircraft Corp. on the new four-place Model 35 Bonanza, to provide a foothold midway between the ground and the high-wingwalk of the tricycle-gear plane. It resembles nothing else quite so much as the old-fashioned buggy step.

tractable tricycle-gear monoplane, powered with a six-cylinder Continental Model E-165 engine, rated at 165 hp. at 2,050 rpm. at sea level and turning a Beech Model R-100 electric - controllable continuously variable pitch propeller of 7 ft. 4 in. diameter. Wingspan is 32 ft. 10 in., length 25 ft. 2 in. and height 6 ft. 6½ in.

Cabin is 6 ft. 6 in. long, 3 ft. 6 in. wide and 4 ft. 2 in. high, with a single passenger door, 36 by 37 in. and a baggage compartment of 16.5 cu. ft. with a 120 lb. capacity, and with a 24 by 22 in. outside door.

Most novel design feature is the Vee or "butterfly" tail which the company has tested extensively and pronounced "definitely superior to standard empennage from standpoint of drag, stability, lightness, cost and replacement." Conventional controls are supplied, but the company insists that the pilot does not need to use rudder, except for cross-wind landings and takeoffs since the plane makes "perfect turns without use of the rudder," because of the tail design.

Wing is set at an angle of attack which gives considerable lift value as soon as the plane attains taxiing speed, making for quicker takeoff, and similarly the wing offers considerable lift while the plane is

landing, until its rolling speed is decreased, thereby making the plane easier riding on the ground.

Other features include:

- ▶ Sturdy metal turnover structure in cabin top.
- ▶ Ultra-violetproof Lucite windshield with defrosting heating arrangement.
- ▶ Retractable step just below wing-walk for easier access to cabin.
- ▶ Cabin dome light with ultra-violet projector to light instrument panel at night.
- ▶ Dome loud speaker.
- ▶ Complete flight instruments, including radio receiver, transmitter, marker beacon receiver, homing loop, automatic antenna reel.
- ▶ Mufflers on engine, which supply heat through five-duct ventilating system to cabin and quiet engine.
- ▶ Propeller designed for slow-turning and quiet.
- ▶ Soundproofed cabin, with full upholstery including wall-to-wall rug.
- ▶ Navigation, and landing lights.
- ▶ Throw-over control wheel with two height positions on each side for lessening pilot fatigue.
- ▶ Four sunshades, four ashtrays, and one cigarette lighter.
- ▶ Instrument panel with protruding knobs, switches, levers and sharp corners eliminated for safety.
- ▶ Rear windows which open for ground ventilation and may be jettisoned for emergency exit.
- ▶ Ignition key and starter button similar to auto.
- ▶ Electric landing gear and flap controls with emergency manual landing gear control.
- ▶ Map and glove compartments.

### Flyers 'Feeports'

"Feeport" may become the term used by private flyers to designate any airport which charges landing fees for personal planes which use its facilities, if the suggestion of Lowell Swenson, executive vice-president of National Aeronautics Association, is accepted.

At the recent Private Flyers' Conference, at Milwaukee, and White Clay Ranch, Wausau, Wis., Swenson urged private flyers to consider seriously a program of designating fields which assess landing fees, to warn incoming flyers as to what they can expect there. He urged a national listing of such "Feeports" and asked for the cooperation of the Aviation Writers Association, in spreading the designation.

## Private Pilots Offered Variety of Meetings

Private flyers who want to make air tours in their own planes have a wide choice of places to go in the multitude of air tours and fly-ins that have been scheduled this summer and are still being announced. Among them:

▶ **Mexico City**—Official invitation by the Government of Mexico is extended to all pilots of the United States to attend the Dias Patrios Independence day celebration Sept. 14, 15 and 16 in Mexico City. The Mexicans are hoping as many as 2,000 American lightplanes will fly, through the Lower Rio Grande Valley gateway to Mexico. Mexican consul at Brownsville, Rodolfo Rubio Rojo, is in charge of arrangements with an assisting American committee.

▶ **Wichita**—Visiting private flyers who attend the fly-in for the National Semi-Pro Baseball tournament at Wichita, beginning Aug. 16, will receive complimentary reserved seats to the tournament and be guests at a barbecue and other entertainment. Wichita's 15 airports are coordinating efforts to handle the expected large group of visiting flyers, with arrangements handled by Wichita's NAA chapter.

▶ **Chattanooga**—Fourth annual National Airplane Trading Day and fly-in will be held at Lowell Field, Chattanooga, Tenn., Aug. 10-11, under sponsorship of the Chattanooga Flyers Club. An Airshow and Aviation Ball will follow the plane auction. Zack Mosley, creator of the "Smilin' Jack" aviation strip, will be a headliner at the show.

▶ **Elkan Ranch**—The Elkan (N. M.) Ranch free fly-in barbecue party is scheduled Aug. 3-4. Host is Roy Taylor, Aeronca distributor, Ft. Worth, Tex. Taylor who advertised the party in magazines inviting all private flyers, and sent out advance letters in true Texas style asking whether the recipients were going to send 10, 20 or 30 plane loads to his party. Taylor estimated in advance an attendance of 5,000.

▶ **Denver**—Private flying enthusiasts who don't mind those 14,000 ft. (and over) Colorado peaks, may go out to the Denver International Air Show, Aug. 24-25, under direction of Steadham Acker. It is pointed out that Denver's weather provides 304 days of CAVU sunshine a year.

▶ **Baltimore** — Private flyers from

the Baltimore area fields will fly to Rehoboth Beach Aug. 11, for the second in a series of breakfast flights. The beach party follows a recent Sunday breakfast flight from Baltimore to Lancaster, Pa., in which 27 planes participated.

▶ **Cleveland** — Approximately 50 planes participated in a three-day Ohio air tour, held recently under sponsorship of the Cleveland sesqui-centennial commission, the National Air Races, and the Cleveland Junior Chamber of Commerce. The tour scheduled stops at Sandusky, Toledo, Lima, Dayton, Cincinnati, Portsmouth, Marietta, Cambridge, New Philadelphia, Alliance, Wooster and Mansfield.

## Noise Tests at Paoli Compare Car, Plane

Comparison of aircraft noise levels with the noise of surface traffic of trucks and passenger cars, reported by Aircraft Owners' and Pilots' Association from tests recorded by CAA at Malvern-Paoli airport, Pennsylvania, provides significant data for other small airports facing noise protests from nearby property owners.

Tests, were made with a Western Electric Type RA-277 Sound meter, using a non-directional microphone mounted two to four feet above the ground, at 10 locations in and near the airpark. Recordings were made of peak sound levels of a Fairchild PT-19A, 200 hp. plane, and a 65 hp. Piper Cub trainer. It is estimated that the 200 hp. engine will be as powerful as that of any plane expected to use the new Malvern-Paoli field.

Conclusions of the tests were:

▶ Maximum aircraft noise level to be expected, using the largest aircraft expected to operate, and with the microphone directly below the airplane takeoff path, is 88 to 89 decibels.

▶ Noise level in the vicinity of the Malvern-Paoli airport, from aircraft approaching or circling, directly overhead, will be 70 to 85 decibels.

▶ Normal peak noise level for aircraft passing within one-half mile of airport will be 65 to 80 decibels, depending on size of aircraft.

▶ Truck noise at distances of up to 230 ft. from highway reach peaks of 80 to 90 decibels. Passenger cars generally are 10 to 15 decibels lower.

▶ High level (transport) airway traffic (2 to 3 planes an hour during



### PIPER'S PONCA PLANT:

Aerial photo of Piper Aircraft Corp.'s new western assembly plant recently acquired at Ponca City (Okla.) municipal airport. Plant includes 36 acre tract with 163,000 sq. ft. of manufacturing space. Plans call eventually for joining the three large hangars in foreground, to provide a continuous assembly line.

day) produces noise levels in the general airport area, of 74 to 81 decibels.

▶ Peak sound levels produced by local aircraft traffic normally are from 3 to 5 seconds duration. Other disturbing noise is generally of longer duration.

It is understood that CAA is contemplating making a complete series of sound tests on aircraft noise using various types of aircraft, and that it may make its equipment and

experts available for other court cases, similar to the Malvern-Paoli airport zoning case.

### Rankin Expands

Rankin Air Industries, headed by Tex Rankin, veteran acrobatic flyer, has recently established a north-west headquarters at Pearson Airpark, Vancouver, Wash. where it occupies one of the large steel hangars formerly used by the army.



### EMBRYO AIRPARK:

Three partners with three planes, a bulldozer, an Aeronca dealership and big ideas, are converting a 60-acre wooded farm on U. S. Route 50, just outside Falls Church, Va., suburban residence of many Washingtonians, into an airpark. The development, started last winter, now includes 2,600 ft. turf landing strip, farmhouse administration building, and space for plane tie-downs. Flight instruction has already started. When materials shortages lessen they expect to add: a second cross runway, individual steel hangars already on order, a drive-in restaurant and tourist cabins for air and auto patrons; new administration building, shops, tennis courts, and a swimming pool. Partners are: Raymond Garber, former mining engineer; A. R. Rosson, former ATC and airline pilot; Carl Schubert, former CAA mechanic. Flight Instructor Norman Bliss was a former CBI theater army flyer.

The province of British Columbia, Canada, has been added to Rankin's Ercoupe distributorship territory, which already included Oregon, Washington, and northern Idaho. Rankin is also West Coast distributor for the Republic Seabee amphibian and for Schweizer gliders.

## Coffman New Head of Ohio Flying Farmers' Group

Clifford Coffman of Carroll, Ohio was elected president of the Ohio Flying Farmers' Association, at an organization meeting at Don Scott airport, Columbus, Ohio, sponsored by Ohio State university. The meeting was attended by nearly 400 farmers, and 37 farmer flyers became charter members of the association. Speakers were:

William T. Piper, president of Piper Aircraft Corp.; C. E. A. Brown, Ohio aviation director; Dean John F. Cunningham, of Ohio State college of agriculture, Col. E. H. Briscoe, Cecil Neville of the National Flying Farmers' Association; and Charles E. Cox, Jr., CAA private flying specialist. Other state officers are: William Grimes, Delaware, vice-president, and Myron Baker, Morrow, secretary-treasurer.



## CULVER CONTROLS:

Compact arrangement of instruments and controls for Culver Model V two-place production airplane is shown in photo. Square dial in upper center is the Simplify Control dial, which indicates how plane is trimmed for various flight conditions. A wheel between the two seats operates this control. Throttle, propeller pitch control, radio, handbrake, ignition lock, cabin heat are installed on centered pedestal below panel.

## Briefing For Private Flying

**A GOOD BET TO LOSE**—Merritt (Andy) Anderson, Milwaukee aircraft operator and dealer, made a bet last week that he was glad to lose. He forecast to Francis Trecker, chairman of the Milwaukee Air Show committee, that there would be not more than 75 planes at the fly-in barbecue which Trecker held for the Private Flyers' Conference at his "dude" ranch, 150 miles north of Milwaukee. Trecker offered Anderson \$1 for each plane under 50. The tally came to 81. So Anderson paid \$6 for the extras and still was pleased that so many flyers appeared.

**REPRESENTATIVE LOT**—The 81 planes represented most manufacturers who have NCS on their postwar models. There was a considerable showing of surplus trainers, and prewar planes as well. Stinson Voyager 150s and Aeroncas predominated among the new planes, but there were plenty of Ercoupes, Pipers and Taylorcrafts, Luscombes and Cessnas, a couple of twin-engine Beeches and twin-engine Cessnas, and one each of the Grumman Widgeon, Bellanca Cruisair Sr., and Globe Swift, among others.

**DOWNTOWN LANDING STRIP**—Milwaukee's Maitland air strip was within fair walking distance of our hotel. We tried it once to see. The strip was good enough for Navy "Hellcats" and "Corsairs" to land for exhibition at the Milwaukee Centurama airshow. Incidentally, the way those Navy planes folded their wings and taxied through a gate about 20 ft. wide, opened the eyes of some of the private flyers to the advantages of folding wings for personal planes.

**MILWAUKEE HAS SOMETHING**—Except for the aviation interests, Milwaukeeans generally don't seem to realize how fortunate their city is to have a ready-made downtown air strip. There is some talk about its being swallowed up in a building project. But meanwhile Wisconsin farmers are beginning to fly in from up-state to patronize Milwaukee stores. Milwaukee business men like Trecker can commute between their summer homes and the city by air. There isn't another city its size in the country with a comparable landing facility.

**PEOPLE AT THE CONFERENCE**—Headliners at the conference were two private-flying movie stars, Tyrone Power and Cesar Romero. They flew in from Wichita, where Power had taken delivery on a new twin-engine Beechcraft. He and Romero expect to make a pleasure flight in it to South America soon. Romero saw a new four-place Beech "Bonanza" Model 35 at the factory and thinks that is what he wants as soon as he gets enough time for his ticket . . . Mrs. Jeanette Lempke, national president of the Ninety-Nines, and her brother, flew in a lightplane load of huge Michigan strawberries for the Milwaukee dinner meeting of the Private Flyers' Conference . . . Harold L. Taylor, Elmira, N. Y., won a trophy for making the longest flight in his own plane to attend the conference . . . T. K. Jordan, executive secretary of the Wisconsin State Aeronautics Commission, told the conference about a routine roundtrip flight he had made recently between Madison and Milwaukee. He left Madison after doing most of his morning's work, arriving at the Milwaukee air strip in time for a luncheon engagement and conference, and was back at his desk at Madison by about 3:30 p.m. Such flights and time saving will become a commonplace for people with business in Milwaukee, he predicted . . . Blanche Noyes, CAA air-marking specialist, flew in from Washington in a Fairchild F-24, with a wheezy engine. So it was a novelty for her to sit back in Trecker's Beechcraft and let somebody else fly her to his barbecue and back.

—Alexander McSurely

## Ercoupe Price Boost

A \$300 boost in the price of the two-place Ercoupe, fixing the price at \$3,450 was announced last week by Engineering & Research Corp. to its distributors and dealers. The price increase is to be effective on

planes beyond serial No. 2600. The increase is expected to include several valuable accessories and improvements in the plane, including some new type fuel tanks. Increased labor costs made the price increase necessary the company said.

- larger profits
- lower sales costs
- better customers



Practically every new Globe "Swift" will be equipped with an Aeromatic Propeller. Aeromatics are also used on most North American "Navions," Johnson "Rockets" and Bellanca "Cruisairs." The Aeromaster, an adjustable pitch propeller, is standard equipment on Republic "Seabees."

## ... they're all yours when you sell AEROMATIC PROPELLERS!

If you wrote your own ticket . . . you couldn't ask for more profitable features than those of Aeromatic Automatic Variable Pitch Propellers. Aeromatics bring a sizable profit on the initial sale. Aeromatics are easier to demonstrate, easier to sell, with lower sales costs. Aeromatic owners get more fun out of flying . . . become better prospects for your other goods and services. Aeromatics benefit from "word-of-mouth" publicity by enthusiastic owners. And they're an exclusive item, too!

The Aeromatic is the *only* fully automatic variable pitch propeller. It varies its own pitch in response to natural forces . . . utilizes full engine power at rated speed . . . insures maximum performance under all flight conditions

. . . without any extra controls or gadgets. Result: Aeromatic-equipped planes take-off with up to 33% shorter runs . . . climb up to 25% faster . . . get top cruising performance on minimum fuel consumption . . . make long, flat glides for safe landings with a quick pick-up if the pilot overshoots his field.

Why not send this page to your manufacturer or distributor today . . . along with a note asking whether Aeromatic Propellers can be made available for the planes you sell. He's interested in proven methods for boosting the popularity and sales of his planes. And the profitable Aeromatic business you can build makes it worthwhile! Aeromatic, 679 Scott Street, Baltimore 3, Maryland.

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THE PROPELLER WITH A BRAIN FOR EVERYMAN'S PLANE  
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## FINANCIAL

### Stock Splits of American, Eastern Show Officials' Ownership Position

C. R. Smith holds no stock in American Airlines but has options for 250,000 shares; Amon Carter largest stockholder; Rickenbacker leads Eastern with 100,000 shares.

The recent stock split-ups of American and Eastern revealed ownership positions of the officers of the respective carriers in reports to the Securities & Exchange Commission.

In the American tabulation, it is significant that chairman C. R. Smith does not hold a single share of stock. However, he does hold an option to purchase 250,000 shares of common at \$11.70 per share. The present price is around \$15 per share. Amon G. Carter was reported as the largest holder of American common, holding 92,000 shares.

The complete list of common stock ownership of American by its officers follows:

Harold T. Ames	3,000
Member of Ames Family	2,000
Harry E. Benedict	2,010
Alfred R. Bone Jr.	1,000
James Bruce	1,100
William Nelson Bump	250
Edward H. Butler	1,250
(Through A. B. Lindsay Estate)	120
Amon G. Carter	92,000
Amos Culbert	500
Ralph S. Damon	5,000
Thomas S. Hammond	550
John Wells Farley	100
(Through Devonshire Co.)	5,000
Alexander N. Kemp	100
Paul G. Lurie	5,000
William Littlewood	1,100
Walter S. McLucas	770
William H. Miller	6,500
Orval M. Mosier	2,000
Edgar M. Queeny	5,000
Charles A. Rheinstrom	4,000
H. K. Hullison	500
Charles R. Speers Jr.	500

In the Eastern tabulation, Capt. Rickenbacker was reported as owning 100,000 shares of common. This stock is now selling around \$27 per share. The complete list of holdings as reported by Eastern's officers follows:

T. F. Armstrong	3,008
Leslie P. Arnold	2,600
Paul M. Davis	2,500
Morris M. Frost	250
G. Blaine Howell	4,000
Hugh Knowlton	1,000
John W. Moore	1,500
Wiley L. Moore	400
Stuyvesant Peabody	400
E. V. Rickenbacker	100,000
L. S. Rockefeller	43,600
Sidney L. Shannon	5,000

Upon the listing of its shares on the New York Curb Exchange, Alaska Airlines, also revealed the

ownership of common by its officers. The largest holder was Raymond W. Marshall who directly and indirectly held a total of 226,595 shares of common and warrants to purchase an additional 58,334 shares.

The complete tabulation of Alaska Airlines' official holdings follows:

Robert J. Bartoo	1
Warren N. Cuddy	1
Don H. Goodman	3,148
Amos J. Peaslee	1
Rupert H. Johnson	1,000
Theodore N. Law	60,103
Raymond W. Marshall	204,388
(Through Utilities Equip. Co.)	22,207
Gilbert N. Parker	1
Marshall C. Hoppin	1
Homer W. Robinson	1,001
Alford Sheen	50

The following have warrants for common stocks:

Marshall C. Hoppin	10,000
Raymond W. Marshall	58,334
Amos J. Peaslee	30,000

Substantial liquidation of aircraft shares continued during May. This was disclosed by a recent Securities & Exchange Commission Summary of Stock Transactions. The only significant purchase was 500 shares of Ryan Aeronautical by Colin Stillwagon.

The aircraft officials selling during the month of May is summarized as follows:

	Shares Sold	Shares Retained
<b>Beech</b>		
Walter H. Beech (April)	3,300	73,228
<b>Bendix</b>		
Wm. L. McGrath	2,000	2,200
Wm. H. Houghton	200	300
<b>Brewster</b>		
James Work (April)	2,500	70,650
<b>Crumman</b>		
E. Clinton Towel	300	3,000
<b>Lockheed</b>		
Robert E. Gross (April)	1,000	28,596
<b>Solar Aircraft</b>		
E. T. Price	900	14,729
<b>Sperry Corp.</b>		
John Sanderson	600	—
<b>United Aircraft</b>		
Sidney A. Stewart	300	200

#### ASI Registers Shares

Aeronautical Securities, Inc., of 1 Wall St., New York City, registered 500,000 shares of its \$1 par value capital stock and Exchange Commission with the Securities. Minton

M. Warren is president of the firm. These shares will be offered to the public at an aggregate offering price of \$5,360,000, based upon the net asset value on June 4, 1946, of \$10.72 a share.

Organized under the laws of Delaware on April 30, 1938, the company has an authorized capitalization of 1,000,000 shares of \$1 par value capital stock, of which 175,076 are issued and outstanding.

### Airline Shares May Enter Buying Zone

Selected airline shares may be entering a buying zone in the opinion of some market observers. A few investment advisory services have started to gingerly recommend buying of favorite carrier shares.

This is a natural development in the wake of one of the most severe declines experienced by airline shares in recent years. Most air transport shares are down at least 30 percent from early '46 highs.

► **Colonial Erratic**—Colonial Airlines, a highly erratic performer, now selling around 25 is off some 44 percent from its high of 45 and shows the greatest decline. This company has yet to attain sustained earnings but attracted speculative flavor largely on expectations. An extremely thin market in this issue also accentuated fluctuations.

TWA, hit by the grounding of the *Constellations*, dropped about 4 points in one day on this action, but at 45 is off about 36 percent from its high point of 71 attained earlier this year. This carrier may do well to even finish in the black for this year. However, it has valuable franchises in its recently acquired world routes together with its domestic operations.

► **Eastern Steady**—Eastern, after its four-for-one stock split, is down the least of all, about 13 percent from the high of 31½. Consistent earnings by this company have attracted many market supporters.

It is interesting to observe that in the recent general market shake-out, a few airline shares actually finished the period at slightly higher levels. This has led some market observers to believe that this group may have made its low prior to the rest of the list. United, for example, resisted the general market selling and regained a few points of its previous decline. At 38, it is about 30 percent below its best price of 54¼.



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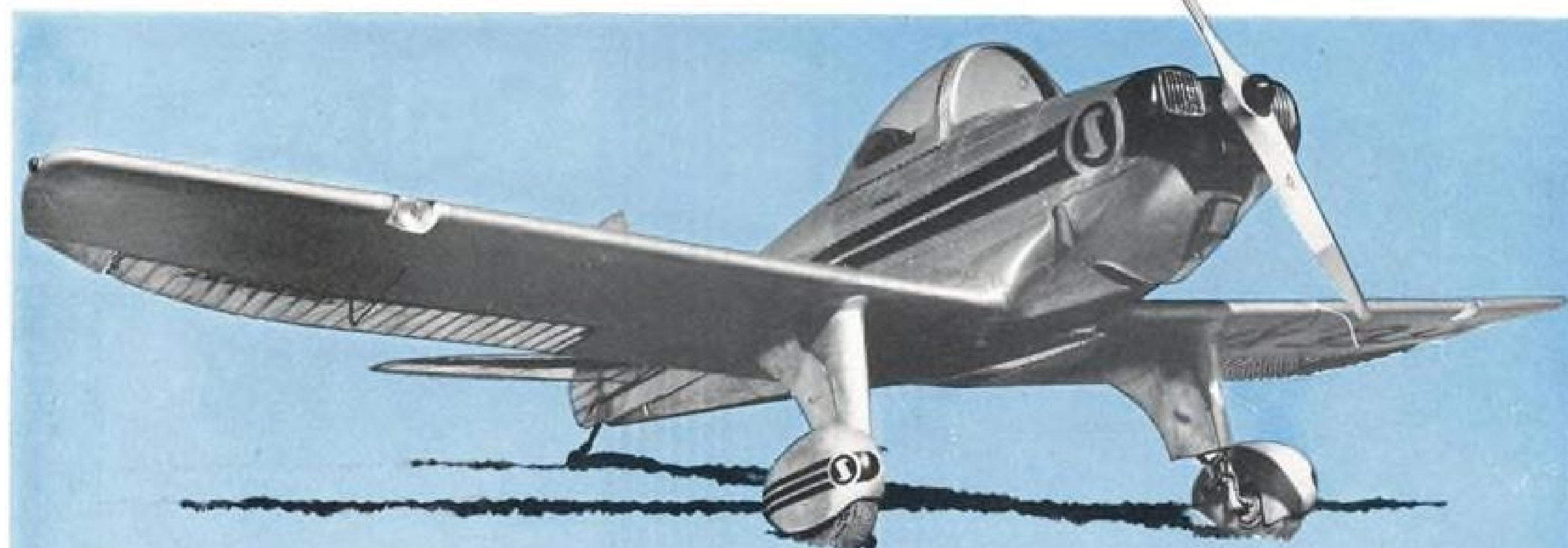
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## When History Repeats Itself....

**PONCE DE LEON won't waste a lifetime on a wild goose chase . . . he'll FLY to the Land of "Bimini"!**

Juan Ponce de Leon never found the Fountain of Youth, although he spent most of his life looking for it. What's more, he always believed that Florida was an island! Today, in a sleek Luscombe Silvaire, Juan could fly cross the Florida peninsula in less than an hour, learning that the land he discovered was not an island and that the exhilaration and feel of freedom that only air travel provides is about the closest approach to a Fountain of Youth this old world has ever seen.



Much of the popularity of personal flying lies in its invigorating freedom—the feeling of release from all things earth-bound. Likewise, no small part of the progress that has marked the development of U.S.-built planes—whether single-seaters or gigantic transports—can be traced to the strength-

without-weight advantages that OSTUCO Steel Tubing provides. The continued development of American aircraft, resulting in faster, safer, more economical flying in the future, is a responsibility shared with every U.S. aircraft manufacturer by The Ohio Seamless Tube Company.

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MANUFACTURERS OF SEAMLESS AND ELECTRIC-WELD STEEL TUBING

## PRODUCTION

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### War Assets Pushing Agency Policy; Aircraft Part Sales Total \$46,500,000

Goal of 150 surplus dealers sought to speed up disposals;  
 \$75,000,000 worth of goods already shipped to sales agents.

As War Assets Administration began functioning under a new chief, Maj. Gen. Robert M. Littlejohn (AVIATION NEWS, July 29), it had by last week reached the half-way point in its drive to line up dealers to dispose of surplus aircraft components and parts under agency agreements.

Eventual goal is 150 agents. WAA has agreements with 76, 11 of which were signed last month. Estimating that each agent has or will have available about 50,000 sq. ft. of storage space, WAA figures that 7,500,000 sq. ft. will be used by agents for warehousing salable items, relieving Army, Navy and industry of the burden of freezing an equal amount of plant space.

► **Shipping Speeded**—Up to last

week, WAA had shipped to its agents components and parts with an original value of more than \$75,000,000. Indicating that WAA's program has picked up speed is the fact that more than half of that amount has been consigned since March. In about a year up to Feb. 1, 1946, less than \$29,000,000 worth has been shipped.

How far WAA and its agents still have to go, however, is shown by a recent estimate. As of June 30 total surplus in aircraft engines, components and parts had an original value of approximately one billion dollars. WAA directly and through agents has sold about \$46,500,000 worth.

Bearing out the prediction in AVIATION NEWS (April 8) that

WAA would attempt to channel sales to its dealers, the Administration has recently begun a "tie-in" advertising campaign on behalf of its dealers in trade and industry publications. Purpose is to "educate" the public on the background of the agency agreement system.

► **Dealer Assumes Expense**—Under this system, which was started more than a year ago, the dealer assumes all expense in connection with the storage, advertising (except that done by WAA), and sale of the material. To cover these costs and his profit, he retains 40 percent of the list price, which is approved by WAA.

WAA's conditions regarding the dealer are that he:

Has adequate storage space.

Has sufficient aeronautical knowledge, or can hire persons with such knowledge, to carry on the business.

Employs an adequate sales force.

Provides proper binnage or shelves for storage and classification.

Observes terms and conditions of sales and prices set by WAA.

### French Build Four-Engine Combination Transport

Construction of the prototype of a four-engine combination cargo-passenger plane has been started by the central French national aircraft factory. Designated the NC 211, it has double doors in the nose for access to the cargo hold. Additional doors on the sides are for less bulky freight.

Bearing its own loading equipment, the plane has two electric winches in the hold for dragging heavy loads, and a crane runs along the top of the hold. The pilot compartment for the three-man crew is above the hold and set forward. Behind this is a passenger compartment for five.

The plane has tricycle landing gear, with fixed main wheels and retractable nosewheel. It is to be powered by four Gnome-Rhone 14-cylinder twin-row radial engines of 1,590 hp. each.

### Lear Leases Factory

Lear, Incorporated, manufacturers of radios and radio equipment, has leased 68,000 sq. ft. of space in the General Motors diesel plant in Grand Rapids, Mich. Lear now utilizes a total of 286,000 sq. ft. in that city. The new space will be used for construction of variable capacitors and other component parts.

## New WAA Agents

Agents of the War Assets Administration who signed during July are:

**Schneck Engine Service & Supply**  
 Washington Park Airport  
 Homewood, Ill.

**Hartwell Aviation Supply Co.**  
 3417 Crenshaw Boulevard  
 Los Angeles, Calif.

**Goble Aircraft Specialties, Inc.**  
 135-06 Northern Boulevard  
 Flushing, L. I., New York

**Aviquipo Manufacturing Co.**  
 25 Beaver Street  
 New York 4, N. Y.

**Luke Harris Industries, Inc.**  
 Willow Run Airport  
 Willow Run, Mich.

**General Aircraft Co.**  
 5512 San Fernando Road  
 Glendale 1, Calif.

**Page Airways, Inc.**  
 Municipal Airport  
 Rochester, N. Y.

**Clarence E. Page**  
 803 APCO Tower  
 Oklahoma City, Okla.

**CoBell International, Inc.**  
 1114 Jennings Avenue  
 Ft. Worth 4, Texas

**Erwin-Clark Corp.**  
 P. O. Box 1308  
 Houston 1, Tex.

**Lamson and Sessions Co.**  
 1971 West 85th Street  
 Cleveland 2, Ohio

Aircraft and engine parts, propellers, instruments

Electrical equipment, hardware

Aircraft and engine parts, instruments

Hardware

Douglas parts, aircraft and engine accessories, instruments

Aircraft and engine accessories, instruments

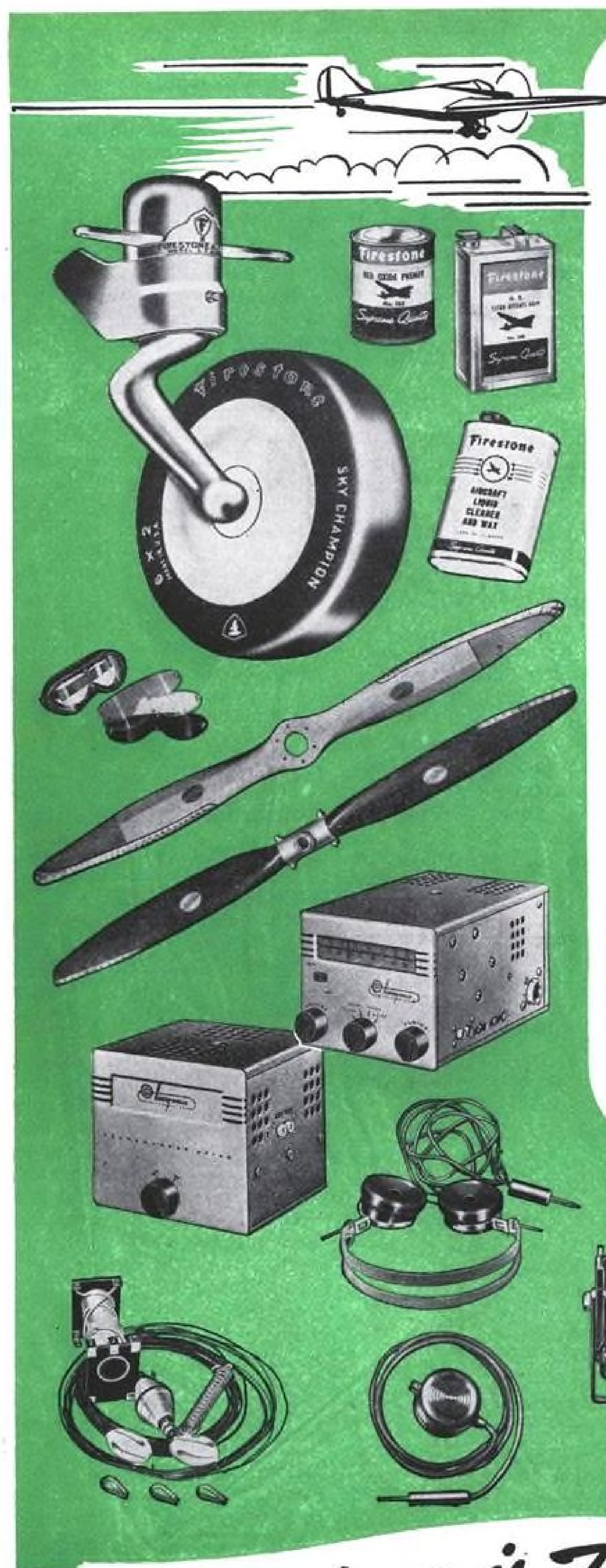
Beech parts, aircraft and engine accessories, instruments

Beech parts, aircraft and engine accessories, instruments

Douglas parts, aircraft and engine accessories, instruments

Unclassified

Accessories and hardware



THE  
Merchandise  
THE Plans  
THE "Know How"

TO HELP YOU  
MAKE  
MORE MONEY

HERE'S the most up-to-date franchise in the aviation accessory business — a business builder, a profit producer!

Firestone has the Merchandise — top quality, popular, complete, quick selling. Firestone has the Plans — aggressive selling and merchandising plans that increase volume at a steady pace and

bring new customers for all departments of your business. Firestone has the "Know How" — more than 40 years serving the retail market has developed a marketing knowledge you can't beat.

There are still some open territories for aggressive sales- and profit-minded distributors and dealers. Write, wire or phone today to Firestone at Akron, Ohio.

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THE COMPLETE

# Firestone

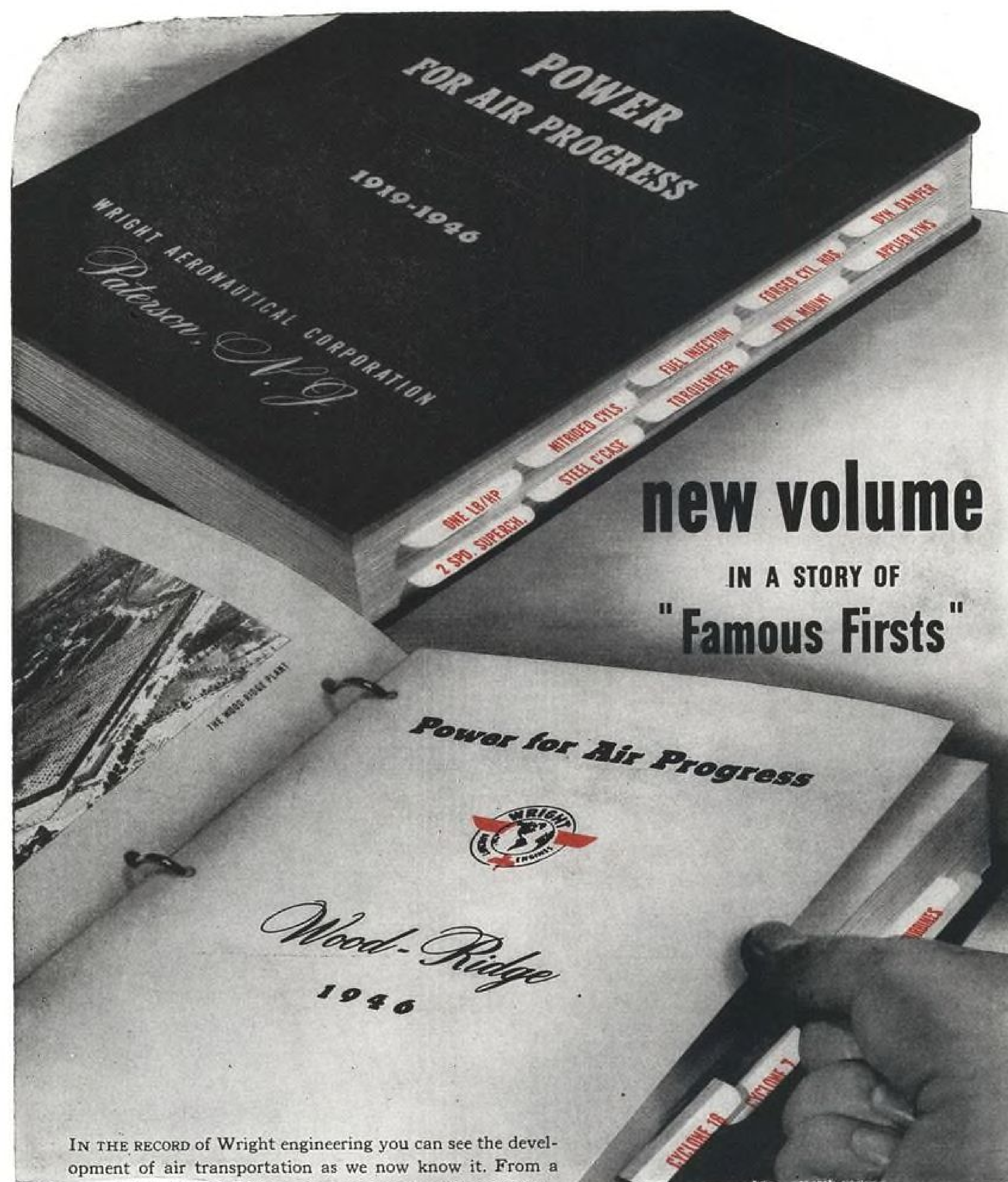
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## new volume IN A STORY OF "Famous Firsts"

IN THE RECORD of Wright engineering you can see the development of air transportation as we now know it. From a remarkable list of Wright-pioneered engineering developments have come the first engines with reliability for ocean crossings, first with power for tonnage transport, first with economy for practical long-range flight, both commercial and military.

Today, newly moved to the modern Wood-Ridge plant, Wright research turns to the next major developments of air transport — short-haul and ultra-long-haul operations. The story of Wood-Ridge began with Cyclone 18 production for the biggest planes now in use. The new volumes to come will tell of power pioneering for every need of transportation and national leadership in the air.

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AERONAUTICAL CORPORATION  
**WOOD-RIDGE, N. J.**

DIVISION OF  
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FIRST IN FLIGHT

## Boeing Scouts Seeking Engineers in Colleges

A new program aimed at relieving the shortage of engineers is being launched by Boeing Aircraft Co., with the intention of adding 250 by Jan 1 and an additional 200 by July 1, 1947.

The plan involves the "scouting" of leading colleges and universities by Boeing engineers. The engineers will visit the schools they attended in an effort to acquaint both instructors and students with the work carried on by Boeing and the types of engineering skills needed.

Roy Morse, Boeing administrative engineer, says that "in contacting colleges, I have discovered that many deans and professors were unaware that an aircraft company such as Boeing uses engineers other than aeronautical."

Part of the "missionary" work of the engineers will be to point out the need of engineers of all types, and stress that the demand will continue for some time because of Boeing's work on the *Stratocruiser*, Model 417, C-97, B-50, and experimental work for the Army and Navy.

## Fairchild Trainer Sale Set for Niagara Falls Field

Sale of about 350 surplus Fairchild PT-26 primary trainers, an improved version of the PT-19, will be held by War Assets Administration beginning Aug. 12 at Bell Aircraft Modification Center No. 7, Municipal Airport, Niagara Falls, N. Y., where planes were put on inspection beginning July 30.

From Aug. 12 through Aug. 29, sales will be made only to priority holders.

The PT-26 is a low-wing monoplane with 200 hp. Ranger engine, full Plexiglas cockpit enclosure, landing flaps and steerable automatic swivel tail wheel. It is equipped with heater. Maximum speed is about 130 mph., and it cruises at more than 100 mph.

Prices will range from \$990 to \$2,800, depending on condition.

## New Missile Plant

A new entry in the field of pilotless aircraft and guided missiles development has been established at Newcastle, Del., in a Government-owned plant used during the war by Bellanca Aircraft Corp. The

company, Tucker Aircraft Research Corp., has leased the plant on a basis of a rental of two percent of net sales. It says it will employ 1,000.

## Compact Hydraulic System Manufactured by Electrol

A compact, lightweight aircraft hydraulic system is now being produced by Electrol, Inc., of Kingston, New York. Designated "Powerpak," it combines hand pump, two separate four-way selector valves, relief valve and reservoir, yet weighs but five pounds and stands only four and one-half inches high.

Power is supplied by a hand pump, but ports are provided for connecting pressure and suction lines of a power-driven pump.

Because of its small size, the unit can be installed in any of several places in a lightplane, such as under the instrument board, on the rear or side walls of the cabin, or under the floor boards. Only the pump handle and selector valve levers project from such a buried installation.



**Midget Hydraulic:** Electrol, Inc., has come out with this small, lightweight hydraulic system designated "Powerpak." While weighing only five lbs., it has an operating pressure up to 1,500 lbs. per square inch. It is standard equipment on the Republic Seabee for raising and lowering flaps and undercarriage.

## Piper to Build Super Cruiser In Expanded Canadian Plant

Plans for building new facilities to manufacture the Piper firm's *Super Cruiser* in Canada are nearing completion with announcement of a financing plan for the \$400,000 expansion of the Cub Aircraft Corp., Hamilton, Ont.

The *Super Cruiser* is to sell in Canada for about \$3,900 and is to be available for wheel, ski or float landing gear. While awaiting production in Canada, Cub Aircraft has ordered 200 of the aircraft from the parent company, Piper Aircraft, Lock Haven, Pa. Piper *Cub Specials* are now being built in Canada at the rate of one a day.

## Material Shortages, Strikes Swell Boeing First-Half Loss

A net loss of \$1,071,403 for the first six months of 1946 is reported by Boeing Aircraft Co. An additional \$2,275,000 has been charged against the reconversion reserve during the period.

One of the prime factors responsible for the first half loss is delay in deliveries of aircraft occa-



## COMMERCIAL CAT:

Canadian Car and Foundry Ltd., Montreal, is converting PBY-5A *Canso* amphibians (Canadian version of the *Catalina*), for commercial use. Gun blisters are replaced by cargo hatches. Seats are installed for four passenger chairs and bench seats for nine. The converted airplane has a five-ton payload. One shown is for the Texas Oil Co. to use in South American exploration.

## A COMPLETE "Cabin Comfort" System FOR LARGE TRANSPORTS



### ... Provides Full, Automatic Control of Cabin Pressure, Temperature and Humidity

Several major units—each an outstanding engineering achievement—are combined into a single system which meets all air conditioning needs of modern high-speed, high-altitude passenger transports.

By integrating units of suitable capacities into complete, specialized systems, AiResearch solves a major problem for designers of new aircraft. Not only are all parts, controls and accessories obtainable from a single source, but AiResearch air conditioning experts are available to analyze special problems and adapt the equipment to meet particular needs.

All AiResearch "Cabin Comfort" systems, whether for jet fighters or multi-engine transports, are distinguished by *high performance* in relation to size and weight, proven efficiency and important safety factors. Careful consideration has been given to ease of installation and economy of maintenance under operating conditions.

AiResearch leadership in the field of aircraft air conditioning and cabin pressurization is based on seven years of pioneering research and production. Call upon this unique background of skill and experience to help solve *your* AIRCRAFT air conditioning problems. AiResearch Manufacturing Company, Los Angeles 45, California.

Sales Representatives: **NEW YORK**, Aero Engineering, Inc., Room 1014, 160 Broadway  
**CLEVELAND**, Aero Engineering, Inc., 1051 Power Avenue. **SEATTLE**, C & H Supply Company, 2723 First Avenue South. **WICHITA**, N. S. Chapin, 815 East Gilbert.

**AiResearch**  
DIVISION OF  
**THE GARRETT CORPORATION**

AiResearch "Cabin Comfort" equipment will condition the newest Lockheed Constellation which will fly this fall and is being furnished for the newest planes of Consolidated Vultee, Douglas, Boeing, North American, Republic and Northrop.

sioned by shortages of materials and strikes in plants of suppliers. Deliveries under current contracts now are not expected to begin until the end of the year, President William M. Allen states.

Despite the heavy loss during the first six months of this year, the over-all situation is not unfavorable. Should the company sustain losses for the balance of the year, a great part of the total loss as well as the charges against reserves can be recovered through the workings of the loss carry-back provisions of the income tax law.

Boeing's backlog as of June 30 was \$130,000,000.

## L.A. Concern Develops New Type Air Seats

Possibility that a Los Angeles manufacturer will become one of the largest makers of airplane seating equipment is indicated by its aggressive tactics in the peacetime air transport market.

On the verge of extinction when war contracts ended, Hardman Manufacturing Company in South Gate, on the outskirts of Los Angeles, gambled heavily in turning to the manufacture of airplane seats. Already supplying established airlines, the company is scrambling for major orders to build thousands of seats for heavy and light transports soon to go into production.

For its "Atemco" twin and triplet seats in narrow, medium and wide versions, the Hardman Company has employed consulting stylists. Another of its developments to assure maximum comfort for passengers on long trips is a seat which can be rotated and reversed without removal of its foundation floor fastening, and a light-weight magnesium seat which will incorporate such features as an individual reading light, hostess call button, storage tray beneath the cushion, and a bone induction radio receiver installed in the headrest near a selector funnel giving the traveler a choice of several major radio broadcasting bands. One seat, intended for trans-oceanic airlines, is being designed to carry with it a Mae West life preserver.

## Fleet Makes Bodies

A decrease in aircraft manufacturing activity by Fleet Aircraft Ltd., Ft. Erie, Ontario, is seen as probable should the pending sale of that company to the Vincent Min-

ing Corp. be brought to completion.

The mining concern has a contract to manufacture 400 plywood station wagon bodies for a Detroit auto maker, and this and other activity would utilize a large share of production facilities now being used to produce *Canuck* lightplanes.

## Martin '46 Backlog Totals \$175,000,000

With one of the largest backlogs for commercial and military aircraft, The Glenn L. Martin Co. is expected to have its Models 202 and 303 transports ready for flight testing in the not too distant future, it is assumed from the statement in its annual report that a total of \$97,000,000 of its \$175,000,000 backlog will be liquidated by the end of next year.

Most of the backlog consists of orders for commercial planes: 132 for 202's; 159 for 303's, and 36 for cargo versions of the 202. In addition, Martin still is at work on converting C-54's for airlines.

For the AAF, Martin is building the XB-48 with six jet engines, and is working on guided missile development. Work for the Navy includes a production order for the XBTM *Mauler*, now known as the AM-1; the XPBM-5A; the JRM-2, the sixth and last *Mars* to be built, this one powered with Pratt & Whitney 4360 engines.

For the first six months of this

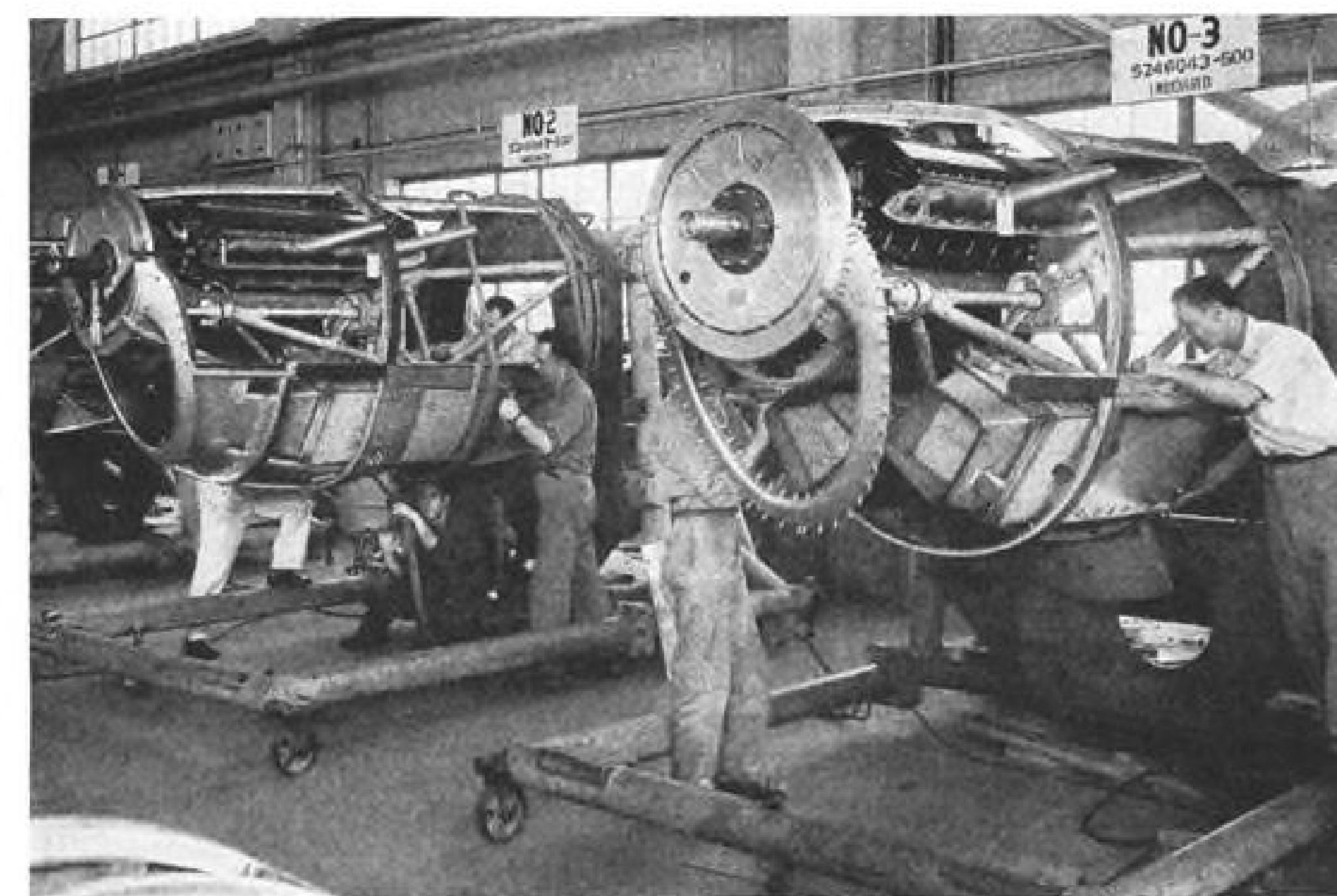
year, the report detailed, Martin's net sales were \$18,467,137, on which the company realized a net profit of \$901,878 after all charges. This compares with total net sales for 1945 of \$356,162,188 and a net for that year of \$8,379,373.

In addition to its aircraft business, Martin has a number of other products it is exploiting, including ground handling equipment for airlines; synthetic resins with a variety of uses; a lightweight construction material; a photographic emulsion; and "Stratovision," a method of using an aircraft to relay television signals, being developed jointly with Westinghouse.

## U.S. Firms Will Get Final Surplus Deal

A plan under which U. S. business firms will become the final means of disposal of surplus—exclusive of aircraft—remaining overseas is being whipped into shape by the Foreign Liquidation Commission.

The companies will buy all FLC surplus stocks in given areas for lump sums—cash down payments and terms—and then resell the equipment to commercial buyers abroad. This is a variation of the FLC plan under which it has concluded lump sum blanket sales to governments of all surplus in: The United Kingdom, France, India,



## ALLISON DC-6 INSTALLATION:

Allison Division of General Motors Corp. has purchased a DC-6 from Douglas Aircraft Co. and will install V-1710 liquid-cooled engines for experimental purposes. Photo shows Allison engineers at work on the nacelles of the Allison-powered version of the DC-6.



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The surplus that will be involved in the new arrangement is located principally in the Pacific Area, Germany, Italy, Panama and Trinidad. The chief aeronautical items included are spare parts, particularly for DC-3's, components, and equipment.

FLC already is in the preliminary negotiation stage with several U. S. firms, some of which are agents of the War Assets Administration and desire to expand their field of activity. The proposed set-up is particularly appealing for such agents, it is pointed out, because there have been 3,400 DC-3's sold overseas and this has created a huge and ready market for spares.

### Cargo DC-4's Designed For Low Cost Operation

Designed to operate in all cargo service at a new low direct cost of 4.9 cents per ton miles, a modification of the Douglas DC-4 is now on the company's production lines at the Santa Monica, Calif., plant.

The new DC-4-1037 has been especially engineered for cargo to carry 22,700 lbs. at a range of 1,500 miles and speed of about 240 mph. It has a cargo door measuring 5 ft. 6 ins. by 8 ft. and a main cargo compartment with a volume of 3,691 cu. ft. There are four auxiliary compartments intended for packaged freight.

The direct cost figure of 4.9 cents per ton mile compares with 8.2 cents for the DC-3 with an allowable takeoff gross weight of 26,900 lbs.

### Southern Aircraft of Dallas Employs Women in Plant

Southern Aircraft Company of Dallas, Tex., has adopted a policy of employing women in the post-war reorganization of their plant. Women have been rehired in increasing numbers during the past few weeks, the company asserting that women are more efficient than men in some phases of aviation factory work.

Women are being used in repetitive work such as making of detail parts, subassemblies, precision assembly, inspections and in some cases on the industrial machines. During the war Southern Aircraft employed 40 percent women in their plant and found their efficiency in many cases superior to men, according to Tom Gentle, director of industrial relations.

## SPECIAL AIR SERVICES

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INTRASTATE

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## CAB Promises New Hearings For Non-Scheduled Operators

Deadline for reports and comments extended to Sept. 3; some Board officials hope for more constructive criticism; carrier protests continue.

After six weeks of controversy marked by what some Board officials considered a lack of constructive criticism, CAB is looking forward to more light and less heat in comments on proposals to restrict further the operations of non-scheduled carriers.

The Board late last month officially extended until Sept. 3 the deadline for comment by interested parties on the proposed Amendment No. 3 to Section 292.1 of the Economic Regulations and confirmed reports that it would later arrange for oral presentation of views (AVIATION NEWS, July 29).

► **Report Date Extended**—Also extended to Sept. 3 was the date by which non-scheduled carriers must file a registration statement and financial and traffic reports. Previous deadline for comment on the proposed amendment was July 22, while registrations were originally due July 15.

Advancement of the comment deadline is expected to give the individual operators time to "cool off" and work with industry groups in preparing factual data of value to CAB in formulating a definitive policy.

Similar benefits are anticipated from the deferred date for filing registrations. Some operators had been hesitant in giving information required by the report, observing that the data could be used by CAB as basis for cease and desist orders under the presently-effective regulations. The Board has assured industry representatives that it has no such intentions.

► **Reports Incomplete**—Many of the approximately 150 registrations already received by CAB are incomplete, and letters have been sent out calling the carriers' attention to omissions. One of the reasons

for extending the deadline was the realization that delay in distributing official forms had contributed to incomplete reports and that extensive late registration was inevitable.

Meanwhile, on the initial July 22 deadline for comment on Amendment No. 3, a flurry of statements, petitions and briefs was received by the Board. Almost all contained requests for postponement of action on the amendment, with some asking indefinite delay.

Twenty-one of California-based non-scheduled operators asked reopening and reconsideration of Docket 1501 (investigation of non-

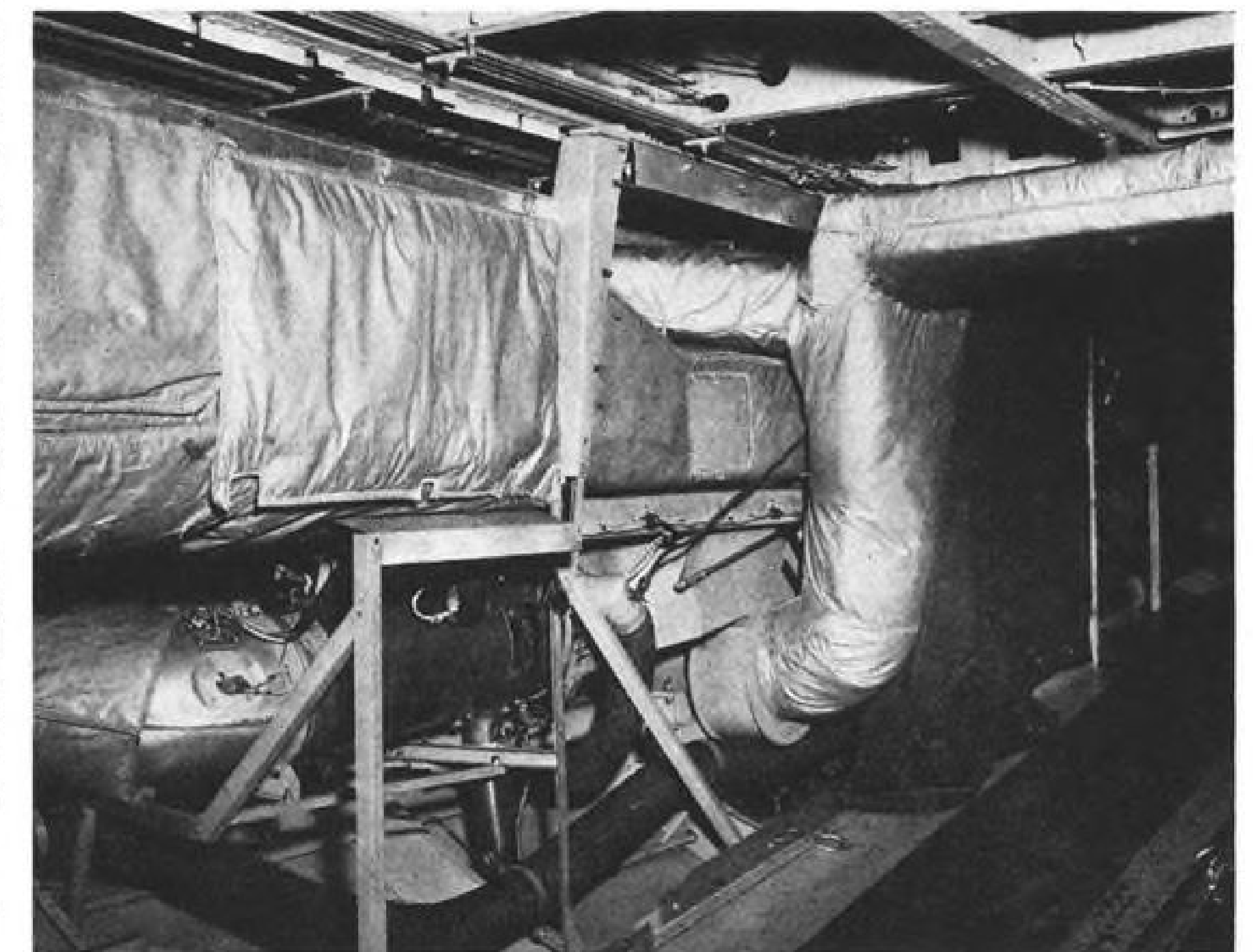
scheduled services) on the ground that CAB's decision was based on inadequate data. The West Coast carriers also scored overall government policies which permitted various agencies, including the War Assets Administration, to assist the growth of an industry at the same time the Board was formulating controls making it impossible for most companies to continue in business.

► **MPA Wants Time**—The petition declared that the future of approximately 6,587 pilots, 10,000 ground crew men and 2,845 miscellaneous personnel—nearly all veterans—is presently at stake. It asked that no order to cease and desist be issued until after Docket 1501 is reheard.

The Military Pilots Association asked that one year be allowed for gathering facts preliminary to a new hearing, and requested that no curtailment of present non-scheduled operations be put into effect during the interim. MPA also called attention to governmental inconsistency in letting one department sell about 538 transport-type planes to an industry that might soon be throttled by another department.

Other industry developments:

► **Fireball Air Express**, Long Beach, Cal., Municipal Airport, plans to incorporate as Standard Airlines, Inc. Presently a partnership of Stanley D. Weiss and



### SLICK ANNOUNCES CABIN COOLING:

After exhaustive tests, Slick Airways engineers announce success in air-conditioning the interiors of their C-46E's. Picture, looking forward and to left in belly compartment, shows cooling plant at upper left with ducts leading to and from the cargo cabin. (Slick Airways Photo.)

James Fischgrund, the company also intends to purchase three additional DC-3's or three C-54's to supplement the three DC-3's now on hand. Passengers and cargo are carried under charter or contract to any place in the U. S., Canada or Alaska with rates based on 4.5 cents a passenger mile and 22.4 cents a cargo ton mile. Service was inaugurated Jan. 1, 1946, and between May 1 and June 30 the company flew 230,000 revenue plane miles, carrying 24,000 lbs. of cargo 59,400,000 pound miles and 465 passengers 987,475 revenue passenger miles. Total revenue was \$7,607 with net operating profit of \$8,420. Employees on June 30 numbered 24.

► **Air Freight, Inc., Newark, N. J.,** Airport, now operating principally to Puerto Rico via Miami and to Minneapolis, intends to expand its service to include the West Coast, Cuba, Haiti, Brazil and Venezuela. Five DC-3's and one Noorduyn Norseman are now on hand hauling both passengers and cargo, and three DC-3's and two DC-4's are on order. Service was inaugurated March 22, and between May 1 and June 30 188,244 revenue plane miles were flown carrying 114,676 lbs. of cargo and 653 passengers. Total revenue was \$124,093, with \$51,534 net operating profit. Employees on July 1 numbered 66. Officers include John K. Hughes, president; Theodore J. Waugh, vice president and treasurer; Richard L. Burke, vice president; and S. Raymond Fink, secretary.

► **Airgo, Inc., Spokane, Wash.,** (operating base, Felt's Field), now has two C-47's in operation carrying persons and property in continental U. S., Alaska, Canada and Mexico. Two other C-47's are out on lease. The company has charged 5 cents a passenger mile and about 25 cents a cargo ton mile since inauguration of contract service May 1. Between May 1 and June 30, 28,000 plane miles were flown carrying 24,000 lbs. 48,000,000 pound miles and 20 passengers 60,000 revenue passenger miles. Total revenue was \$18,670 with a net operating profit of \$2,097. Eight persons are employed. Officers include Hillford R. Wallace, president; Constance D. Wallace, vice president; and Kenneth R. Sand, secretary-treasurer.

► **Meteor Air Transport, Inc., New York City** (operating base at Teterboro, N. J., Air Terminal), expects delivery on three additional DC-3's early this month to supplement three others now in operation carrying both passengers and cargo under contract. MAT intends to apply for a CAB certificate to carry property and mail only within the U. S. and to Canada and Cuba. Cargo rates now vary from 18 to 25 cents a ton mile. Between May 4, when service started, and June 30, company flew 62,824 revenue plane miles carrying 439,246 lbs. of cargo 255,794,635 pound miles and 165 passengers 132,320 revenue passenger miles. Total revenue was \$31,831 with net operating loss of \$1,729. At the end of June, MAT had 24 employees. Officers include Richard M. Ludlow, president; Oscar L. Morrow, vice president; and Jack Burns, secretary-treasurer.

► **Willis Air Service, Inc., New York,** expects to put its first C-54 in operation early this month. Five C-47's are now in service, two of these being owned along with the C-54, and three being leased. Six cargo versions of the Martin 202 are on order, and allocation of two additional C-54's from the War Assets Administration has been requested. Contract operations began Dec. 23, 1945, and between April 1 and May 30 Willis flew 86,028 revenue plane miles carrying 179,300 lbs. of cargo 168,982,000 lb. miles and 416 revenue passengers 541,991 revenue passenger miles. Total revenue was \$44,130 with \$9,449 net operating loss. Fifty-seven persons were employed May 30. Officers besides Charles F. Willis, Jr., president, include Walter B. Brooks, vice president, secretary and treasurer; Robert H. Rose, executive

vice president; and George A. Enloe and Stanley M. Rumbough, Jr., vice presidents.

► **California Eastern Airways, Inc., Oakland Municipal Airport,** is operating about three round trips weekly Oakland to New York, four round trips monthly Los Angeles to New York, one weekly round trip Los Angeles to Seattle, and two monthly round trips Seattle and Portland to New York. Now equipped with three C-54A's, company plans to acquire two C-54B's and one C-47. Ton mile cargo rates for the C-54's are around 11 cents and will be about 12 cents a ton mile for the C-47. Passenger operations were discontinued May 15. During May and June, CEA flew 61,401 revenue plane miles, carrying 578,015 lbs. 527,686,000 pound miles and 99 passengers 142,412 revenue passenger miles. Loss for the two-month period was \$1,410 on \$54,325 total revenue. Number of employees on June 30 was 50. Officers are John J. O'Brien, president; William J. Hoelle, vice president; and Thornton Howell, secretary-treasurer.

► **Air Cargo Transport Corp., New York City,** has become the first all-cargo airline to receive a permanent right of entry franchise from the Cuban government, according to H. Roy Penzell, president. ACT reports flying over 300,000 lbs. of fabrics and piece goods to Cuba in the past few months along with quantities of drugs, machinery and other items. In a recent 30-day period the company flew 400,000 lbs. of avocados back to the U. S. and has contracts for movement of 1,000,000 additional pounds during the remainder of the season.

► **Chesapeake Airways, Baltimore,** has added hostess service on its 28-passenger DC-3 service to Easton and Salisbury on Maryland's Eastern Shore.

► **Airnews, Inc., San Antonio, Tex.,** has asked CAB certification to engage in scheduled common carrier transportation of mail and cargo by both plane and motor truck over 1,323 route miles in southern Texas. Owned by the Express Publishing Co., San Antonio, Airnews is now distributing papers to Laredo, Brownsville, Corpus Christi and other cities in the area with Noorduyn Norseman craft.

► **Trans-Caribbean Air Cargo Lines, New York City,** will pay a five percent brokerage commission to freight forwarders on all cargo forwarded to the airline, according to William V. McTaggart, general traffic manager. The carrier operates DC-3 and DC-4 equipment to Miami, Puerto Rico and Havana.

► **Continental Sky-Van, Inc., Oakland, Cal.,** has applied for CAB certification to conduct scheduled passenger and cargo operations transcontinentally and on a circular route including Los Angeles, Reno, Nev., Sacramento and San Francisco. Company proposes use of DC-3's and DC-4's and now owns three converted DC-3's, according to Louis M. Clark, Jr., president.

► **Arizona Airways, Phoenix,** has added twice-weekly flights from Phoenix to Winslow, and special summer tourist rates have been introduced on trips to Tucson and Nogales. H. O. Nelson, president, announced recently.

► **Lep Transport, Ltd., Montreal,** started non-scheduled freight service from Montreal to Bogota, Colombia, last month with chartered planes.

► **Air Travel, Inc., San Francisco,** has requested a CAB certificate authorizing non-scheduled cargo operations from San Francisco and Los Angeles to Chicago, Philadelphia, New York and Boston. The newly-formed company now owns one C-54 and intends to purchase at least nine other planes of the same type, according to George W. Tompkins, president and treasurer.

► **Fruehauf Trailer Co.** has purchased a 14-passenger Lockheed Lodestar for the company's sales department. Another Lodestar, used as Fruehauf's executive plane, is currently flying top company officials through South America for business conferences with distributors.

► **Public Flyers, Inc., New York,** is negotiating with Rich's, Inc., Atlanta, Ga., department store, to transport dresses and other apparel directly from the manufacturer.

► **Skyfreight Airlines, Inc., Dallas,** is operating five DC-3's principally between Newark and Los Angeles via St. Louis, Dallas and Phoenix. The line carries cargo only at rates between 10.4 and 13.8 cents a ton mile and maintains its principal operating base at Lambert Field, St. Louis. Officers include R. L. Wingfield, president; C. F. McKenna and W. G. Shoemaker, vice presidents; and S. H. Newbury, secretary-treasurer.

► **Air Facilities Corp., New York City,** has increased its authorized capital from 100 shares of no par value stock to 5,000 shares of preferred \$100 par value stock and 1,000 shares of no par value common stock.

## First 'Copter Contract Service Uses S-51's

First air transport company to put a helicopter into contract service starts operations this month when Helicopter Air Transport, Inc., of Philadelphia, commences flights chartered by an industrial corporation for inspection of dock installations and other work.

Though formed last September, Helicopter Air Transport, which is using S-51 Sikorskys, withheld announcement of its operation until a few days ago, preferring to wait until it had the equipment, the personnel, and the contracts.

The first machine was delivered July 29, and two more are expected Aug. 20. By the end of the year the corporation hopes to have 12, although all may not be Sikorskys.

Identity of the firms with which the company has contracts was not disclosed at first. Officials said, however, primary operations would consist in part of carrying engineers to inspect sites of structural installations.

The company planned to file application within a few days for CAB certificate to carry mail by helicopter at most major cities.

President of the firm is John Wilford, brother of E. Burke Wilford, whose attempts to obtain backing for a feederline "gyrocopter" were described in AVIATION NEWS, March 12, 1945. Associated with it are Sigmund Janas, president of Colonial Airlines; Sigmund Janas, Jr., of Colonial; Norman Edgar, who has had experience in air transport in Great Britain and is a pilot; Lou Leavitt, widely known as a helicopter test pilot; Joseph Parrish, a founder of Maine Air Transport Co.; and Amos J. Peaslee, director of Alaska Airlines. Janas will advise the new firm on airmail.

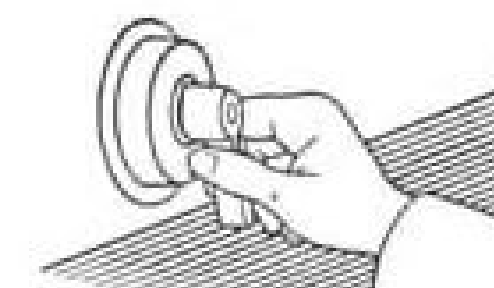


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AVIATION NEWS • August 5, 1946

29



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## TRANSPORT

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### U.S. Abandons 'Free Air' Policy; Approves Organization of ICAO

Chicago Plan scrapped for realistic bilateral agreement policy; Senate mollified by action, votes for signing Civil Aviation Convention.

Leaving the world-wide "free air" plan envisioned at the 1944 Chicago Civil Aviation Conference as an ideal in the background, the United States took two forward steps on a realistic international air policy course last week.

1. It became a signatory to the Civil Aviation Convention establishing a permanent international civil aviation organization (ICAO) and international air navigation standards. The Senate ratified the convention, one of four agreements drawn up at Chicago, without opposition. ICAO, slated to succeed PICAQ, the provisional international aviation organization, will start functioning as soon as there are 26 signatory nations. There are now 12.

2. Conceding the "five freedoms" agreement drafted at the Chicago conference as a lost cause, the State Department announced formal withdrawal of the U. S. as a signatory. The agreement, looking to world-wide interchange of air traffic rights among the nations, provided the "fifth freedom" operating right—or the right to pick up traffic in a second country and carry it to a third, as well as transit and technical stop rights for all signatory nations in the territories of all other signatory nations.

► **Seek Dutch Pact**—Of the 15 nations which have subscribed to the "five freedoms" agreement, only two, aside from the U. S., have developed international air services—Sweden and the Netherlands. The U. S. has already negotiated a bilateral air agreement with Sweden, supplanting the air arrangements agreed to between the two countries as signatories of the "five freedoms" agreement. A bilateral agreement with the Netherlands is non-contemplated.

It has been obvious since last January that the Administration had abandoned the multilateral approach to achieve "five freedoms"

operating rights in other nations and was proceeding with a bilateral approach. Administration officials attested to the change in policy several months ago (AVIATION NEWS, March 18).

Official cognizance last week of the change in policy through withdrawal from the Chicago "five freedoms" agreement cleared a confused situation in which the U. S. was in the position of subscribing to the multilateral approach and pursuing a bilateral approach. U. S. withdrawal from the agreement will not be an accomplished fact for another year since the terms of the pact require a year's advance notice of intent to withdraw.

► **Senate Approves**—U. S. abandonment of the "five freedoms" agreement, main target of Congressional criticism of Administration air policy, placated Senate opposition to ratification of the Civil Aviation Convention.

With the "five freedoms" agreement officially discarded, Congressional opposition to the Administration's air policy is now directed

against the 17 executive bilateral air agreements which have been negotiated with separate nations, and which carry out, piecemeal fashion, the "five freedoms" policy of reciprocity of air traffic rights.

Initial aim of the opponents of the bilateral agreements is to require that they take the form of treaties, subject to two-thirds clearance by the Senate. A resolution adopted by the Senate Commerce Committee, 17 to 1, recommended this course.

► **No Change Likely**—Buttressed in its position that air agreements can legally take the form of executive agreements by Attorney General Tom Clark, the Administration has ignored the recommendation of the Senate committee.

It is now evident that the Administration will not convert to the treaty form, unless forced to do so by a new law—a development likely only in the event of a Republican opposition majority in the new Congress.

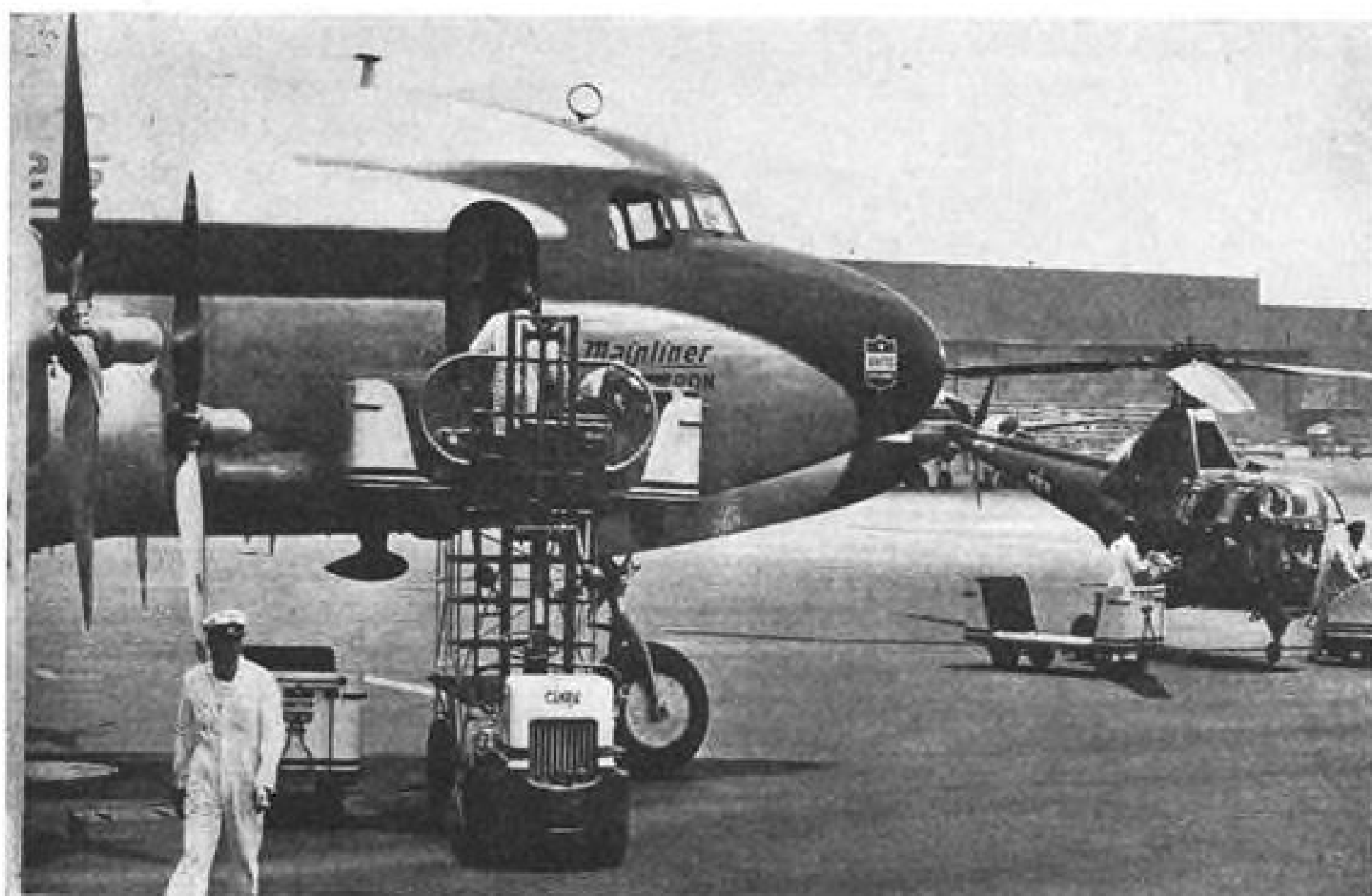
By the time the new Congress convenes in January, it is expected that a majority—perhaps all—of the bilateral air arrangements which this country plans to negotiate will have been negotiated. A Congressional law requiring that the already-concluded arrangements take the form of treaties, subject to Senate approval, would throw U. S. international aviation into confusion.

Of the two agreements drafted at the 1944 Chicago convention—in addition to the convention ratified last week and the "five freedoms" agreement rejected—one, the interim agreement setting up PICAQ, will be superseded by the conven-



#### FIRST CANADIAN-BUILT DC-4:

Powered with British Rolls Royce Merlin engines, this is the first DC-4M turned out by government-owned Canadair Ltd., Montreal, for Trans-Canada Airlines and the Department of National Defense, which have ordered 50 of the craft (AVIATION NEWS, July 22). Plane is of Douglas design with TCA modifications, and carries 40 passengers. It was christened "North Star" by Mrs. C. D. Howe, wife of the Minister of Reconstruction and Supply. (Canadian Film Board photo.)



#### FROM DC-4 TO HELICOPTER:

Scenes like this showing transfer of mail from a United Air Lines DC-4 to a helicopter may be common along the carrier's system if CAB grants its application for helicopter mail routes in the Chicago area, except that the helicopter would carry United's shield instead of the army star. UAL has indicated it will extend the idea to other large cities if CAB approves the Chicago application (AVIATION NEWS, July 29). Picture above was taken at Lockheed Air Terminal as helicopter mail tests started in the Los Angeles area. (Schmidt photo.)

tion establishing ICAO. The remaining agreement, the so-called "two freedoms" agreement, establishing international rights of transit and technical stop on a multilateral basis, is now functioning. Approximately 26 nations, including the U. S., have subscribed to the agreement. Russia is the only major nation which has declined to open its airspace to foreign airlines.

#### NWA Wage Hearings Postponed for Ten Days

Presidential fact-finding hearings in the union-management dispute at Northwest Airlines have been extended ten days, automatically moving the date of any new strike by the International Association of Machinists from Aug. 2 to Aug. 12 (AVIATION NEWS, July 15). Both sides charged the other with stalling at the St. Paul hearings before the extension was agreed upon.

NWA officials assert that the carrier's mechanics average \$55.56 base pay a week and have been working about two hours overtime to bring their wages to \$59.67 weekly. They said NWA's average pay for mechanics is higher than that of any other airline and declared that union demands would cost \$980,000 annually.

#### CAB Counsel Scores Northeast's Finances

A CAB public counsel's memorandum on the Northeast Airlines mail rate case has advised the Board that "it is apparent that NEA is now insolvent in the equity sense—unable to meet obligations as they mature." The memorandum also states that "public counsel is of the opinion that, in a large part at least, the financial difficulties of this carrier arise from lack of managerial foresight in estimating capital requirements."

Public counsel said that the net effect of granting recent NEA motions filed with the Board would be to permit the carrier to enjoy all the benefits of accepting the mail pay specified in CAB's show cause order of April 1 and at the same time to preserve its objections to the rates with the possibility of obtaining additional payments after a full hearing on the objections.

He declared that were it not that the interest of the public in the New England area might be adversely affected he would strongly oppose NEA's motions.

The memorandum estimated that on July 1 NEA's current accounts payable amounted to around \$500,000, and that cash on hand available

for payment of such accounts approximated \$116,000. Almost \$200,000 is payable to the carrier at the proposed mail rate for services performed since May 1, 1945.

#### Mexico Balks U.S. Air Routes to South

Collapse of negotiations at Mexico City blow to lines certified in Latin American decision.

Disagreeing on fundamental principles of reciprocity as well as on specific routes to be allotted each country's carriers, U. S. and Mexican representatives have adjourned indefinitely their month-long civil aviation conference in Mexico City.

Unless new negotiations are instituted soon, the break-up will have serious effects on plans of Braniff Airways, Eastern Air Lines and Western Air Lines to inaugurate service on routes granted by CAB in the Latin American decision.

► **Collapse Predicted**—Collapse of the meeting was a major possibility from the start, with Mexico insisting on a 50-50 division of passenger capacity and flight schedules across the border. This, in effect, would have meant that the Mexican carriers would be guaranteed carriage of half the passengers regardless of whether the passengers (preponderantly U. S.) wished to use their own flag lines.

Mexico refused to authorize the Braniff route from San Antonio and Laredo to Monterrey and Mexico City and was reluctant to grant Western's route from Los Angeles

#### Braniff's Blast

T. E. Braniff, president of Braniff Airways, has scorched Pan American Airways and its Mexican subsidiary, Compania Mexicana de Aviacion (CMA), as being primarily responsible for the failure of the U. S.-Mexican bilateral civil aviation conference last month.

Said Braniff: "The question of paramount importance in the conference which has adjourned unsuccessfully was whether the competitive airline situation was to be resolved in the public interest or in the interests of PAA and its Mexican satellite."

"The influence of these companies, which have had a stranglehold upon the Mexican situation for many years, was sufficient to prevent an agreement being reached between the two countries."

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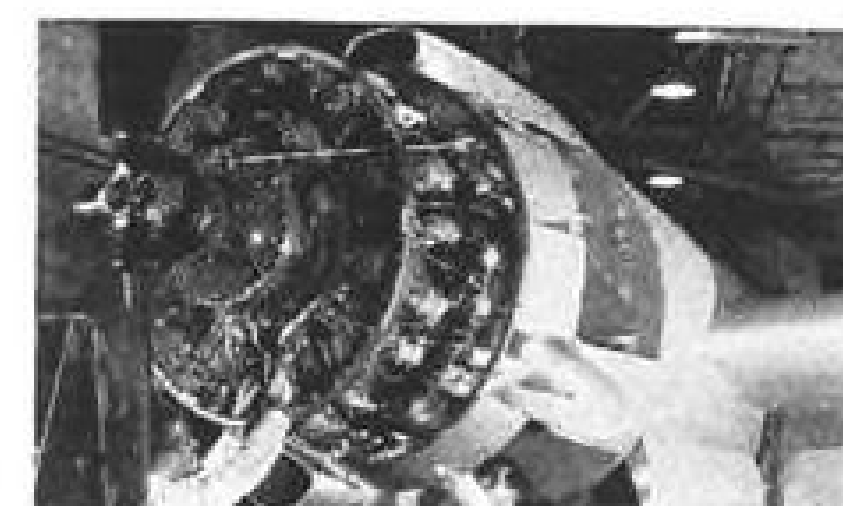
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and San Diego to La Paz and Mexico City. In addition to these runs, the U. S. asked Ft. Worth-Dallas and San Antonio to Monterrey and Mexico City (American); El Paso to Monterrey and Mexico City (American); Houston and New Orleans to Merida and beyond (PAA); Miami via Havana to Merida and beyond (PAA); Houston, Corpus Christi and Brownsville to Tampico, Mexico City and beyond (PAA); and New Orleans to Mexico City (Eastern).

**Routes Listed**—For these eight routes, the U. S. delegation, headed by CAB Vice Chairman Oswald Ryan, was prepared to grant Mexican carriers nine, including two to Los Angeles, one to San Antonio and Ft. Worth-Dallas, two to Houston, one to Brownsville and Houston, one Canada via San Antonio and Detroit, one to New Orleans and New York, and one to Miami.

Mexican delegates claimed the American proposals would have given American companies 80 percent of the traffic, adding that U. S. lines would have been able to fly to and through Mexico on their way to South America, while Mexican lines would be confined largely to border traffic.

## Skyway Corp Asks CAB To Reconsider 'Copter Case

Tests of helicopter mail service in the Los Angeles area and early availability of the Sikorsky S-51 for commercial operations have been advanced by Skyway Corp., Providence, R. I., as reasons for CAB to reconsider its denial of the company's route applications in the New England area case.

The Board's decision had described helicopter applications as "premature" since the record in the case did not permit a finding that the proposed services could be inaugurated within a reasonable time with adequate equipment.

Skyway contends that while the seven-passenger helicopter it originally proposed using is not available, Sikorsky officials are prepared to present evidence that the three-passenger S-51 can be suitably and profitably operated on the carrier's projected routes between airports and city centers and between neighboring urban points.

Revealing that it has already bought an S-51 on which delivery is expected before Sept. 1, Skyway said it plans to purchase additional helicopters shortly. Company officials state they are willing to inaugurate their service without mail pay, or at a non-subsidy rate.

## Major Airlines Ponder 10 Percent Penalty for 'No-Show' Passengers

United Asks CAB for approval of new tariff while ATA committee recommends \$2.50 minimum charge if reservations not cancelled four hours before flight time.

By BLAINE STUBBLEFIELD

Harried by shortage of equipment and increasing demands for more passenger space than they can hope to supply for months to come, the airlines, through the Air Transport Association, are considering a move to cut 10 percent from refunds on tickets of no-shows who are depriving the public of seats by the thousands.

United Air Lines has filed with CAB a letter of intent indicating it will ask approval of a tariff authorizing 10 percent deduction on refunds to no-shows. UAL has been joined by Western, Inland, and Pioneer. The letter asks that CAB waive or reduce the 30-day waiting period required by law.

The Tariff and Rates Committee of ATA, acting on instruction of the Board of Directors, has recommended a penalty charge of 10 percent of the unused portion of the ticket, or a minimum charge of \$2.50, whichever is larger, whenever the holder fails to cancel within four hours before schedule departure. The patron could give notice of cancellation in person, or by letter or telegram.

**Recommend Draft**—The Committee recommended that the Ticket and Baggage Committee draft a proposed Rule 15 to be submitted to all participating carriers for concurrence or suggestions. It was recommended that the airline named in the first unused flight coupon of a ticket subject to the service charge retain the penalty.

CAB will be told by ATA, if it presents a petition, that the no-show abuse is not only hurting airline balance sheets but also seriously impeding public travel and progress of postwar readjustment.

While the traffic committee was unanimous in its recommendation to ATA's Board of Directors, airline officials are by no means in agreement on the severity of measures to be taken. They realize that air travelers have legitimate complaints of their own: the difficulty of getting on the airlines at all; uncertainty due to trip cancellations

and delays; and mis-handling by untrained airline traffic personnel.

**Rickenbacker's View**—Captain E. V. Rickenbacker, president of Eastern, said his company has "untold thousands" of no-shows, but many of them try and fail to cancel, because of what he termed "telephonitis"—inability to reach ticket offices on overworked phone lines. One point of disagreement among airline officials is whether to accept telephone cancellations, which would impose additional burden on reservations departments. Rickenbacker favored some penalty on no-shows, but said his company is doing everything else possible.

Many local traffic managers, though they are keeping quiet about it, are opposed to the penalty, because they see the travelers' troubles at first hand, and because they know that most patrons would consume personnel's time trying to talk themselves out of the refund discount.

**Pullman Rules**—Official comment was not available from United Air Lines, but informed persons said the company was taking the initiative with CAB, with the expectation of being joined by most or all of the other operators.

New rules adopted by the Pullman Company and approved by the Interstate Commerce Commission effective Aug. 1 require ticketed passengers to cancel their reservations the day before departure, or accept a discount on the refund, depending upon resale of the accommodation by the agent of the conductor.

## Pogue Forms Firm

L. Welch Pogue, former chairman, and George C. Neal, former general counsel of the Civil Aeronautics Board have formed a law partnership as Pogue & Neal, with offices in the Carlton hotel, Washington. Neal is now seeking admission to the District of Columbia bar, but neither may appear before the Board for six months in connection with any proceeding under Board consideration while he was at CAB.

## Status of Idlewild Remains Tangled

Mayor hints direct city action; Port Authority proposes use of Newark field.

While New York's Mayor O'Dwyer tries to disentangle the political and economic redtape wrapped around Idlewild Airport, a proposal by the Port of New York Authority for operation of Newark's already congested municipal airport has been submitted to the New Jersey city's commissioners. But so far, only Idlewild promises real relief from congestion to international airlines, now jammed into the Marine Terminal corner of La Guardia field.

The three-man New York City Airport Authority, expected to solve all airport financial and operating problems, especially at Idlewild, by issuing its own bonds, has turned out to be a political football. Mayor O'Dwyer now hints at direct city action for Idlewild, provided the \$230,000,000 estimated finishing cost can be reduced to about \$50,000,000. This may require reduction in field size and temporary instead of permanent buildings.

Return of the Mayor to the airport building and operating formula of his predecessor, appears to have been inspired in part by insistence of airline lessees at Idlewild that abrogation of their contracts with the city might set a precedent that would eventually undermine similar obligations at any airport in the world.

Only evidence of progress in Idlewild's long list of problems seems to be termination of the union jurisdictional dispute over electric power lines. This controversy brought everything at the big field to a standstill last Fall. The city has now voted to rescind its contract with the Arc Electrical Construction Co., and power line tie-ins are now slated to be handled by Consolidated Edison.

Other airport developments:

**Kansas City, Kan.**—Return of Fairfax Airport and the North American modification center to city control within the next two months has been assured following recent conferences between municipal representatives and federal officials in Washington. The airport proper now is being used as an Army base, and the modification center is under lease by the RFC to TWA as an overhaul center.

**Phoenix**—Plans for improvements and developments costing \$4,500,000 for Sky Harbor airport have been approved by the Municipal Aeronautics Commission and sent to the Phoenix City Commis-

sion for further consideration. The federal government would assume the major cost of the project, which would include extension of runways to 7,000 ft. or more compared to the present 4,000-5,200 ft.

**Houston**—Traffic through the Houston Municipal Airport almost doubled both in number of passengers and flights in the first six months of 1946 compared to the same 1945 period. First half-year figures for 1946 show 97,560 passengers arrived or departed from the airport, compared with 56,625 in the first six months of 1945. Scheduled daily flights increased from 23 on Jan. 1 to 45 on June 30.

**Springfield, Mo.**—Springfield's new municipal airport—expected to show a deficit during initial operation—earned a profit of \$3.55 during the first six months of the year, according to a city audit.

**Dallas**—A second addition to the Love Field terminal, and alterations that will triple lobby and ticket counter space, have been approved in tentative form by the city council.

**New Orleans**—Placing of municipally-owned Moisant International Airport, its grounds and buildings, on tax rolls as recently ordered by the Louisiana State Tax Commission has been called unconstitutional by the assistant city attorney.

## Colombian Airlines Given U. S. Permits

Two Colombian airlines, Lineas Aereas TACA de Colombia and Aerovias Nacionales de Colombia (Avianca), have received foreign air carrier permits from CAB for routes into the U. S. The authorizations were approved by the President. This makes 14 grants of foreign air carrier permits.

TACA de Colombia will operate from Bogota, Colombia, to Balboa, C. Z., and between Bogota and Miami via intermediate points in Jamaica and Cuba. Avianca will fly between Bogota and Balboa and between Barranquilla, Colombia, and Miami without way stops.

The Board denied both applicants' requests for service to New York. It indicated that Eastern Air Lines and National Airlines provide adequate connecting service and pointed out that since no U. S. carrier has been granted a New York-Columbia route reciprocity was not involved. CAB said that while the U. S.-Colombian air service agreement requires reciprocity of both countries it does not require either nation to grant all routes for which application is made.

## C&S Asks New Route

Chicago and Southern Air Lines has filed an application with CAB requesting a new route between Detroit and Washington, D.C., via Toledo, Cleveland, Akron, Canton, Youngstown and Pittsburgh.



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## Post Office Backing Spurs 'Copter Plans

Los Angeles mail experiment pronounced 'success' after 30 day test; need for better equipment seen.

The Post Office Department, in expressing satisfaction with the results of recently-concluded tests in the Los Angeles area, has moved another step toward official backing of helicopter mail service routes in metropolitan districts (AVIATION NEWS, July 15).

Complete data on the experiments—conducted with six Army R-5A's and R-5D's—have not yet been submitted to Postmaster General Robert Hannegan and Second Assistant Postmaster General Gael Sullivan pending their return from Europe. It is expected that they will authorize the Department to present evidence and testimony favorable to service in the Los Angeles area when route applicants are heard by CAB examiners Sept. 9.

► **More Applications**—Immediate result of the publicity given the tests,

combined with the Post Office Department's flat assertion that they were a success, probably will be a sharp increase in helicopter route applications from all sections of the country. First indication of such an upswing is already apparent from a survey of new proceedings docketed by CAB in the past six weeks. Most of these applications involve passenger and cargo service in addition to carriage of mail—thus proposing operations considerably more ambitious than the recent West Coast tests.

While the tests disclosed the need for substantial modifications in routes and procedures, they also indicated the extent to which a helicopter specially built for mail pick-up and delivery work would be superior to the Army's rescue-type planes. Observers at the experiment believe that with a properly-equipped plane stops would be reduced to a minimum.

► **Need Radio Contacts**—Slowing over each outlying post office, the helicopter would make the pick-up of outgoing mail automatically. Mail destined for that point would be

## Executive Bomber

Conversion of a nearly new B-17 bomber to a 10-passenger executive transport for use by Brig. Gen. T. B. Wilson, chairman of TWA's board of directors and managing director of the airline's International Division, was scheduled for completion last week.

Modification of the *Flying Fortress*, following the lines of a similar conversion made for General MacArthur during the war, was begun at Boeing Aircraft Co.'s Seattle plant early in July. General Wilson will use the plane in connection with his duties as head of TWA's international operations.

dropped into a net. Consideration is also being given to a suggestion that a short wave receiver be installed at each post office served by helicopter to enable the pilot to give word or his approach.

The Los Angeles experiments included two main routes—one following the coast with Long Beach as its southern terminal, the other running inland to Santa Ana. A shuttle route between Lockheed Air Terminal and the Terminal Annex roof of the Los Angeles post office was also flown, the latter run being outstandingly successful.

Applications of three companies. Southwest Airways Co., Los Angeles Airways, Inc., and Terminal Airlines (Charles H. Babb), are included in the Sept. 9 hearings.

## Ask New System

A new system for airport classification—ratings by the number of operations per hour—has been proposed by the Air Transport Association in a manual published recently on the selection and layout of airports. The publication is the first of a series of six Airline Airport Design Manuals which present the viewpoint of the scheduled airlines on the facilities they require.

## DIRECTOR OF PURCHASING

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## CAB ACTION

The Civil Aeronautics Board:

- Authorized British Overseas Airways Corp. to increase frequencies operated between New York and London to daily service in each direction until further order and authorized same carrier to increase frequencies operated between Baltimore and Bermuda to daily service in each direction for the two-weeks period from July 23 to Aug. 6.
- Denied petition of Mountain States Aviation, Inc., for rehearing, reargument and reconsideration and motion for stay of Board's final order in Rocky Mountain area case (Docket 152 et al.); and denied petition of Challenger Airlines, Inc., for reconsideration and/or rehearing of same proceeding.
- Consolidated Detroit-Washington route applications of Northwest Airlines (Docket 679), TWA (Docket 2014), United Air Lines (Dockets 2082 and 2090), Eastern Air Lines (Docket 2350) and PCA (Docket 2380) in one proceeding (Docket 679 et al.) and granted American Airlines permission to intervene.
- Permitted Eastern Air Lines to inaugurate non-stop service between Louisville and St. Louis on AM 47; between New York and Charleston, S. C., and between Baltimore and Jacksonville on AM 6; and granted same carrier temporary exemption to operate flights with four-engine equipment between Atlanta, Ga., and Tampa, Fla., on AM 40 without stopping at Tallahassee Fla., until further notice.
- Denied petition of Page Airways, Inc., for dismissal and, in the alternative, for reconsideration reargument, rehearing and for additional findings of fact in Board's investigation of the carrier (Docket 1896).
- Denied petition of South East Airlines, Inc., to reopen Southeastern States area case to receive additional evidence.
- Permitted PCA to inaugurate non-stop service between Rochester, N. Y., and Harrisburg, Pa., on AM 34.
- Dismissed from the Boston-New York-Atlanta-New Orleans case (Docket 730 et al.) application of Freight-Flite Inc., (Docket 807) at applicant's request; and dismissed the applications of Arthur A. Fogarty (Docket 2192), Palmer Airlines (Docket 2193) and Skyway Transportation, Inc., (Docket 2194) from same proceeding for want of prosecution.

## CAB SCHEDULE

- Aug. 6. Prehearing conference on Board's investigation of Railway Express Agency-Northwest Airlines cargo tariff agreement. Postponed from July 26. (Docket 2340.)
- Aug. 9. Briefs due in Arizona Airways' case for acquisition of TWA's AM 38. Extended from July 17. (Docket 2005.)
- Aug. 12. Briefs due in Southeastern States area case. Extended from July 29. (Docket 501 et al.)
- Aug. 12. Briefs due in route consolidation applications of Eastern Air Lines and Delta Air Lines. (Docket 1971 et al.)
- Aug. 12. Hearing in Arizona-New Mexico area case. Postponed from July 22. (Docket 968 et al.)
- Aug. 13. Prehearing conference in freight forwarder case. (Docket 681.)
- Aug. 15. Exchange of exhibits in Los Angeles helicopter service case. (Docket 896 et al.)
- Aug. 16. Exhibits due on TWA's Italian agreement. (Docket 2337.)
- Aug. 20. Briefs due in Air Commuting, Inc., route case. (Docket 1642.)
- Aug. 26. Briefs due in Boston-New York-Atlanta-New Orleans route case. (Docket 730 et al.)
- Aug. 26. Oral argument in Southeastern states route case. (Docket 501 et al.)
- Aug. 26. Rebuttal exhibits due on TWA's Italian agreement. (Docket 2337.)
- Aug. 30. Exchange of exhibits in air freight case. (Docket 810 et al.)
- Aug. 31. Exchange of rebuttal exhibits in Los Angeles helicopter service case. (Docket 896 et al.)
- Sept. 1. Exchange of exhibits in Detroit-Washington route case. (Docket 679 et al.)
- Sept. 3. Written comment due on proposed amendment of Section 292.1 of the Economic Regulations, affecting non-scheduled air carriers. Extended from July 22. (Docket 2337.)
- Sept. 9. Reargument on portion of Hawaiian route case. (Docket 851 et al.)
- Sept. 9. Hearing in Los Angeles helicopter service case. Postponed from July 10. (Dockets 896 and 1821.)
- Sept. 10. Exchange of exhibits in Pan American Airways' domestic route case. (Docket 1803.)
- Sept. 15. Exchange of rebuttal exhibits in Detroit-Washington route case. (Docket 679 et al.)
- Sept. 16. Reargument on portion of Latin American route case. (Docket 525 et al.)
- Sept. 23. Hearing in Detroit-Washington route case. (Docket 679 et al.)

- Sept. 28. Exchange of rebuttal exhibits in air freight case. (Docket 810 et al.)
- Oct. 14. Exchange of rebuttal exhibits in Pan American Airways' domestic route case. (Docket 1803.)
- Oct. 14. Hearing in air freight case. (Docket 810 et al.)
- Oct. 29. Hearing in Pan American Airways' domestic route case. (Docket 1803.)

## American Overseas Boosts Atlantic Hops

American Overseas Airlines last week increased its trans-Atlantic flights by 30 percent and at the same time announced a reduction of up to 10 percent in passenger fares between U. S. and Scandinavian cities.

Four new round trips weekly went into effect following the rental of two specially-converted cargo C-54's. Addition of three new schedules weekly was originally set for July 15 but delayed because of the *Constellation* grounding. Total weekly flights in the New York to London service now number 15.

The lowered fares are from New York to Copenhagen, Oslo and Stockholm but will also be in effect from Boston, Chicago, Philadelphia and Washington when AOA service is resumed from those points to Europe—possibly around Sept. 15.

The new rates were established temporarily with CAB approval until the Board takes action on further reductions proposed by the North Atlantic Traffic Conference of the International Air Transport Assn.

Other new services:

- **Eastern**—Inaugurated the first non-stop service between Boston and Washington and the first two-stop service between Boston and St. Louis last week.
- **Pan American**—Recently started a new daily non-stop service between Miami and Panama; a second daily service between New Orleans and Panama; a third daily trip between Puerto Rico and New York; and an additional daily flight between Miami and Puerto Rico.
- **British Pacific Commonwealth Airlines, Ltd.**—Is developing plans for institution of DC-4M service from Sydney, Australia, and Auckland, New Zealand, to the U. S. and Canada. Initial operations will probably provide three round trips a fortnight between Australia and North America and one trip fortnightly between New Zealand and North America.
- **Avianca** (Aerovias Nacionales de Colombia)—Recently completed its first exploratory flight from Cali, Colombia, to Quito, Ecuador, preparatory to establishing regular service between the two cities.

## Airlines Object

American Overseas Airlines and Pan American Airways have filed notices of objection to CAB's show cause orders proposing temporary rates for overseas air mail (AVIATION NEWS, July 29).

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## In Fairness to the Connies

THE FLOOD of misleading and botched-up news stories in the press on the Lockheed *Constellation's* grounding has set a new high. Mainly responsible was inept publicity handling by the CAA and the CAB, both of whose public information staffs were crippled by vacation season. There is no one who does not want every possible change made to improve safety in the *Constellation*, or any other airplane. No one knows at this point which recommendations will be made as the result of the hearing at Reading last week. But there are several points which have been neglected in the press stories which the public should have been told. A few of these points follow:

1. Revocation of the certificate for the present model did not mean that the airplanes already built would not fly again. The public should be told that these same planes can be converted to another model by meeting revised requirements. A new letter or number will be designated for these improved planes now grounded. Most readers of newspapers and of the government press handouts failed to realize that CAA can change the model number of any single plane or series of planes, even after they have been in service for years.

2. The Constellations will fly again, better than ever.

3. As far as we can learn, until the accident on a training flight in July, *Constellations* had been flown for three and a half years without even an injury to passengers or crews. They had flown about 182,785,000 passenger miles.

4. TWA alone had flown *Constellations* up to July 11 some 4,000,000 miles without injury to passenger or crew.

5. CAA, which grounded the Connies, also approved it fully before giving it airworthiness papers, and one of the CAA officials wrote after the tests that the Constellation's fire protection system was the most advanced of any transport CAA had ever checked.

6. The second Constellation built flew for Air Transport Command for a thousand hours before overhaul. The usual period is 500 hours.

7. The *Constellation* completed its 200-hour proving run for CAA in 31 days, described as a record for transport aircraft.

8. The ship passed Army Air Forces static tests without necessity for a single re-run.

9. Seventy-three crews were trained by the ATC on *Constellation* aircraft without an injury.

10. At no time has evidence been found of faulty designing or production in the airframe.

Without underestimating the need for continued safety, with every possible improvement to the *Constellation* or any other plane, the public should be told the facts above in order to form a fair opinion on the subject.

# Banning Planes from Parks

**S**HADES OF 1910 and the early horseless-carriage days, when a vociferous minority indignantly demanded banning the motor car from wide areas of the country on the nuisance charge.

As a carryover from the regime of that Old Curmudgeon, the former Secretary of the Interior, a move is underfoot to grind out another of those restrictive regulations which are already in such long supply. The nuisance rating of the airplane, according to the National Parks Administration, demands that every one of those modern flying machines be compelled to maintain at least 2,000 feet altitude over any national park. There are millions of park acres in this country. Most of them are inhabited by nothing more than the birds and the

bees, and assorted wild animals which are nervous as cats anyhow.

In the meantime, the national parks people contend they want more visitors, but hold on to their previous strict policy forbidding a single landing strip on any of the Federal park domain. Any nature lovers must arrive strictly by a conventional clean train, a quiet fumeless bus, or your private auto, which you will be permitted to drive on any number of well-built park roads. Many such park highways pass within a few feet of birds' nests, animal lairs, and habitations of human beings who came out for rest and quiet.

The Aircraft Owners & Pilots Association has filed a strenuous objection against minimum altitude regimentation with the Civil Aeronautics Administrator, and furthermore urges CAA to do what it can to encourage establishment of landing strips in national parks so that owners of personal aircraft can enjoy park facilities brought into their reach by this new medium of transportation, which is here to stay, really.

## CAA Housecleaning

FOR MANY MONTHS, AVIATION NEWS editorials have deplored the fact that too many Old Guard carry-overs in Mr. T. P. Wright's administration at CAA have remained to block progress in carrying out the Administrator's program. The public service was forgotten, if it was ever considered, by red tape artists with chips on their shoulders who prefer adding employees to increasing efficiency by firing a few incompetents.

These few but powerful built-in bottlenecks have been responsible for a high percentage of the black marks the public has added up against CAA. The honest criticisms of the aviation press have offended several top CAA people, who have let us editors know they will refuse to answer any subsequent editorials because we are only trying to increase our circulation, anyhow.

The Safety Regulation top executive of CAA, Fred Lanter, in charge of General Inspection, Engineering, Air Carrier Division, and the perverted Medical Division, has been responsible for probably 90 percent of the public squawks against CAA. Last week it seeped out that Mr. Lanter, Assistant Administrator for Safety Regulation, is being transferred to Atlanta to head up Region 2. He will be replaced by Al S. Koch, Assistant Administrator brought over from the field and international service. We think the idea of unwarranted public attacks against individuals is rather cheap journalism. But a consensus of at least 50 of the most respected and experienced aviation executives we contacted before starting this campaign for a CAA cleanup left no doubt that the best elements in the manufacturing and fixed base operation field felt a change was necessary in the head office of CAA Safety Regulation. Furthermore, this information was communicated to high Commerce Department and CAA officials before a word was ever written in AVIATION NEWS editorials on the subject. The pleas for CAA housecleaning by Mr. Wright were honest reflections from the long suffering aviation industry and public.

Al Koch is another old timer at CAA, and there are some who say he is a big question mark as far as reversing some attitudes and policies in safety regulation is concerned. But he has the confidence of the Administrator, and he promises to wipe out the bottlenecks. We wish him all of the best. He will need it, to clean out the undesirables he has inherited, to promote those who deserve a break after all of these years, and to bring in some progressive new public servants.

It is a long step toward a good housecleaning, Mr. Wright. We await the next move.

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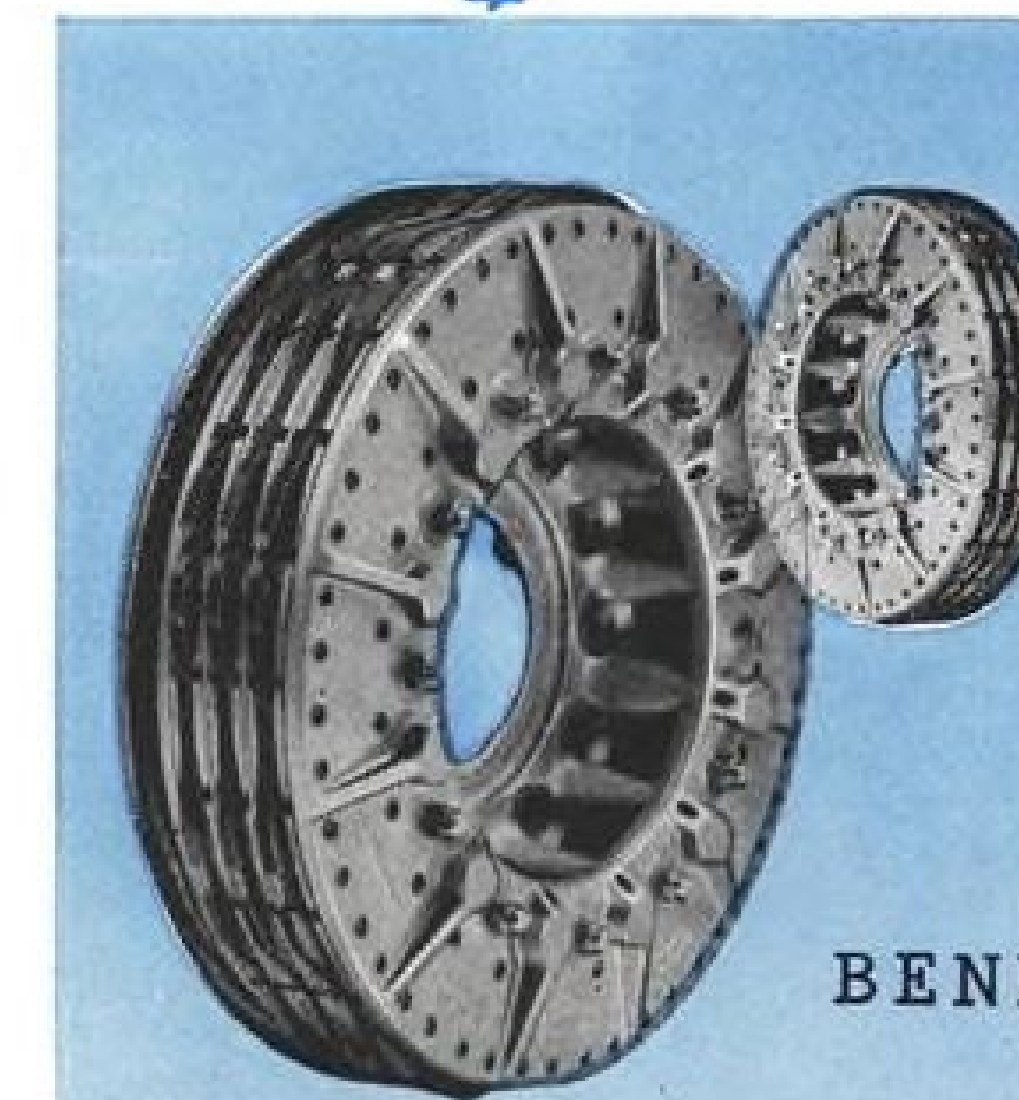
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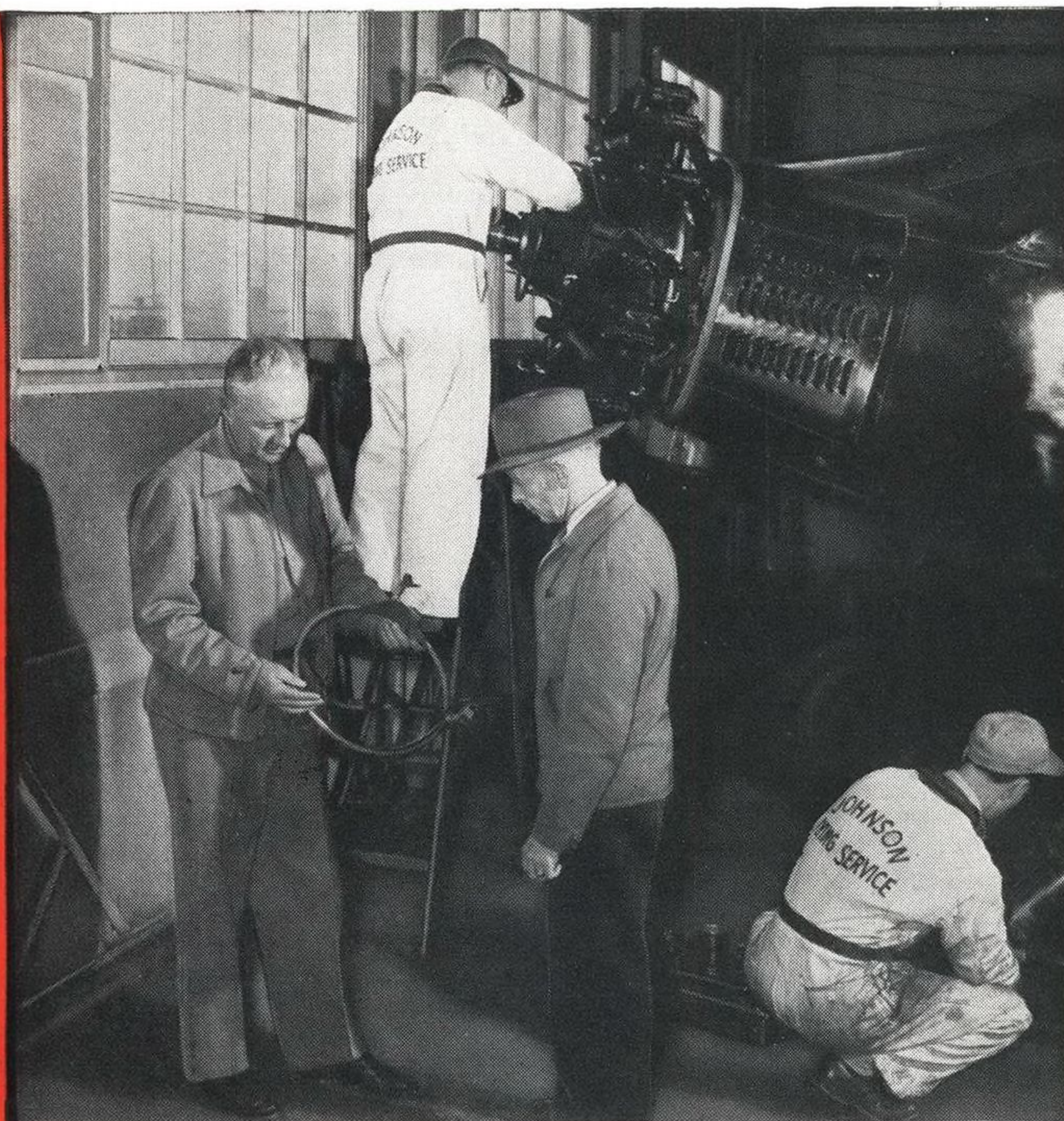
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"U.S. Forest Service Photo"



Checking a "smoke jumper's" gear before take-off. Note "catcher's mask" to protect face from tree branches in landing. Jumpers carry food and supplies for two days.

Bob Johnson, on the left, is rated one of the country's foremost mountain pilots. In addition to his "smoke jumping" service, Johnson leases planes for aerial game counts, ferries freight into isolated settlements, flies many rescue missions. Johnson Flying Service has used Texaco Aviation Products for many years.



# JOHNSON FLYING SERVICE

## "Smoke Jumping" HEADQUARTERS

**T**WENTY minutes after the first smoke of a forest fire is spotted, a plane takes off from Hale Field, Missoula, Montana, loaded with U.S. Forest Service "smoke jumpers" — specially trained fire-fighters who parachute down and get the fire under control before it reaches dangerous proportions. These "smoke jumper" planes are flown by skilled pilots of the Johnson Flying Service.

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