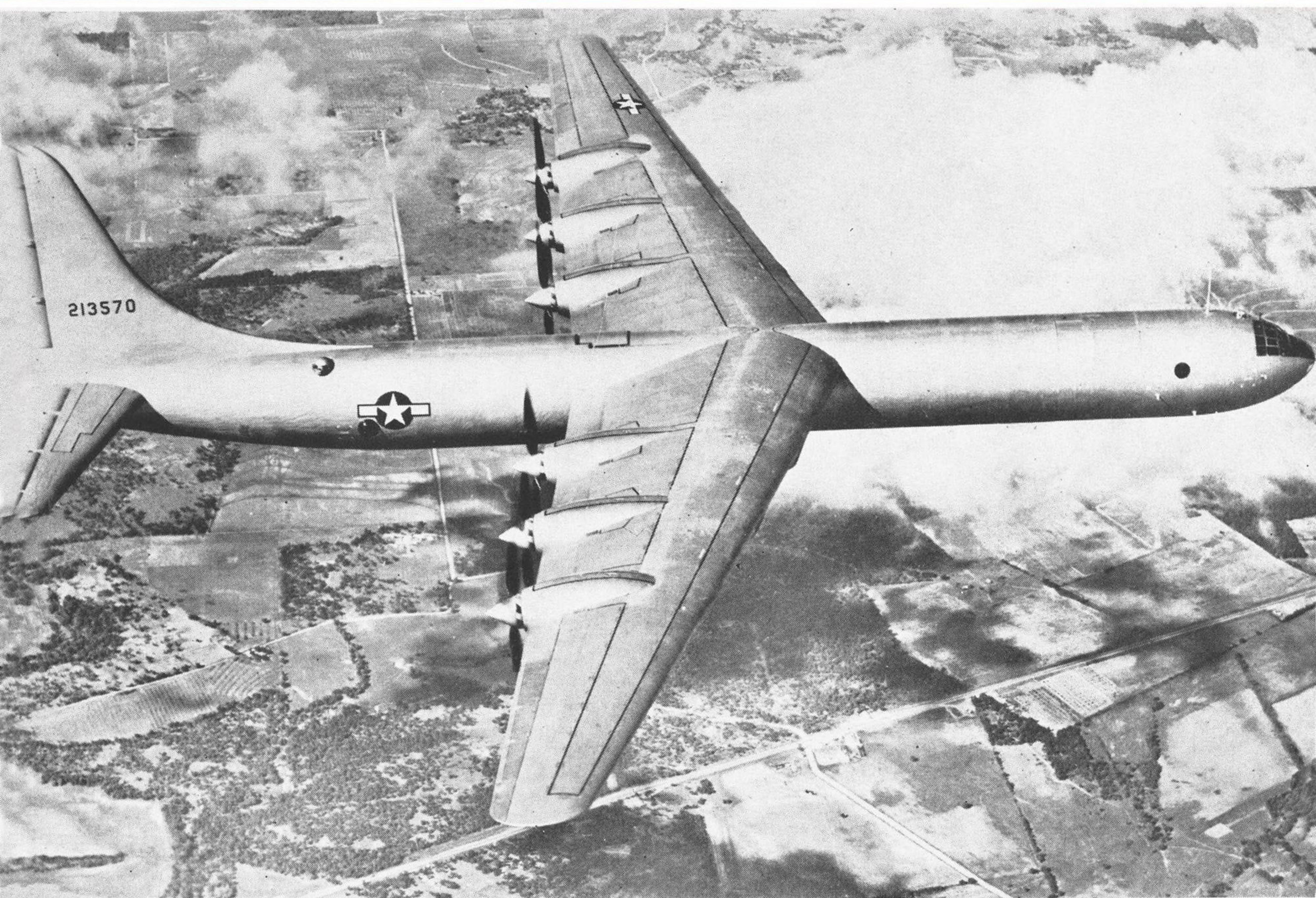


Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

NOVEMBER 18, 1946



Backbone of Strategic Air Force: *One of the few flight pictures released of Consolidated Vultee's giant XB-36 bomber for the Army Air Forces, now undergoing proving tests. With its 10,000 mile range practically giving it world coverage, the B-36 production version, of which 100 are on order, will be the main weapon of AAF's strategic air force. (See story on page 12)*

National Aircraft Show Displays Aerial Might of U. S.

Wartime achievement, peace potential of industry is theme of giant Cleveland exhibit....Page 7

Two New Roadable Planes Attack Old Problem Anew

Fulton "Airphibian" flown after 4,000 mi. road test; Plane-Mobile fits average garage....Page 15

Taxes and Federal Budget in Post-Election Spotlight

Republicans may cut defense spending; loss carry-back appears doomed.....Page 23

Alaskan Transport Lines Face New CAB Regulations

Examiner favors exemption of bush operators, closer supervision of regular lines.....Page 32

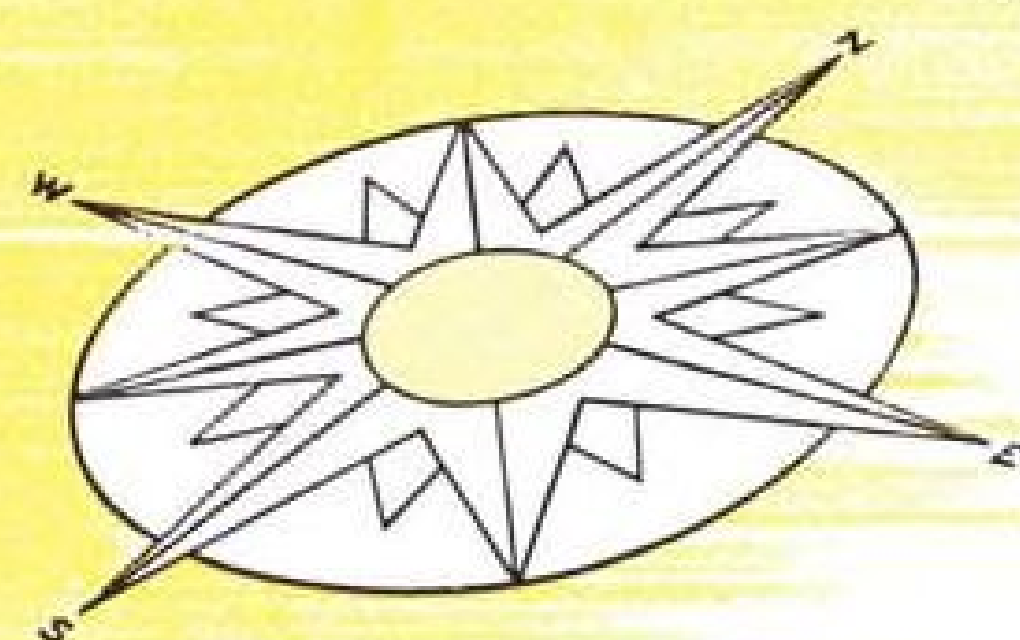
Lightplane Sales Resistance Seen in Stock Decline

Preferred shares also break sharply; Aeronca equities do best, survey shows.....Page 36

TWA Strike Losses Mount; Re-Hiring 300 Is Issue

Both sides charge stubborn unjustified demands; 10 points chosen for 3-man board.....Page 37

Our Business is Automatic Control



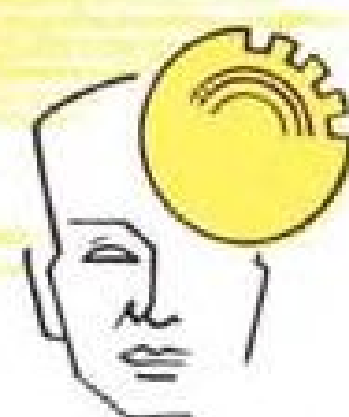
FOR 61 years—well over a half century—Minneapolis-Honeywell's business has been the development and application of automatic controls to specific needs.

In the air, Honeywell almost a decade ago recognized the increasing need for a wide variety of automatic controls.

The war crystallized these needs. They became a challenge which Honeywell met by producing the Electronic Autopilot and Electronic Turbo Supercharger Regulator, standard equipment today with the AAF. These together with the Electronic Fuel Gage and Cabin Temperature Control System, under the test of commercial competition, have won acceptance in the transport field.

By such performance, Honeywell has demonstrated that in the air, as in other fields, its business is automatic control. And you can expect automatic control to continue assuming its measure of responsibility for aeronautical progress. Minneapolis-Honeywell Regulator Company, 2669 Fourth Ave. So., Minneapolis 8, Minn. In Canada: Toronto 12, Ontario.

Aeronautical Service-Engineering Offices in New York, Washington, Dayton, Seattle and Los Angeles.



CREATIVE ENGINEERING

Makers of the Famous M-H Electronic Auto-pilot, standard on all AAF Four-engined Bombers.

MINNEAPOLIS
Honeywell
AERONAUTICAL CONTROLS

THE AVIATION NEWS

Washington Observer



BREWSTER'S DIMINISHING THREAT—Spokesmen for domestic airlines flying overseas evidence little apprehension over the possibility, now better than 50-50, that Sen. Brewster will emerge in the new Congress as chairman of the Senate Interstate & Foreign Commerce Committee. They concede that Republicans almost unanimously have supported Brewster's aggressive efforts to promote a "community company" policy, but feel Congress would not now put our international aviation in chaos with the route pattern in its present advanced development.

STEAMSHIPS MAP CAMPAIGN—House Merchant Marine & Fisheries Committee will push aggressively next session for legislation authorizing steamship companies to operate aircraft over their routes. Spearheading the campaign will be the committee's new chairman, GOP's Fred Bradley of Michigan, who will take over from the former chairman, Schuyler Otis Bland of Virginia. Bland's bills for sea-air operations have been pigeon-holed in past sessions.

TOUGH SLEDDING FOR AIRPORTS—Regardless of the outcome of the current squabble over CAA's policies in administering the airport program, Washington aviation observers take a dim view of the future of Federal airport financing. It will be an economy-minded Congress, slashing expenditures vigorously, and the airport program is likely to be one of the major victims. Communities which have been holding off airport construction until the government spigot could start flowing, will be caught short.

CONVAIR-LOCKHEED & JUSTICE—The on-again off-again rumors in the industry about Convair-Lockheed's proposed merger still are based on anxiety over the Justice Department's attitude. Reaction of some Washington attorneys is that the 1939 decision of the Supreme Court clearly restricted the area for anti-trust prosecution to cases in which common ownership controls over 50 percent of an industry. They also cite approval by Justice earlier this year of U. S. Steel's acquisition of the \$200,000,000 government-owned Geneva steel plant, which gave the concern control over a substantially larger segment of the steel industry (35 percent) than the Convair deal will exercise in aircraft.

ECONOMY HITS WEATHER SERVICES—Airlines are worried by closing of observation stations by

the Weather Bureau, due to Congressional cuts in the agency's personnel budget. Bureau officials have told the airlines unofficially that 50 stations may be discontinued. The first 10 were to be decommissioned Nov. 15. The air transport industry feels that with the tremendous increase in flight activity, more rather than fewer stations are needed. At many points, employees of airlines are already making official weather observations because the Bureau or CAA cannot afford to offer the service.

WHERE DOES PASSENGER LIABILITY START?—This problem plagues airline legal brains, and the coming meeting of international aeronautical law delegates in Cairo probably will take it up. The Warsaw convention of 1929, which has been ratified by 29 countries, failed to specify when the airline passenger becomes subject to its provisions. Is it when he boards the limousine? When he enters the terminal? When he steps out on the ramp? When his feet leave the ground to board the plane? Or when he steps aboard?

CARRIERS PONDER INTERCHANGE AGAIN—Hardly more than 18 months ago before CAB's renewed flurry of route certifications, the airlines were studying interchange of airliners to permit passengers to fly over two or more airlines without plane change. New route certificates and a more generous attitude toward approval of non-stop hops has stopped the talk for passengers. But the competition from the large non-scheduled and contract cargo services has brought the subject up again among the certificated lines. As one ATA official said: "It is vital that the scheduled airlines find some way to move property in planeload lots from point to point with at least the same freedom and as efficiently as non-scheduled contract carriers." A special industry committee is studying how best to interchange cargo—whether by scheduled or non-scheduled means, by a pool of special cargo planes, by individual containers, or by some type of all-weather glider.

SIMPLIFYING CAB CASES—CAB Chairman Landis is seeking some simplification of CAB procedure. One possibility is in restricting the area to be covered in CAB cases. As the airline system becomes more complex CAB's present policy of permitting all parties with indirect interest to participate brings an endless number of interveners. So far, chairman believes restriction of subject matter, increase in Board's staff are most feasible speed-up methods.

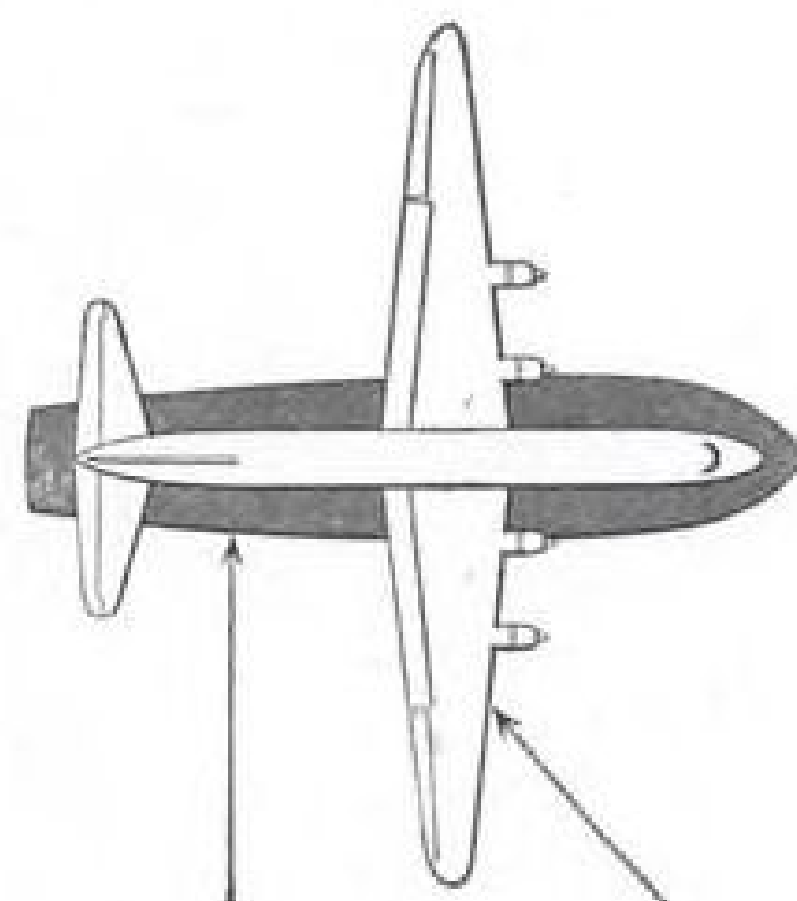
HANGAR FLYING



COURSE ONWARD

In October, 1797, the United States Navy proudly launched a graceful, three-masted, 44-gun frigate. In October, 1946, almost a century and a half later, they launched with equal pride a graceful, four-engined airborne transport.

Both ships are called the *Constitution*. The frigate was built in Boston by Joshua Humphreys—the transport in Burbank by Lockheed. Comparison:



	Humphreys'	Lockheed's
Length	175	156
Width	43½	189 (wingspan)
Height	230 (approx.)	50
Capacity	400	180
Top speed	12 (knots)	300 (miles)

As did the frigate in her time, the flying *Constitution* marks the beginning of a new chapter in naval achievement. A story in the *Boston Centinel* (October 25, 1797) once again becomes currently valid:

"The best judges have pronounced the 'Constitution' to be a perfect model of elegance, strength and durability. And every individual employed in her construction appears to pride himself in having assisted at the production of such a chef-d'oeuvre of naval architecture."

Look to Lockheed for Chefs-d'oeuvre

© Lockheed Aircraft Corporation, Burbank, California

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News Digest

DOMESTIC

Pilot and co-pilot were killed and 18 passengers were injured when a United Airlines DC-3 crashed into trees and high tension wires just north of the Cleveland Airport during a rainstorm.

Commodore Paul F. Lee succeeds Rear Adm. Harold G. Bowen as chief of Naval Research. Bowen will remain on duty in an advisory capacity until Dec. 1.

Jacob E. Smart resigned as executive vice-president of the Airpower League because of a pending assignment with the AAF. Charles Frazer, secretary and assistant, will direct activities.

Rear Adm. Felix Johnson succeeds Vice Adm. Arthur S. Carpenter as the Navy's Director of Public Relations. Johnson was formerly Carpenter's assistant.

International Air Express shipments for September gained 59 percent over the same month in 1945. For the nine-month period ending Sept. 30 International Air Express was up 49 percent from the previous year.

Unofficial nonstop transcontinental record of 6 hours and 30 minutes was set by a Lockheed Constellation flown from Burbank to New York by Stanley Granger of LAV Venezuelan Airlines.

FINANCIAL

Grumman Aircraft Engineering Corp. will pay a 50 cent dividend to common stockholders on Nov. 29. This brings payments for this year to \$2 compared with \$1.50 in 1945.

Air Associates Inc. have declared a regular quarterly dividend of 20 cents a share on common stock payable Dec. 9 to stockholders of record November 30.

FOREIGN

Air Commodore Frank Whittle will be awarded the American Legion of Merit in degree of commander for his work on jet propulsion.

Regular Air Service between Stockholm, Helsinki and Moscow began on Nov. 15.

Air France will put its Constellations into service on the trans-Atlantic run before the end of November.

TATA Air Lines of India will enter the international field in the near future with services to the Middle East, Europe and China.



► Latest additions to the Navy's postwar air fleet indicate that the admirals now believe jet propulsion is here to stay. Grumman, Chance Vought and North American are all working on new jet-propelled Navy fighters and North American is turning out a new torpedo attack bomber.

► Menasco's new jet engine will have more than twice the static thrust of the most powerful jets now available. If successful it will go far toward eliminating the British lead over American jet development.

► AAF has standardized on tricycle gear for all future training planes.

► Airborne radar got its first commercial use last week on an American Airlines Contract Air Cargo DC-4 on a flight from St. Joseph, Mo., to Anchorage, Alaska. Equipment was loaned by the Navy and General Electric. American is still testing commercial adaptation of radar with its flying laboratory Alpha but will make extensive "on-line" service tests through its Cargo Division.

► Dun and Bradstreet, Inc., are revising their system of checking credit of fixed base operators to provide more accurate and timely reports for suppliers to this rapidly-changing operation.

► In an effort to improve instrument landings at Gander, the airlines have asked AAF to install GCA equipment.

► Generalissimo Chiang Kai-shek's personal C-54 modified by the Glenn L. Martin Co. recently departed for the Orient. It contains cooking facilities, and a special bedroom with two beds in addition to luxurious passenger accommodations. Martin is also converting three other C-54's for China National Airways Corp. for passenger service on the Shanghai-Manila run.

► Convair will make the B-36 at its Fort Worth plant and the XC-99, transport version at San Diego. Vultee division at Downey, Calif., will make components for both planes in addition to pilotless aircraft and guided missiles. The XB-46, presumably a jet version of the B-36, will be made at San Diego.

► Russians will soon add a new 27 passenger model of the twin-engined Ilyushkin-12 to their transport fleet. The plane is credited with a cruising speed of 217 mph. and a range of 1,243 miles and carries a crew of 5. Its cargo capacity is three tons.

► Continental Motors Corp. has borrowed \$10,000,000 to finance modernization and expansion of its manufacturing facilities. Metropolitan Life Insurance Co. provided \$5,000,000 with the balance coming from a group of banks headed by the National Bank of Detroit.

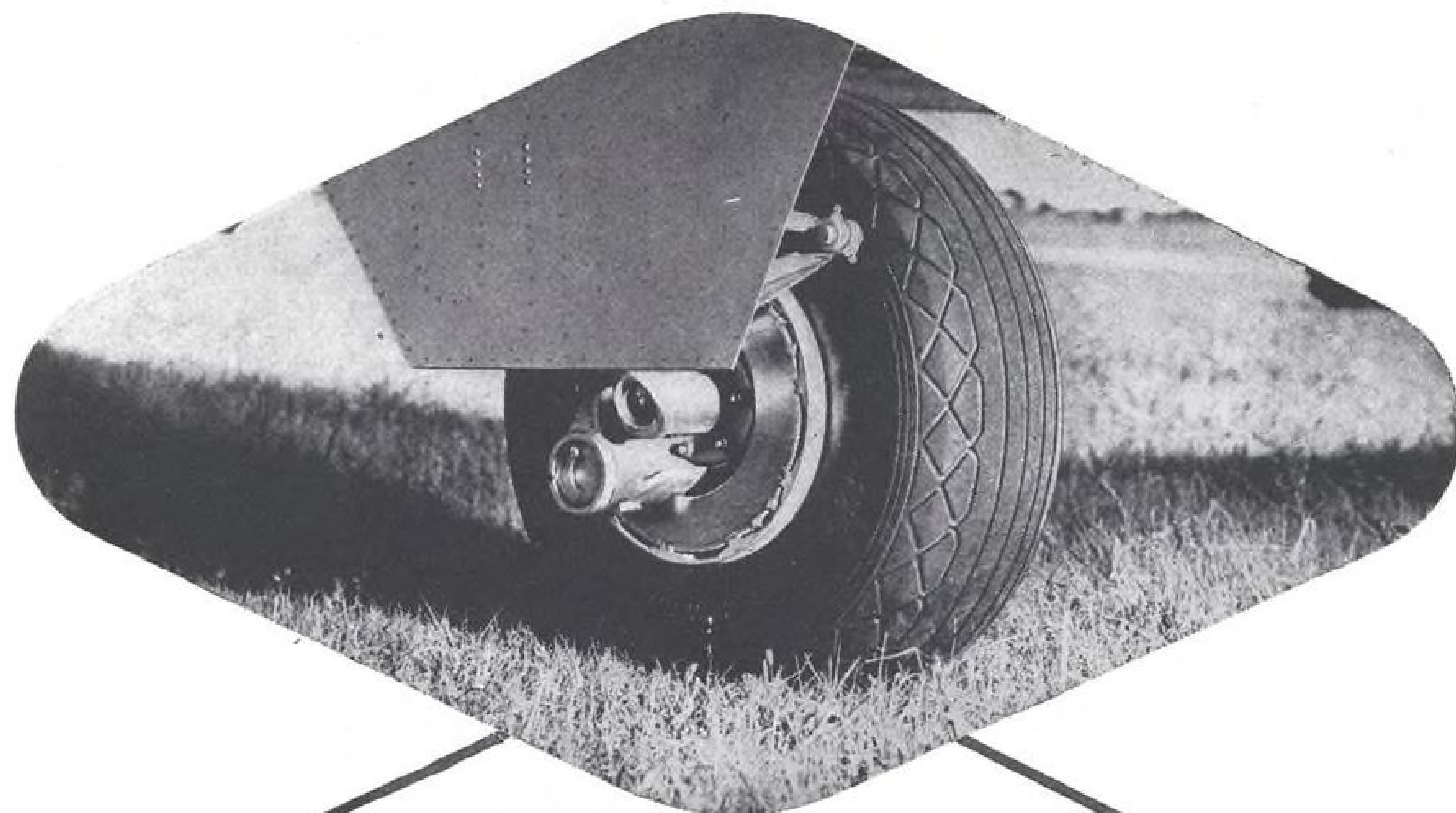
► General Electric has been awarded a \$1,000,000 contract to provide special equipment for the first two production models of the Northrop Flying Wing (B-35) including gunnery control devices and an auxiliary power system for operation of radios, landing gear, navigation instruments, lights and gunnery control.

► Airesearch Manufacturing Co. will make approximately 10,000 individual sub-assemblies for Convair's B-36. Airesearch backlog is now \$1,500,000.

► AAF is thinking in terms of three types of future fighter planes: a penetration fighter to accompany long range atom bombers; an all-weather fighter for use at night and under conditions where visual contact is impossible; and a short range rocket-powered interceptor.

► First cargo carried by jet planes was a bolt of silk flown from Wright Field to Columbus, Ohio, in a P-80 as part of National Air Mail Week. Flight time was 6 minutes and 45 seconds.

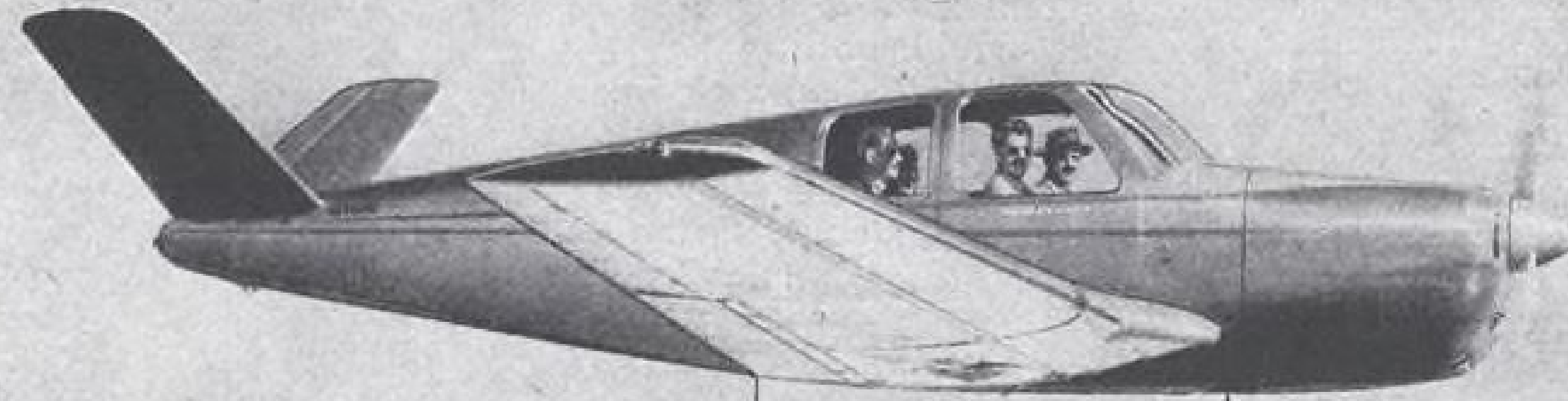
► Franklin D. Roosevelt, Jr., will be a director of the American subsidiary of Decca Navigation Ltd. H. F. Schwartz of St. Louis, who worked on development of Decca equipment in England, will be president and technical director.



Specified For SAFETY!

Today more and more manufacturers of personal planes are standardizing on Goodyear wheels, brakes, tires and tubes—for the same reasons the majority of passenger airliners use Goodyear landing equipment. Both manufacturers and operators have found from long experience that it is the safest, most dependable running gear on any type of aircraft! That's because all Goodyear products are built with an extra

margin of ruggedness to insure safety under emergency conditions, to give long, trouble-free performance in any service. For safety, too, specify Airfoam, Goodyear's super-comfortable seat cushioning that eliminates flight fatigue. And to save weight—Pliocel fuel cells. For engineering data, write: Goodyear, Aviation Products Division, Akron 16, Ohio or Los Angeles 54, California.



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NATIONAL AIRCRAFT SHOW
November 15-24, 1946

VOLUME 6 • NUMBER 21

Aviation News
McGraw-Hill Publishing Co., Inc.

November 18, 1946

National Aircraft Show Displays Aerial Might of United States

Wartime achievement and peace potential of aeronautical industry is theme of giant exhibit in Cleveland bomber plant.

By WILLIAM KROGER

In the vastness of a war-built plant that subtly symbolizes the wartime and immediate postwar position of aviation, the aircraft industry last week for the first time spread out for all to see the immense panoply of what it has done, what it is doing and what it hopes to do.

In the Fisher Bomber Plant, neatly closing in one end of the far-reaching Cleveland Airport, the industry has put on view about one billion dollars' worth of wares at a cost of approximately \$2,000,000 and labeled it the National Aircraft Show.

► **Warplanes Displayed**—Planes and equipment of World War II are displayed, reminders of what the industry did during its mushroom 1941-45 period; present aircraft, military, commercial, private, are on view; mockups of planes still a-building are there; plans and aspirations of new air devices, perhaps far in the future are suggested; the multitude of services and contributions to, of, and interrelated with aviation are represented.

The whole is lodged in nearly 500,000 sq. ft. of a 2,000,000 plus square foot plant that during the war was built for the production of bombers and then never used for that purpose. It passed into the hands of the War Assets Administration which uses it for the storage of thousands of surplus aeronautical items. In the basement, under the main show display area, the visitor can see another facet of aviation today: WAA's "show window" of its surplus aeronautical equipment.

During its ten-day life, ending Nov. 24, the National Aircraft Show expects to entertain 250,000. In size and scope, it has probably

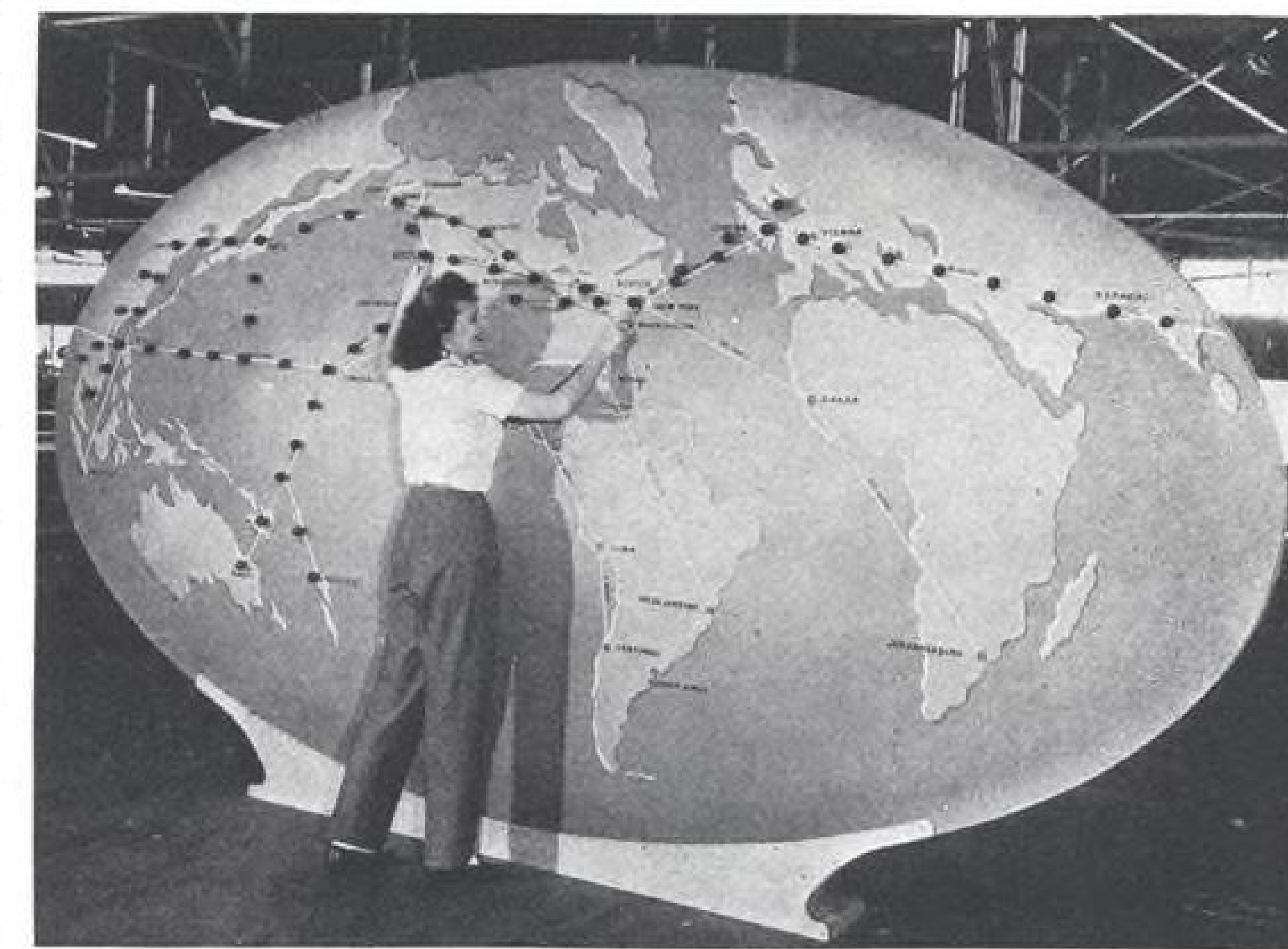
been exceeded by few expositions of any character. As a show of a single industry, it has never been equaled. As a show of an industry that in a few months dropped from the world's largest to one-eighteenth of its wartime size, it is an impressively bold venture.

► **Exhibit And Promise**—On the one hand the show is an overdue exhibit to the American people of what aviation contributed in the war. On another hand, with its theme of "Air Power is Peace Power," it is a frank attempt to enlist public support in keeping U. S. air defense strong. It is also a promise, if faint in spots, of what manufacturers and transport companies can do in utilizing the

airplane for overall benefit. And it is a sales medium that possibly can out-achieve anything of such nature ever before undertaken.

At the recent aviation exhibition in England, direct sales and sales resulting from inquiries at the show totaled at least \$20,000,000—chiefly for commercial-type aircraft that are still months and in some cases several years away. At Cleveland prospects see proven aircraft such as the DC-4 and Constellation that are now being delivered, and mockups or cutaway models of planes that will be coming off the lines shortly after year's end. For personal plane buyers, in contrast to the little or nothing that can be offered elsewhere in the world, NAS has lined up many different types of private aircraft, the majority of which are of metal. (See Private Flying)

At a time when many observers, both within and without aviation have been glooming over the financial outlook, all segments of the industry have combined in a gesture of "say it isn't so." It



Boeing Round the World: A key feature of the Boeing Aircraft Co. display at the National Aircraft Show is this map illustrating the routes which will be flown by the company's Stratocruisers, 80-passenger transports expected to be in service next Spring. Dorothy Lilliquist, Boeing worker, spans the continent.

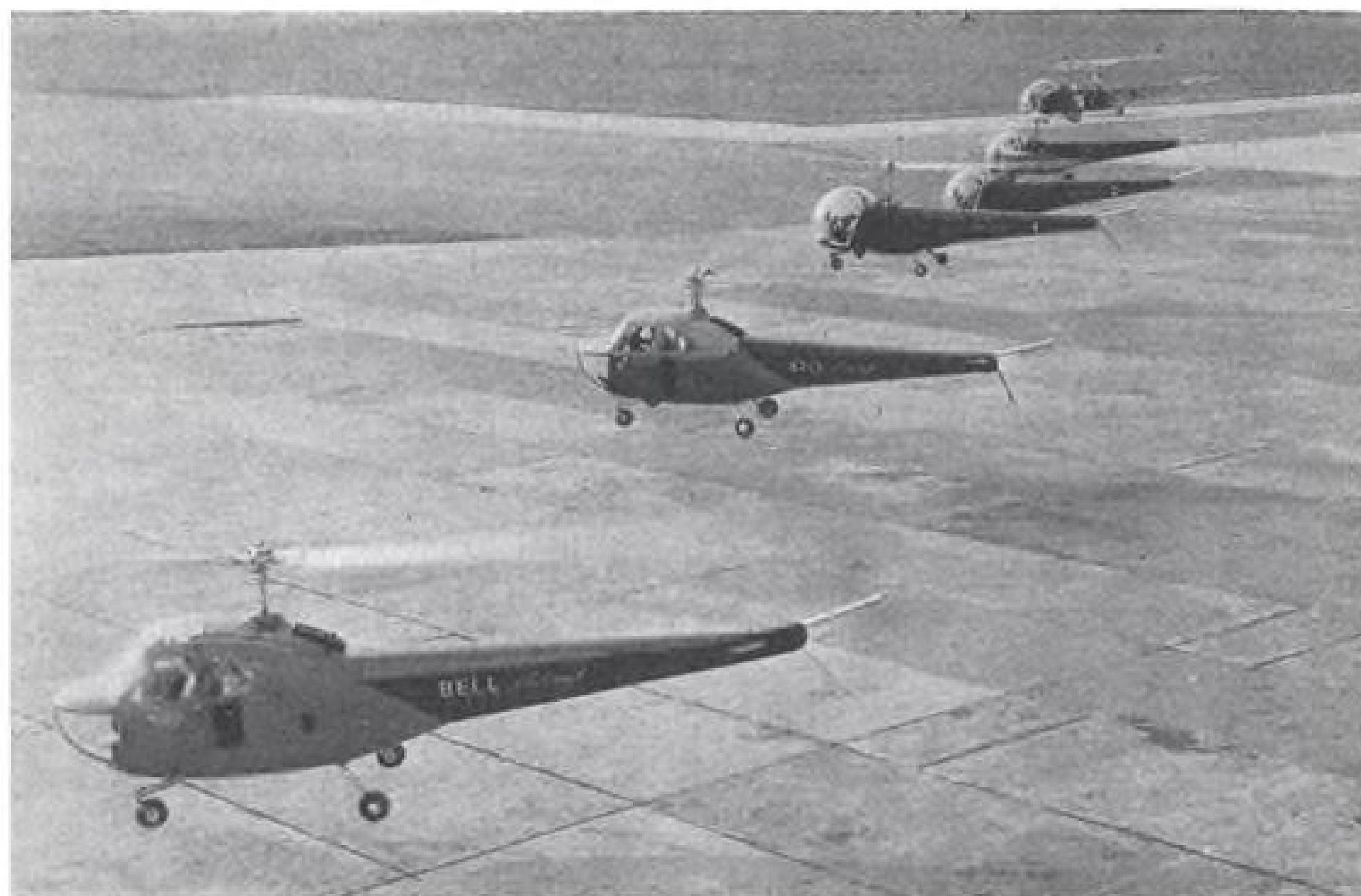
should be convincing. For the first show of its kind ever held, the Aircraft Industries Association, official sponsor, has lined up as co-sponsors: Army, Navy, Marine Corps, Coast Guard, National Aeronautic Association, National Aviation Trades Association, Air Transport Association, Aviation Distributors and Manufacturers Association, CAA, National Advisory Committee for Aeronautics, War Assets Administration, Air Force Association, Air Power League, Civil Air Patrol and Aviation Writers Association.

The services furnish the spectacular, with jet plane flights, guided missile displays and the myriad things associated with military aeronautics. The 200-odd exhibitors with more than 1,000 displays, furnish a foot-punishing education of what goes to make up aviation today. Perhaps the most unexpected is the presence of the Great Atlantic & Pacific Tea Co. among the exhibitors (food shipped by air). The globe-contracting ability of the airplane is depicted in Consolidated Vultee's diorama, as a reminder of the past, while the future is intriguingly, but unrevealingly hinted by Fairchild Engine & Airplane's mention of NEPA — Nuclear Energy for the Propulsion of Aircraft.

John Carey New Head of WAA Aircraft Sales

John H. Carey has been appointed acting deputy administrator in charge of the Office of Aircraft Disposal of War Assets Administration, succeeding James A. Mollinson who has been moved up to the post of acting vice administrator for Washington staff operations.

Carey will also be in charge of disposal of surplus electronic equipment, which was made a division of the aircraft office several months ago. He has been with WAA since February. During the war he was lieutenant colonel in the AAF, serving as chief of staff, Army Air Service Command, 15th Air Force. Prior to the war he was in the real estate management business in New York.



HELICOPTER FLEET TAKES TO THE AIR:

Bell's helicopter flight formation review at Buffalo—seven commercial Model 47 Bell helicopters in the air at one time. While still gaging the market for these two-place rotor craft, Bell has sold one for \$25,000 to United Drug Corp. and has a backlog of orders for several hundred. The company's own helicopter pilot school has graduated more than a dozen pilots.

24,000 Surplus Planes Are Sold by WAA

Approximately 24,000 surplus aircraft had been sold by War Assets Administration and its predecessor agencies by the end of September and has made possible a tremendous upswing in established aviation activities and the founding of many new ones, WAA states in a report "War Wings for Peace," released last week concurrently with the opening of the National Aircraft Show.

Up to September of this year, WAA had received 64,000 surplus planes, 37,000 of which were liaison, utility cargo, transport or training types. Of those sold, about 3,500 have been liaison, more than 400 utility cargo, 17,000 trainers (mainly primary trainers), and 3,000 transport.

Availability of these aircraft, WAA points out, enabled many service airmen to fly commercially. "This was a situation pretty much made to order for them. Never before in our history could it have happened. On the one hand, there were pilots and planes. On the other, manufacturers and producers were crying for fast transportation of their products to market."

One instance cited of how surplus disposal gave rise to a new

business that in the future will be a market for the aircraft industry: "A group of ex-military pilots in a southern state is operating a nonscheduled and charter air service, using light transports purchased from surplus stocks; running an airport, also acquired from War Assets; and now have signed a contract to act as a War Assets agent for the sale of surplus aircraft components and parts."

Faster Rainbow

Cruising speeds ranging from 413 mph. up to 440 mph. for flights of less than 3,000 mi. are being promised for the 40-46-passenger Rainbow transport by Republic Aviation Corp. on the basis of new studies of the plane's short-range performance.

The Rainbow was originally considered as a transoceanic aircraft and its previously estimated 400 mph. cruising speed was based on a range of 4,100 mi. Test flights of the AAF's XF-12 prototype, however, have indicated better performance over shorter hops.

With 40 passengers, baggage, and 1,200 lb. of cargo cruising speed at 30,000 ft. altitude will range from 413 mph. for 3,000 mi. up to 423 mph. for 1,000 mi. At 40,000 ft., the plane could cruise at 425 mph. for 3,000 mi. up to 440 for 1,000 mi.

New Congress Will See Renewed Surface Carrier Fight for Air Rights

Alliance between House Merchant Marine and Commerce Committees will strengthen railroad and steamship company's bonds; three aviation champions exit from Congress.

A complete new set of personalities will loom prominently in the aviation picture on Capitol Hill when the new congress, convenes in January.

The GOP election sweep will bring Republicans, for the first time in over a decade, into committee chairmanships and control over committees. The congressional picture will be further changed by the re-vamped committee structure plan, laid out in the 1947 Congressional Reorganization Act, which is slated to go into effect in next year's congress.

Senate GOP leader, Wallace White of Maine and other GOP spokesmen have given assurances that the reorganization plan "will, at least, be given a fair trial," in answer to suggestions that the plan would be scotched.

This means that the Military and Naval Affairs committees of the House and Senate will be merged into a House Armed Services Committee and a Senate Armed Services Committee. The Senate Commerce Committee will be merged with the Interstate Commerce Committee into an Interstate and Foreign Commerce Committee with jurisdiction over all forms of transportation. The House Interstate and Foreign Commerce Committee will retain its status quo, handling all transport matters, except those dealing with the merchant marine which will be handled, as at present, by the House Merchant Marine and Fisheries Committee.

► **Endanger Five Freedoms**—Capitol Hill observers view the political turnover in Congress as enhancing the chances of surface carriers to cut their way into the air transport field, endangering the Administration's "five freedoms" air policy, and diminishing the chances for large-scale airport appropriations.

An alliance between House Merchant Marine Committee, which has consistently pushed sea-air operations, and House Interstate and Foreign Commerce, to be headed by Rep. Charles Wolverton (R.,

N.J.) an advocate of transportation integration permitting railroads to enter the air field, appears likely in the new Congress. Sen. Clyde Reed (R., Kans.), one of the top contenders for the chairmanship of Senate Interstate and Foreign Commerce Committee, also looks favorably on transportation integration.

There appears to be a better than 50-50 chance that the GOP controlled Senate will pace through legislation requiring that all bilateral executive air agreements carrying out the "five freedoms" policy take the form of treaties, subject to two-thirds approval by the Senate. Republicans, almost solidly, back the position that bilateral air agreements should take the form of treaties. Whether the GOP, after consideration of the chaos in international affairs likely to result from the requirement of Senate confirmation of already-executed agreements, will drop pursuit of their position is a question.

► **Airport Funds Slash**—Without much doubt, the airport program will be hit severely by the GOP economy drive. Particularly, federal appropriations for big airports (Class IV and V) are expected to fare out badly in the GOP congress, with the "state's righters," strong in the Republican ranks, looking with disfavor on the federal-city relationship. GOP Rep. Howell of Illinois who unsuccessfully pushed amendments to the Airport Act requiring that all federal airport monies be funneled through the states are now on the majority side of the aisle.

Three aviation champions will make their exit from Capitol Hill as a result of election defeats: Rep. Jennings Randolph (D., W.Va.), leading advocate of an autonomous airforce, a standing committee on aviation, a civilian pilot training program, and many other aviation measures; Sen. Hugh Mitchell (D., Wash.), chairman of the aviation subcommittee of the Senate's War Investigating Committee, and author of legislation creating an Air

Policy Board to map a plan for the maintenance of air power during peacetime; and Rep. Lyle Boren (D., Okla.), an alert fighter against surface carrier invasion of the air transport field on Interstate and Foreign Commerce Committee.

► **Leadership Switch**—In the switch in leadership from the Democratic to the Republican party, these changes will take place in control on committees handling aviation affairs:

Chairman Josiah Bailey (D., N.C.) of Senate Commerce Committee and Sen. Warren Magnuson (D., Wash.), and Sen. John Overton (D., La.), ranking members, who fought back the GOP upsurge in their committee against the Administration's regulated competition policy in overseas aviation will backstep in minority members of the new Interstate and Foreign Commerce Committee. GOP claimants for leadership on the new committee are Sen. Clyde Reed (R., Kans.), Sen. Owen Brewster (R., Me.), Sen. Wallace White (R., Me.), Sen. Alexander Wiley (R., Wis.).

Chairman Elbert Thomas (D., Utah) of Military Affairs Committee and ranking Military Affairs committeemen Sen. Ed Johnson (D., Colo.) and Lister Hill (D., Ala.) will be minority members of the new Senate Armed Services Committee. GOP Military and Naval Affairs Committeemen who will form the top stratum of the new committee are: Sen. Styles Bridges (R., N.H.), Sen. Chan Gurney (D., S.Dak.), Sen. Charles Tobey (R., N.H.) and Sen. Wayland Brooks (R., Ill.).

► **Vinson Now Minority**—Leadership of House Interstate and Foreign Commerce Committee will switch from Chairman Clarence F. Lea (D., Calif.), Rep. Alfred Bulwinkle (D., N.C.) and Rep. Robert Crosser (R., Ohio.) to Rep. Charles

AVIATION CALENDAR

- Nov. 15-24—National Aircraft Show, Cleveland.
- Nov. 20-22—National Aviation Trades Association convention, Cleveland.
- Nov. 21—Personal Aircraft Council Meeting, Cleveland.
- Nov. 22—AIA Board of Governors Meeting, Hotel Statler, 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.
- Dec. 17—Anniversary dinner, Washington, D.C. Aero Club, Hotel Statler.
- Dec. 17—Wilbur Wright Memorial Lecture—Dr. Theodore Von Karman, Hotel Statler, Washington, D.C.
- Jan. 10-11-12—All American Air Maneuvers, Miami, Fla.

Taylorcraft Reorganizes

Taylorcraft Aviation Corp., Alliance, Ohio, last week filed a Federal District Court petition to reorganize under section 10 of the Bankruptcy Law. Petition listed debts totalling \$2,897,122.55 including: \$276,000 in federal withholding taxes, accounts payable, owing and unpaid of \$634,000 and interest and debt payments due of \$120,000.

Assets were listed at \$4,982,059.18 including property and equipment, at Alliance, valued at \$1,654,088.64 and at Cleveland, valued at \$408,531.15. The petition asked appointment of Nash Russ, president of Taylorcraft, as trustee for the reorganization.

Wolverton (R., N.J.)—slated for the chairman, Rep. Charles Halleck (R., Ind.), and Rep. Carl Hinshaw (R., Calif.), Rep. Clarence Brown (R., Ohio).

Chairman Carl Vinson (D., Ga.) of House Naval Affairs Committee, and ranking Naval Affairs Rep. Pat Drewrey (D., Va.) and Lyndon Johnson (D., Tex.) will be minority voices on the new House Armed Services Committee. Leadership of the new group will be GOP Military Affairs Rep. Walter Andrews of New York, Dewey Short of Missouri, and Naval Affairs Rep. W. Sterling Cole of New York and George Bates of Massachusetts.

Rep. Clarence Cannon (D., Mo.), who battled against the 1947 Airport Act as extravagance and who has consistently led his committee in slashing civil aeronautics, military, and naval aviation budgets, will step down from the chairmanship of House Appropriations Committee, which will go to economy-minded Rep. John Taber (R., N.Y.), who will continue Cannon's fund-slashing activities. Chairmanship of the subcommittee on Commerce Department will switch from Rep. Louis Rabaut (D., Mich.)—who claims credit for forcing CAA to establish a fee assessment plan for use of air navigation facilities—to Rep. Karl Stefan (R., Nebr.) Economy-minded Rep. Albert Engel (R., Mich) is slated to take over the subcommittee on War Department, and Rep. Charles Plumley (R., Vt.) is slated for chairmanship of the subcommittee on Navy Department.

► **Economy Leaders**—Sen. Styles Bridges (R., N.H.), Sen. Wallace

White (R., Me.), Sen. Chan Gurney (R., S.Dak.), and Sen. C. Wayland Brooks (R., Ill.) will take over top command of Senate Appropriations Committee from Chairman Kenneth McKellar (D., Tenn.) and his top lieutenants, Sen. Carl Hayden (D., Ariz.), Sen. Elmer Thomas (D., Okla.), Sen. Pat McCarran (D., Nev.), who, as chairman of the subcommittee on Commerce Department, has been largely responsible for getting CAA fund slashes by the House re-instated in the Senate will step down to minority ranking on the committee in the new congress.

Senate Appropriations Committee has consistently saved military and naval aviation and civil aeronautics budgets from House slashes. The GOP leadership of the committee, however, is expected to be less generous in re-instating House cuts than the Democratic leadership.

The man slated to become Speaker of the House in the new congress—Rep. Joe Martin of Massachusetts—is best remembered in aviation circles for his unsuccessful promotion of a standing Aviation Committee in 1942.

The two top contestants for the post of majority leader in the House next year—Rep. Charles Halleck (D., Ind.) and Rep. Clarence Brown (R., Ohio), with Halleck given the odds—have been active in aviation matters—both with obstructionist records—and are members of Interstate and Foreign Commerce. Both men bucked the 1944 omnibus Lea aviation bill and the 1947 Airport Act, although ultimately went along with the latter.

► **Halleck's Project**—Halleck's pet project in the past congress was separation of the Civil Aeronautics Authority from the Commerce Department and its re-creation as an independent agency. The change in the Commerce Secretaryship from Henry Wallace to W. Averill Harriman, however, has abated Halleck's drive for separation of CAA from the control of the Commerce Department.

The men slated for leadership posts in the new GOP Senate—Sen. Wallace White of Maine, Sen. Arthur Vandenberg of Michigan, Sen. Robert Taft of Ohio, Sen. Kenneth Wherry of Nebraska—have shown no special interest in aviation affairs, by-passing the field for the top popular political issues of the day. On civil aeronautics matters, both domestic and international,

the GOP has looked to Sen. Owen Brewster (R., Me.), for direction. Probably the best informed on civil aviation of Senate Republicans, Brewster is expected to loom increasingly important in setting GOP policy on the subject.

Vandenberg, a likely selection for President Pro Tem of the Senate, as a member of Senate Commerce Committee, aligned himself with the GOP bloc favoring a "community company" for overseas air transport and opposing the Administration's "five freedoms" air policy, generally voting, however, by proxy.

The influence of isolationist Taft, slated for the chairmanship of Senate Finance Committee (which in the new Congress will work out budgets with the Appropriations Committee), even if he misses the leadership post, is likely to be most felt in budget-trimming on national defense aviation expenditures. Taft is opposed to large peacetime military forces and conscription, but his sentiments are likely to be conditioned by party and public opinion. Taft's tentative proposal to cut next year's national defense budget to between \$10,000,000,000 and \$12,000,000,000 is moderate. This year's budget for the Army and Navy totals approximately \$13,000,000,000.

Constitution Flown With 158,000 lb. Load

Giant transport future pondered by Hall Hibbard and Admiral Reeves; cost estimated at \$2,500,000 for airline use.

Loaded to 158,000 of its 184,000 lb. maximum gross takeoff weight, Lockheed Aircraft Corp.'s "Constitution" required only 1760 ft. to takeoff roll to become airborne in its first flight Nov. 9.

Its size gave the illusion of no more than a fast taxi speed when its wheels left the runway of Lockheed Air Terminal at Burbank, Cal. Joe Towle, 41-year old Lockheed chief test pilot, later said that in that distance the plane had reached a speed of approximately 100 m.p.h.

► **Economic Question**—Once in the air, the big plane became for its builders an economic question mark, with two outstanding big plane salesmen standing on the air terminal rooftop and gazing skyward as if to see the future of it. To Hall L. Hibbard, Lockheed vice-president and chief engineer,



Constitution Takes to Air in First Test Flight: Requiring only 1,760 ft. of 6,000-ft. runway, giant transport with Joe Towle at controls heads over desert for first tests scheduled to extend over next six months before being turned over to Navy.

it is a plane that presents little attraction to airline buyers without the propeller-turbine power plants contemplated in its original design. To Rear Admiral J. W. Reeves, Jr., commander, Naval Air Transport Service, it offers a possible new tool for his use in extending his sales campaign in Washington for perpetuation of NATS.

Admiral Reeves speculatively commented that with Constitutions I and II already built there remain almost sufficient spare parts to build a third; that the plane probably will be salable at \$2,500,000



Daddy Long-Legs: One of the main wheel units of the Lockheed Constitution, 92-ton Navy transport which made its initial flight last week. Each of the four 50-inch diameter wheels has its own brake. Because of the rotovane self-starting tires, a smaller and lighter landing gear assembly is needed than would be the case if single or double wheels were used.

on the basis of an order for 75 units—if such an order ever is placed; that with turbine-propeller power plants which may be ready within three years it should have a range of 5000 mi. There is little likelihood, however, that Navy will go beyond the experimental order for two planes for another year.

► **Six Month Tests**—Lockheed is expected to spend six months in complete test flying of the Constitution, "wringing it out" for every bit of engineering information it can be made to supply. Then Navy will take over for its own tests, which may last another six months.

Admiral Reeves would like to see the plane put to earliest use, as a showcase sample for the Navy's promotion of its own air force. He saw interesting possibilities in extending Navy "good will" gained in the flight of the Lockheed P-2-V "Truculent Turtle," and recalled the dramatic effect of the Turtle's surprise flight from Australia.

Whatever the plane may mean to Lockheed in the way of future orders, it is certain to merit close attention throughout aircraft engineering circles during the entire period of its test flights, and should produce for the industry valuable data on performances resulting from Lockheed's extreme care in designing for optimum aerodynamic efficiency.

Hook Heads Airports

Appointment of H. Arthur Hook, as deputy assistant CAA administrator for airports, was announced last week by Administrator T. P. Wright. Hook moves to Washington

from Santa Monica, where he has been assistant administrator of the sixth CAA region, and previously served as regional administrator during the military service of Joseph Marriott, now sixth region administrator. Hook will be deputy to Charles B. Donaldson, assistant administrator for airports, working with him in administration of the National airport program. Hook has been with federal aeronautics agencies since 1928.

Kittyhawk Biplane Awaits Suitable Home

The first powerplane to fly, the historic biplane which Orville Wright lifted from the sands of Kitty Hawk, N. C. nearly 43 years ago, may be expected to remain in England indefinitely, until a suitable place is designated for it in this country.

Sources close to Orville Wright, recently reported that the 75-year-old co-inventor of the first successful airplane, contrary to recent and recurring reports, has made no definite plans for the plane's early return to this country. He intends to bring it back—but not until he is satisfied with the arrangements made for its exhibition.

► **Promised Honor**—In 1942, the Smithsonian Institution promised that if the plane were brought back it would have "the place of highest honor which is its due." Presumably this would be in the New National Air Museum recently authorized by Congress.

Orville Wright, his friends say, thinks this museum should be in the Nation's Capital, and not in his home town, Dayton, Ohio, nor in Cleveland, both of which have asked for it, nor in Kitty Hawk. He does not believe it should be primarily a museum of World War II aircraft as some AAF officials have suggested, but favors an exhibition of all types of aircraft, with more emphasis on the civil and commercial aircraft which he and his brother Wilbur had in mind when they developed the first plane.

► **Cleveland Bids**—Cleveland is seeking to have the huge Fisher Aircraft plant at Cleveland airport, the site of the National Aircraft Show, chosen for the national museum. This proposal has support of several high ranking AAF officers because it has been proposed to name the Cleveland site, if

chosen, the Arnold Air Museum, after General of the Army H. H. Arnold. World War II commander of the AAF.

AAF Reveals More Details on XB-36

The two-wheeled main landing gear on the Consolidated-Vultee XB-36 prototype bomber will be replaced by an eight-wheel unit on the production models, AAF has announced in releasing more details on the 278,000-lb. plane that has been built for a 10,000-mi. range.

The eight-wheel gear—four on each side—will be made by Goodrich and be similar to that company's installation on the Lockheed 92-ton Constitution. Each wheel will be 56 in. in diameter, in contrast to the 110-in. single wheels on the prototype. In addition to saving 2,600 lb. in weight, the new gear, by improving weight distribution, will enable the huge aircraft to use smaller fields.

Wing tanks of the B-36 (which contain more rubber than the landing gear) will hold 21,116 gal. of gasoline—about two tank cars—and provide a normal range with a 10,000-lb. bombload of 10,000 miles.

Although powered by six of the largest reciprocating engines in service—Pratt & Whitney Wasp Majors of about 3,000 normal hp.—the B-36 will still have a cruising speed of below 300 mph., leading to speculation that AAF's ultimate use for the 100 craft it has on order will be as troop transports.

One of the features of the plane is thermal anti-icing equipment throughout. Engine air, passed through exhaust gas heat exchangers, is ducted between the double skin of the wing and tail leading edges, between the double glass of the pilot's and bombardier's enclosures, and to the gun blisters. First application of thermal anti-icing in production-model propellers is claimed for the 19-ft. Curtiss electric hollow-steel blades.

Dr. Moss Dies

Dr. Sanford Alexander Moss, inventor of the turbosupercharger and engineer of the General Electric Co., has died at Lynn, Mass., at the age of 74. While he had a long list of inventions to his credit, the turbosupercharger brought him his most widespread popular

acclaim as it was acknowledged many times to be the main reason for the outstanding performance of U. S. aircraft engines at altitude. This device resulted in the award to Dr. Moss of the Robert J. Collier trophy by the National Aeronautic Association.

Dr. Moss was born in San Francisco and was graduated from the University of California. He had been associated with GE since 1903, although serving as a consultant to the Army Air Corps in 1917-19 and to the AAF in the recent war.

George Leaves Army For Air Post in Peru

Lt. Gen. Harold L. George, organizer and wartime commander of the Air Transport Command, last week resigned from the Army to become chairman of the board and president of Peruvian International Airways, the government-sponsored airline to operate from



NEW HAMILTON STANDARD REVERSING HYDROMATIC PROP:

Shown installed on a B-26 for testing, Hamilton Standard's new hollow steel, square tipped blade propeller will be standard equipment on Martin 202s ordered by PCA, Eastern, Chicago & Southern, Braniff, Northwestern, and Delta Airlines. Claimed to absorb more horsepower and deliver more thrust for a given diameter than any other 3-bladed prop now in production, new Hydromatic is first to be produced with one-piece hub. Changes in actuating mechanism provide for either reverse thrust or feathering in less than 3 seconds.

Lima to Montreal via Panama, Havana and New York.

George was commissioned as a lieutenant of cavalry in 1917, but shortly resigned to enlist as a flying cadet in the aviation section of the Signal Corps. Until his resignation he had served continuously in the Air Corps, participating in the bombing trials off the Virginia Capes in the early twenties that precipitated the famous "Billy" Mitchell case.

George organized ATC in March, 1942, and was its commander until two months ago when he became AAF member of the United Nations Military Staff Committee. From March until August of this year he also was AAF's director of information. George's headquarters and home will be in Lima, Peru.

Aviation Advisory Panel Holds First Meeting

Formation of the Aviation Industry Advisory Panel has been announced by the Air Coordinating Committee. The panel, which has held a preliminary organizational meeting, consists of:

L. Welch Pogue, president of the National Aeronautic Association; Admiral E. S. Land, president of the Air Transport Association; Frank P. Fenton, director of organization, American Federation of Labor; R. J. Thomas, a vice-president of C. I. O.; Frank Caldwell, director of research, United Aircraft Corp., representing the Institute of the Aeronautical Sciences; and John E. P. Morgan, executive director, Aircraft Industries Association. John Sherman, executive secretary of ACC, will act as secretary of the aviation panel.

ACC has also completed organization of some of its other sections, with its economic division headed by Russell B. Adams, director of CAB's economic bureau, and its technical division chairmanned by CAA administrator T. P. Wright.

Strohmeier at Show

William Strohmeier, of Charles H. Gale & Associates, New York, has been designated to work with Don Ryan Mockler, Hill & Knowlton public relations executive for the Personal Aircraft Council in handling personal plane publicity at the National Aircraft Show at Cleveland, now in progress.

For conversions... maintenance... service... USE

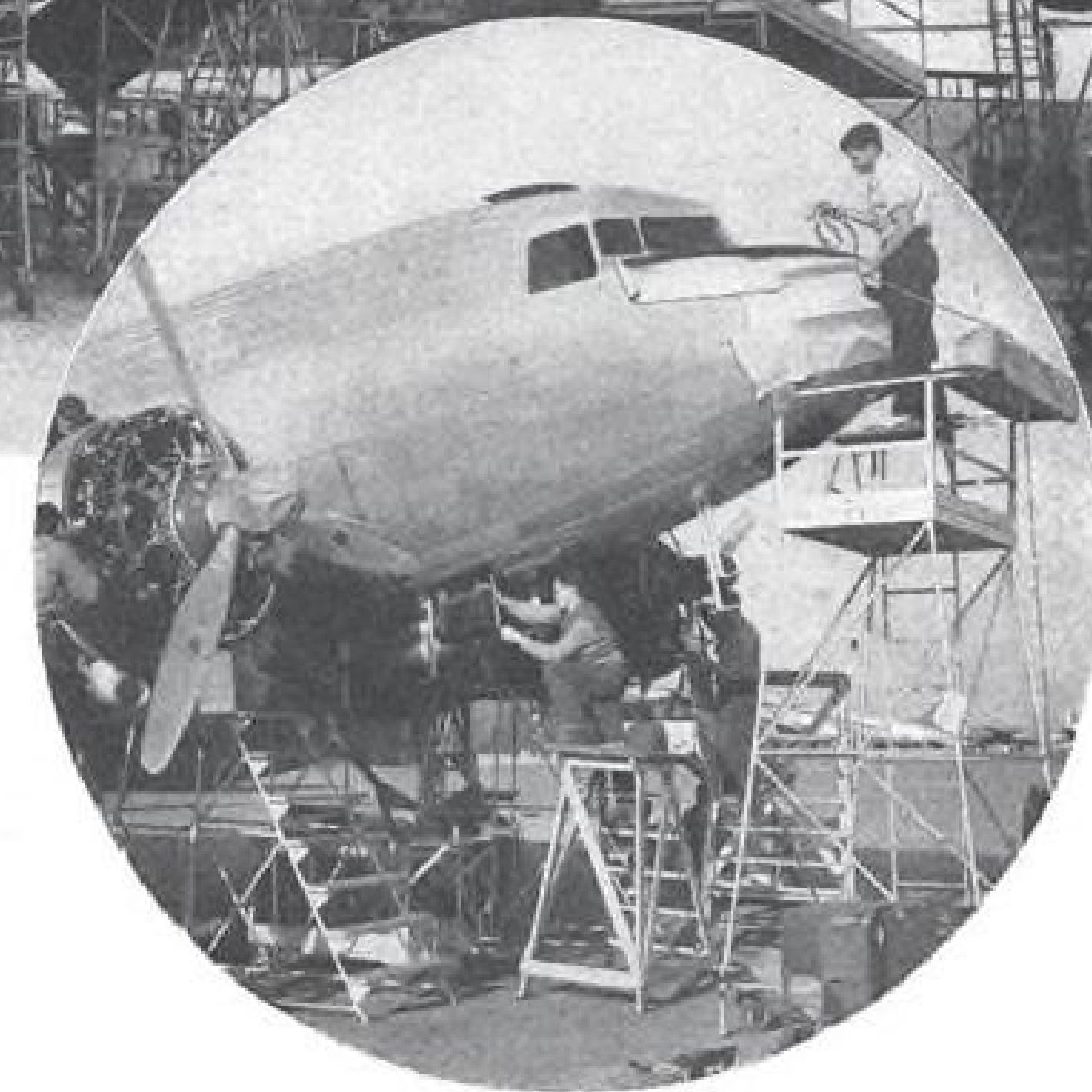
C-47 C-54

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AUTHORIZED CENTERS



Only Douglas
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To provide the operators of Douglas transport aircraft with reliable sources of conversion and overhaul work at reasonable cost, Douglas has designated throughout the world a number of conveniently located organizations known as Douglas Authorized Conversion Centers. And, as a necessary following service, providing quality routine maintenance and repairs, Douglas has also appointed Douglas Approved Service Centers.

Only these authorized centers have access to Douglas field and factory technical assistance, quality control methods, and a direct pipeline to the latest Douglas information vital in making top quality conversions and repairs.

Write: Service Manager, Douglas Aircraft Company,

Inc., 3000 Ocean Park Boulevard, Santa Monica, California, for name of Douglas Authorized Conversion Center or Douglas Approved Service Center nearest you.

SPARE PARTS WARRANTY POLICY. This company's standard warranty policy as applicable to new spare parts will be extended only to parts manufactured by the Douglas Aircraft Company. Such warranty applies whether the parts are supplied directly by Douglas, obtained from Government sources and supplied through Douglas in accordance with the War Assets Administration agency agreement, or procured by the ultimate consumer through authorized dealers or agents of Douglas. Warranty adjustments, in all cases, will be handled through the procurement source.

For more complete information, write:

DOUGLAS AIRCRAFT COMPANY, INC., SANTA MONICA, CALIFORNIA



The Birdmen's Perch

By Major Al Williams, ALIAS, "TATTERED WING TIPS,"
Gulf Aviation Products Manager, Gulf Bldg., Pittsburgh 30, Pa.

Make a note of Nov. 15-24.

The place is Cleveland.

The event is the National Aircraft Show where you'll see the dangdest assortment of personal airplanes and equipment since the war.

And you won't have to swim through three swamps and climb a mountain range to get at the lightplanes, either. The lads who are running this show are smarties, and they're putting the kinds of planes a fella wants to buy in the preferred arena positions!



Revolutionary, isn't it?

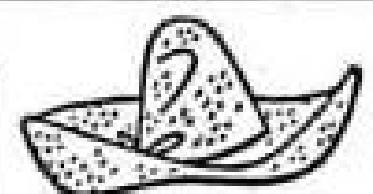
Well, get on out there and enjoy it.

And you might ask around to see if anyone has any late dope on the "revolutionary" 4-place job we read about. We've been telling you for years that it was coming—and here it is...

A fellow in California is proposing a sort of a flying-wing-fuselage plane with an estimated top of 216 (194, cruising) at sea level. It would be molded out of "paper, plastics, or glass fabrics." And we hate to say this... but...

... it would be designed for automatic pushbutton operation!

Ulp!



TRULY RURAL

We just saw some figures on who flies.

Farmers, that's who!

Why, in one state, 8500 farmers fly! That's 85% of all the fliers in that state!

We're willing to bet a few slices of folding money that a heap of them use nothing but Gulfpride Oil in their planes, too. We know we're on pretty safe ground for two reasons. To wit and as follows:

Gulf's complete line of farm lubricants (for everything from sewing machines to tractors!) has been used on a lot of farms for a lot of years. And the letters we get from farmers show they think pretty highly of the Gulf name on any petroleum product—farm or otherwise.

So we reason that when a farmer sets his new plane down in the south forty, its engine is apt to be lubricated with



Gulfpride Oil... and he's apt to keep it that way!

Our other reason for being fairly sure that the average farmer flies with Gulfpride, is that he's usually a superb mechanic. (He has to be, with all the machinery he operates and keeps in repair!)

And any good mechanic can understand that the exclusive Alchlor Process which gets more carbon-and-sludge formers out of Gulfpride Oil makes it a better, tougher lubricant.

Try it and see!

LITTLE KNOWN FACTS DEPT.

You should know by now how this department works:

You send in a Little Known Fact About Well Known Planes, and you send proof! If we use it, you become a Perch Pilot (bottom rung) with a handsome commission to prove it. If you get 5 "Facts" accepted, you are promoted to Senior Perch Pilot.

So get busy—the way Paul T. Barnes, Inyokern, Cal., did:

"If the right door of a lightplane is opened in flight, the plane will turn, not to the right, but to the left!"

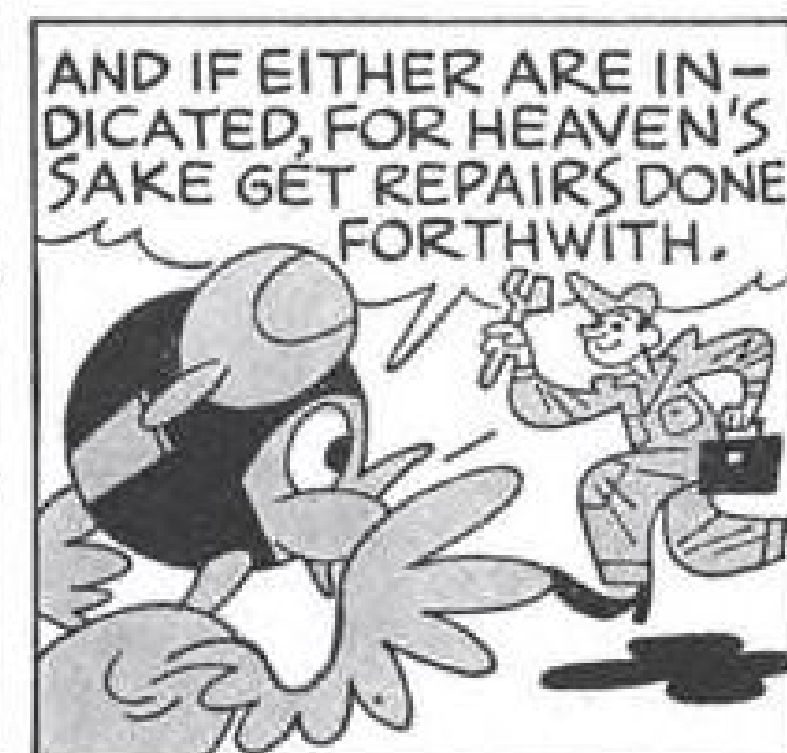
Prosper Walker, Moran, Texas, becomes a Perch Pilot (br) with:



"Wing tanks of P-80's are so aerodynamically perfect that they actually give the plane lift! Released in flight, they tend to soar up as much as 50' before descending!"

Okay. Now you try. Address above.

Gulf Oil Corporation and Gulf Refining Company...makers of



PRIVATE FLYING

SALES

FIXED BASE OPERATIONS

SCHOOLS

Two New Roadable Planes Renew Attack on Old Problem

Robert Fulton, Jr., flies "Airphibian" after 4,000 mile road test; Plane-Mobile on Pacific Coast can fold wings to fit average garage.

By ALEXANDER MCSURELY

Automobiles that fly, or aircraft that can be driven on city streets, are becoming more and more the subject of serious consideration as the next step in personal air transportation by the most imaginative engineers in the industry.

Two new experiments in this amorphous category of land-air vehicles were disclosed last week on the East and West Coasts.

A radical two-place Plane-Mobile, which folds its wings, fits easily into the average garage, and can be rigged for flight by two men in 15 minutes, is nearing flight test stage at Los Angeles. It was built in the garage that houses it by Stanley D. Whitaker, former sales manager of AirResearch Manufacturing Co., and Daniel R. Zuck, aircraft powerplant engineer formerly with Interstate Aircraft & Engineering Corp.

► **Fulton Plane** — Meanwhile at Danbury, Conn., Robert Fulton, Jr., descendant of the inventor of the steamboat, successfully flew his "Airphibian," an aluminum-bodied convertible coupe with detachable wings, and later drove away on the highway, minus the flight component, to his downtown office.

Fulton, president of Continental, Inc., which made aeronautical equipment during World War II, proposes to manufacture his carplane for the general public, at an estimated price of \$4,500 to \$5,000.

These two new developments are additions to a long line of attempts to make such a combination vehicle, dating back at least to the pre-war Waterman Arrowbile, the Gwinn Aircar, the Stout Skycar, and the Pitcairn roadable autogiro. More recently the Southern Aircraft flying roadable plane

(AVIATION NEWS, Feb. 4, 1946) a Consolidated-Vultee roadable under test at San Diego, and two other developments in preliminary stages, the Boggs Aircar, at Omaha, Neb., and the Hervey Travelplane, at Roscoe, Calif., have been reported.

► **Meet with Scorn**—Born of a demand to make one vehicle serve all man's personal transportation needs, roadable planes have been scorned by conventional aircraft manufacturers and designers as "neither good automobiles, or good airplanes." The powerful argument of economics is on the side of the roadable plane designers, however, for if every man who now has an automobile could make that vehicle serve also as an airplane, thereby greatly enhancing its already indispensable utility, the market for such a vehicle might well be far beyond the present automobile market.

Fulton's Airphibian is a little beyond the preliminary test stage, since he has already road tested it for 4,000 miles. In the demon-

stration at Danbury airport, observers reported he drove his four-wheel coupe into the field, added a propeller, hitched on the flight assembly of wings, rear fuselage and tail, and then took off after a 400 ft. run. After cruising at 120 mph. over Danbury for a short time at varying altitudes, he landed, disconnected two locks which released the wings and fuselage, unlocked the propeller, and drove away, leaving the flight component, standing on three wheels of its own, behind him.

► **Plans 10 Planes**—Fulton says the prototype is the first of 10 custom-built Airphibians he will make, and he hopes to begin mass production within nine months, after obtaining CAA approval.

The coupe is steered on the ground with the same control wheel as is used in the air, has a rear-wheel drive, and "almost unlimited" speed on the ground, due to its light aluminum construction, and its powerful 150 hp. Franklin engine. Fulton recommends a "never-exceed" ground speed of 45 mph. On the road it has shown mileage of 25 miles per gallon, and it has an estimated range of 400 miles as an airplane, with its 30-gallon tank capacity. It will carry 50 pounds baggage in addition to pilot and passenger.

► **Small Propeller**—Fulton uses a small-diameter wide-bladed propeller, which, with an efficient engine muffler, makes the airplane quiet in flight. Wingspan is 33 ft. 6 inches, and the coupe's overall measurements are 7 by 4½ ft. He describes the disconnection operation as so simple a woman can take it apart and put it together for flight or highway, in five minutes.

The West Coast Plane-Mobile of Whitaker and Zuck is considered their first experimental step toward a deluxe folding-wing family



Variable Incidence Wings: Ready for flight after 15 minutes of conversion with wrench, screwdriver, hammer and drift punch, the Los Angeles-built Plane-Mobile has its right pivoted wing section set at increased incidence as if to make a climbing left turn. (Aviation News photo)

Plane-Mobile Specifications

Design specifications of the experimental roadable Plane-Mobile developed by Stanley Whitaker and Daniel Zuck of Los Angeles, are:

Span	31 ft. 6½ in.
Overall length	15 ft. 6 in.
Overall height	5 ft. 9 in.
Wheel base (101 in.)	8 ft. 5 in.
Wheel tread (60 in.)	5 ft. 0 in.
Wing area	113.54 sq. ft.
Aspect ratio	8.75
Wing loading	9.57 lbs./sq. ft.
Horizontal stabilizer loading	3.45 lbs./sq. ft.
Min. flying speed	45-50 m.p.h.
Wt. empty	740 lbs.
Gross wt.	1150 lbs.
(Wings Folded)	
Overall height	6 ft. 4 in.
Overall length	16 ft. 10 in.
Overall width	5 ft. 11 in.

plane. Secret of the roadable feature of the plane is the pivoting break of the wings at the center section, permitting them to be swung back in overlap above the fuselage and held rigid by light metal clamps fore and aft. These clamps are removed when the plane is prepared for flight and fold compactly for stowage in the cabin.

Unconventional wide separation of the plane's three wheels (two forward and one rear) from the center of gravity provides roadable stability and at the same time permits the employment of a radical wing and flight control technique.

► **Gull Wings**—The two gull wings pivot on Oilite bearings at their strut and fuselage connection. They are free independently to assume angles of incidence indicated by aerodynamic control forces produced by their "ailerators"—ailerons differentially linked with the pilot's two-control control wheel.

Because placement of the wheels would prevent rocking the fuselage fore and aft for a "fixed wing" takeoff, the floating wing was adopted, allowing uniform changes of the incidence of each wing section for climb and descent and differential incidence of each section for right and left turns.

The designers believe that theirs is the first complete use of aerodynamic control of a so-called floating wing. Other experimenters they say, have relied wholly or partly upon mechanical positioning of the airfoil.

► **Tested at Mojave**—While proof of the flight control characteristics of their system awaits test flights, Zuck and Whitaker report that no abnormal tendencies were noticed on a few occasions when the plane left the ground for short distances

during high speed taxi runs on a Mojave Desert dry lake.

Structure of wing sections and location of the ailerators precluded the use of conventional wing flaps, and led to development of a novel split-surface air brake built into the horizontal stabilizer and operated by a cockpit lever.

In takeoff runs as well as in road operation the front wheels of the plane are steerable.

Following flight tests the plane will be fitted with a hydraulic drive carrying power from the engine to the rear wheel, and a clutch will be installed to disengage the propeller during road operation.

Both in tow tests on highways and moving under propeller power at speeds up to 70 mph. the plane, with wings folded, has shown itself to be highly roadworthy; the coil spring mounting of each of the three wheels giving a high degree of riding comfort.

► **Conventional Structure**—Structurally the aircraft is conventional, employing fabric-covered wings and a fabric-covered steel tube fuselage. Its clean "post war" design and lines, however, give little indication that actual construction of the aircraft began ten years ago.

Zuck and Whitaker developed mutual interest in the creation of a roadable personal plane when they were employed in the Consolidated plant at San Diego.

Aircraft Show Attracts Dealers

Largest national assembly of fixed base operators and distributors to meet at Cleveland exhibition.

Largest national assembly of aircraft dealers, distributors and fixed base operators since pre-war days, if not the largest ever, is expected to be found in Cleveland this week, drawn by the three-fold attraction of the National Aircraft Show, the various meetings of dealers and distributors scheduled by manufacturers, and the National Aviation Trades Association reorganization meeting, Wednesday and Thursday (Nov. 21-22), at the Hotel Statler.

Major interest for the private flying public at the show, meanwhile, centered around the display of 15 personal planes by Aeronca, Beech, Cessna, Ercoupe, Luscombe, North American, Piper, Republic and Stinson, and the Personal Air-

craft Council's theme center showing model landing facilities for personal planes.

With Sunday designated as Ohio Flying Clubs and Private Flyers' day, a large attendance of personal plane enthusiasts was anticipated.

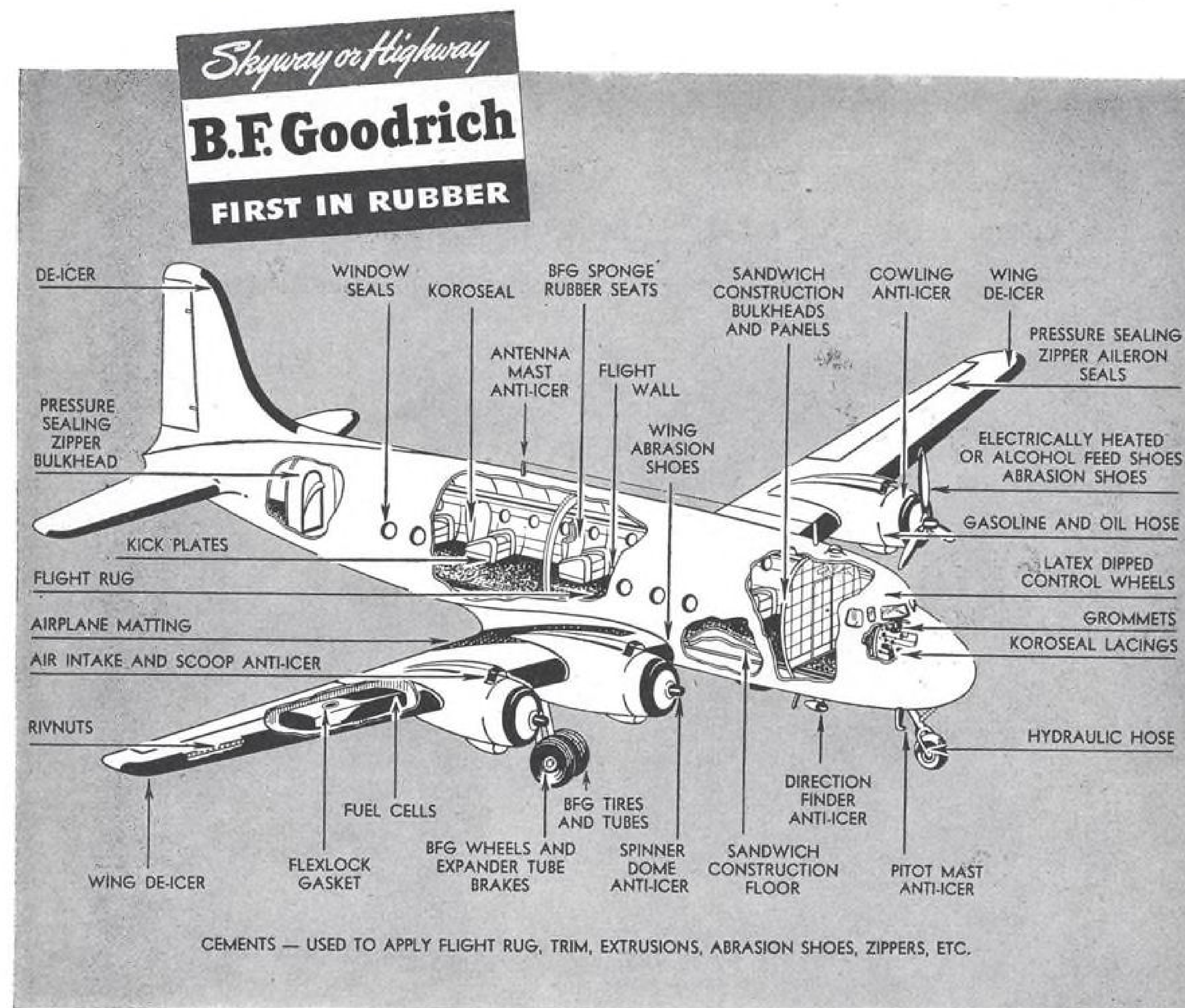
► **Anniversary Program**—Monday was chosen by Consolidated-Vultee for Stinson Dealers' Day, with a 21st Anniversary program at the show, culminating with a cocktail party and dinner Monday night at the Hotel Cleveland, Larry Cooper, general sales manager, was master of ceremonies with top Convair officials, including Harry Woodhead, president, scheduled to speak. Stinson used the show as springboard to announce its 1947 Stinson Voyager 150, and its Flying Station Wagon version of this plane. (See Briefing)

Aeronca, largest volume producer of personal planes, made the show an occasion to present its much discussed two-control two-place low-wing Chum airplane, the company's first venture into all-metal personal plane fabrication. John Friedlander, Aeronca president, was scheduling a luncheon Monday noon and a reception and dinner Monday night, both at the Statler hotel.

► **Cub Dealers Day**—Wednesday has been named Piper Cub Dealers' day by William T. Piper, Sr., president, who has scheduled meetings with his representatives. Besides showing the three-place Super Cruiser, the Piper exhibit includes a Cub Trainer modified for crop-dusting. (See Briefing)

Beech Aircraft Corp. is expected to show its four-place Bonanza Model 35 for the first time outside of Wichita. Luscombe's new 85 hp. de luxe all-metal Silvaire, the Cessna de luxe Model 140, the four-place all-metal North American Navion, and the two-control Ercoupe were eye-catchers.

► **Accessory Exhibits**—Of greater interest perhaps to the industry itself than to the general public were the exhibits by engine, propeller and accessory manufacturers. Public interest in the growing utility of seaplanes was indicated by attention to the Edo Aircraft floats exhibits, as well as the unique performance of the Republic Seabee amphibian, which again (as at the National Air Races) operated shuttle flights between the downtown Cleveland lakefront, and the runways of Municipal airport where the show is going on.



How rubber makes flying safer, more comfortable, too

SOME big airplanes need more than a ton of rubber products to keep them flying. Some smaller airplanes may have more than fifty different rubber accessories, from tires to window seals. The cut-away picture shows what some of these products are, and where they would be found in a big, 4-motor transport.

First, there are the products necessary for safety.

These include the tires that must cushion the landings and bring the plane in comfortably and safely. Then, there are the De-Icers, made only by B. F. Goodrich, to break away the ice that forms on wings and tail surfaces in some flying weather.

The electrically heated rubber shoes that protect propellers and other parts of the airplane are also important for safe flight in all weather. The hose, seals, brakes, and many other rubber parts are also vital to efficient flying.

Then, there are the products that make flying more comfortable.

Airline cabins are equipped with comfortable sponge rubber seats, and many of them have B. F. Goodrich flooring materials made of durable,

cushioning synthetic elastic materials. Soundproofed cabins are attractively finished in decorative fire-resistant materials, such as B. F. Goodrich Koroseal upholstery and trim.

B. F. Goodrich engineers continue to work with airplane designers to develop new products wherever rubber and synthetic materials may make the planes better, cheaper, or safer. The B. F. Goodrich Company, Aeronautical Division, Akron, Ohio.

B.F. Goodrich

FIRST IN RUBBER

McCAULEY'S NEW **MET-L-PROP**

FOR YOUR PERSONAL PLANE

DURABLE IT'S METAL LIGHT IT'S ALUMINUM



MET-L-PROP AVAILABLE FOR:

Aeronca
All American
Cessna
Stinson
Globe Swift
Luscombe
Piper
Funk
Culver
Taylorcraft
Ercoupe

When writing, please mention the type plane you have or expect to purchase and its engine model number.

• Pilots throughout the country are excitedly inquiring about the McCauley Met-L-Prop, the new lightweight, aluminum propeller. And no wonder . . . for it is the first and only metal propeller ever manufactured for personal planes. Here, at last, is a propeller that is light, efficient and durable . . . it will not swell, crack or warp. Its greater Durability will outlast all other types of propellers. Rain is no handicap . . . there's no waiting for the propeller to dry. More important, too, Met-L-Prop produces greater performance. Its light, thin-sectioned blades develop maximum horsepower and there are no mechanical parts to become out of adjustment. Met-L-Prop is available now for Continental A65, A75, C75 and C85 engines, CAA approved No. 842. Write today for complete information or see your local dealer or distributor.

McCAULEY CORPORATION

1840 Howell Avenue • Department 55 C • Dayton 7, Ohio

CAA Is Reversing Stand on Red Tape

Eliminates eye test; simplifies aircraft registration and discontinues approved parts list.

Federal Government agencies last week in an outburst of red-tape slashing, announced four major simplifications of regulations affecting pilots and aircraft manufacturers.

Administrator of Civil Aeronautics T. P. Wright announced:

1. That CAA had dropped the eye refraction test, as part of the physical examination of commercial pilots, as not necessary for flying safety, and eliminated any specific fee for pilots' examinations.

2. That the new simplified airplane registration plan providing for immediate temporary registration certificates, and transferable dealers' tags, was in effect as of Nov. 15.

3. That CAA soon will discontinue a list of manufacturers of approved products for aircraft use. Instead manufacturers hereafter will provide purchasers of aircraft components with a written warranty that the parts meet CAA minimum safety requirements.

► **Tech Orders Coming**—Requirements will be announced to the parts makers in a series of technical standards orders, complying wherever possible with already established standards of Federal Specifications Board, Aeronautical Board, Society of Automotive Engineers, and Aircraft Industries Association. The present list of acceptable manufacturers will be continued only until each type of product has been covered by a technical standard order.

Meanwhile William A. M. Burden, Assistant Secretary of Commerce, announced that U.S. tourist pilots flying into Canada, within 30 days will not have to clear with U.S. customs officers before take-off. Detailed instructions are to be issued by the customs bureau within 30 days, to make the crossing of the Canadian border "as simple as crossing a state line." However aircraft carrying merchandise or passengers for hire will still have to comply with the former regulations, the relaxation applying only to non-commercial flights. Similar easing of restrictions on the U.S.-Mexican border is being studied.



NAVIONS TO BRAZIL:

Three Brazilian pilots left Los Angeles Municipal Airport recently, in the first three export North American four-place Navions, to fly them 8,000 mi. to Sao Paulo, Brazil. North American officials believe it was the first postwar export of California-built personal planes. Left to right: Oscar Ferriera, purchaser of the planes, and pilots Roberto Buena and Ruy Barbosa.

► **New Plan Details**—Details of the new plane registration plan provide for the plane owner to use Form ACA-500, obtainable at any regional or district CAA office, in three parts with a carbon copy for each. Part A, "Registration Certificate," shows purchaser's name, address, make and serial number of aircraft. Part B, "Application for Registration," duplicates this information. Both are filled in by purchaser. Part C, "Bill of Sale," is filled in by seller, and both original and carbon copy must be notarized.

When the three parts are completed, purchaser posts original of Part B in the plane cockpit, as a temporary registration certificate good for 60 days. He keeps the original of Part C, the bill of sale, and mails the rest of the form, including original Part A, and the three carbons, to the Registration and Recordation Section, Civil Aeronautics Administration, Washington 25, D. C., accompanied by the required \$5 fee.

When the original of Part A comes back to the purchaser, properly countersigned (and the CAA promises that it will come back "long before the 60 days is up" in sharp contrast to the tire-some delays experienced under the old system), the purchaser destroys the temporary form, and replaces it with the permanent one, valid as long as he owns the airplane.

► **Dealer Certificates** — "Dealers' Registration Certificates" may be used by manufacturers, distrib-

utors and dealers, for ferrying and demonstration of new aircraft. They expire in 12 months, cost \$5 for the first one and \$1 for each additional certificate. They may be transferred freely from one new plane to another, as long as the planes are owned by the person to whom the certificates are issued, and he can show a bill of sale proving this.

The dealer's certificate is purchased by statement on form ACA-1706, obtainable at any CAA district or regional office, that the applicant is a bona fide manufacturer, dealer, or distributor of aircraft and a U.S. citizen. He mails form or forms, accompanied by check or money order payable to the treasurer of the U.S., to the CAA regional office, manufacturing and inspection division.

The dealers' tag plan is expected to result in considerable saving of fees and paper work, but is not compulsory, since the dealer or distributor may get an individual certificate for each plane if he chooses. Actually, the dealers' tag plan was adopted in response to urgent demands by the Aircraft Industry Association and dealer and distributor groups, and is expected to be used almost universally by those entitled to it.

The new system is regarded by CAA as the ultimate in simplicity possible under existing laws governing aircraft titles. But the \$5 fee later may be reduced if experience shows it is too high, Administrator Wright indicated recently at Oklahoma City.

UPMA Asks Instructors Issue Student Certificates

Recommendation that all licensed flight instructors be permitted to issue student pilot certificates to persons learning to fly, has been made to Civil Aeronautics Administrator T. P. Wright, by the United Pilots & Mechanics Association. Effective control of such a licensing system could be maintained by issue of temporary certificates, subject to cancellation if not approved by CAA, and by cancelling authorization of an individual flight instructor to issue such certificates if he failed to conform to CAA standards, it was pointed out.

UPMA said the recommendation was needed to provide for more convenient student pilot licensing at more than 2,000 airports where no licensing facilities exist.

Canadian Helicopter Readied for Test Flight

First Canadian-built helicopter is now ready for test flights. Built for Intercity Airlines Co., Montreal, by Engineering Products Co. of Montreal, Canada, the helicopter was designed by Bernard Szyner and Selma Gottlieb of New York, and is called S. G. Mark VI. The helicopter will be able to carry two passengers and pilot, with 50 pounds of baggage or freight, carrying enough gasoline for two hour flight of about 160 miles.

Intercity Airlines plans to have these helicopters mass produced at Montreal, and to bring costs down to \$10,000 per aircraft. The helicopter was designed for commercial operations. No licenses have as yet been issued in Canada for helicopter air services.

Price Cuts

Reductions of \$200 in the prices of the two-place Luscombe Silvaires to \$2,995 flyaway Dallas, for the 65 hp. plane, and \$3,795 for the 85 hp. deluxe Silvaire, were announced last week by Leopold H. P. Klotz, Luscombe Airplane Corp. president. The reductions will not be accompanied by any curtailments in workmanship, materials, equipment or other features of the two all-metal planes. Klotz said, but result from savings due to improved production efficiency which are being passed on to the customer.

Briefing *For Private Flying*

ABOVE AVERAGE?—A significant point is raised by the United Pilots & Mechanics Association, in commenting on a recent proposal by CAA that glider pilot flight examiners be "above average ability," and of "excellent reputation." UPMA has recommended that these requirements be changed to "average ability" and "good reputation." Says UPMA: "Aviation must serve the masses to succeed. Aviation is dealing in averages instead of above averages. It is also depending on persons of good reputation to do a good job instead of persons with excellent reputation. We doubt if many CAA inspectors could qualify for above average ability and excellent reputation. Most of them are average fellows of good reputation and they are doing a fine job. Why should we require more of the pilot examiners than we require of our inspectors?"

FLYING STATION WAGON—Stinson's new flying station wagon, designed for farmers, ranchers, sportsmen, salesmen and charter operators, promises to be one of the most useful personal planes which has yet been offered. With easily removable seats, it provides a cargo compartment which will carry 600 lb. of baggage, equipment, tools, farm produce or supplies. Yet with the seats in, it provides a comfortable sound-proofed four-seat plane, which lands and takes off in small fields. Basically the plane is the Voyager 150 which has been proved now by approximately a year in licensed operation. Flying farmers have asked repeatedly for a workhorse airplane of this type, and now that Stinson has provided it, the industry will watch with interest to see how the plane is accepted.

CUB CROP DUSTERS—Another exhibit of interest to flying farmers at the National Aircraft Show, not too far from the Stinson station wagon display, is the Piper Cub crop duster, a J-3 Cub trainer modified for use as a crop duster, and capable of getting in and out of small fields to which the bigger heavier-horsepowered crop duster planes couldn't have access.

CRUISERS ONLY—Piper Aircraft Corp. last week completed the switch of its Cub J-3 trainer production from its main Lockhaven, Pa., plant to the new Ponca City, Okla., Piper plant. The Ponca City plant has now stepped up trainer production to 10 a day and soon expects to make 12 a day. Meanwhile the Lockhaven plant will make the 100 hp. three-place Cub Super Cruisers exclusively, on both production lines, and expects to get production of these up to 30 a day by the end of the month. While demand for all training type planes, including the Cub trainer, has slackened off some, seasonally, and because the GI aviation schools have had most of their trainer demands met, demand continues steady for the Super Cruisers, regarded generally as one of the best values in air transportation on the market.

SAFETY POSTERS—A series of "fly right" posters is being distributed by CAA, for placement at airports in a move to improve further the accident record for private flying already considerably better in 1946 than in pre-war years. The first poster shows a cocky young "hot pilot" heading his plane for a telephone wire as he waves to his girl friend from an altitude obviously too low for safety. It bears the legend: "Don't show off, fly right and live to fly." CAA records show that their accident investigations per 1,000 registered aircraft have dropped 44 percent from 27.5 in July, 1941 to 15.3 in July, 1946. Part of this gain may have been due to the number of inspectors available for investigations. But this is probably balanced by the increased amount of flying per airplane, in 1946 over 1941, which is not taken into account in the comparison.

—Alexander McSurely



ADD

Earning Power

to the DC-4 with WRIGHT CYCLONES

The 1425 HP Cyclone 9HD Power Unit offers operating and maintenance advantages which no DC-4 operator can afford to overlook. Proven by scheduled airline service, this Wright development pays for itself many times over.

The Power Units are complete to the firewall, fit the present DC-4 nacelles, and are completely interchangeable regardless of nacelle position on the airplane.

Consider the summary of advantages. A Wright representative will be pleased to show what the greater earning power of Cyclones can mean to your own operations.

WRIGHT

AERONAUTICAL CORPORATION

Wood-Ridge, New Jersey

DESIGNED BY
CURTISS-WRIGHT
FLYING IN SAFETY

Lower Operating Cost—Higher Speed

Cyclone 9 Power Units offer operators up to 10 per cent saving in direct operating cost and up to 20 MPH increase in cruising speed.

Greater Operational Flexibility

Higher speed at lower operating cost permits more efficient scheduling, greater equipment utilization and allows shorter trip time on competitive routes.

Reduced and Simplified Maintenance

The installation is simplified and accessibility greatly improved. The complete interchangeability of power units means fewer spares, less specialized tooling and equipment. Reduced maintenance permits more time in the air, less time on the ground.

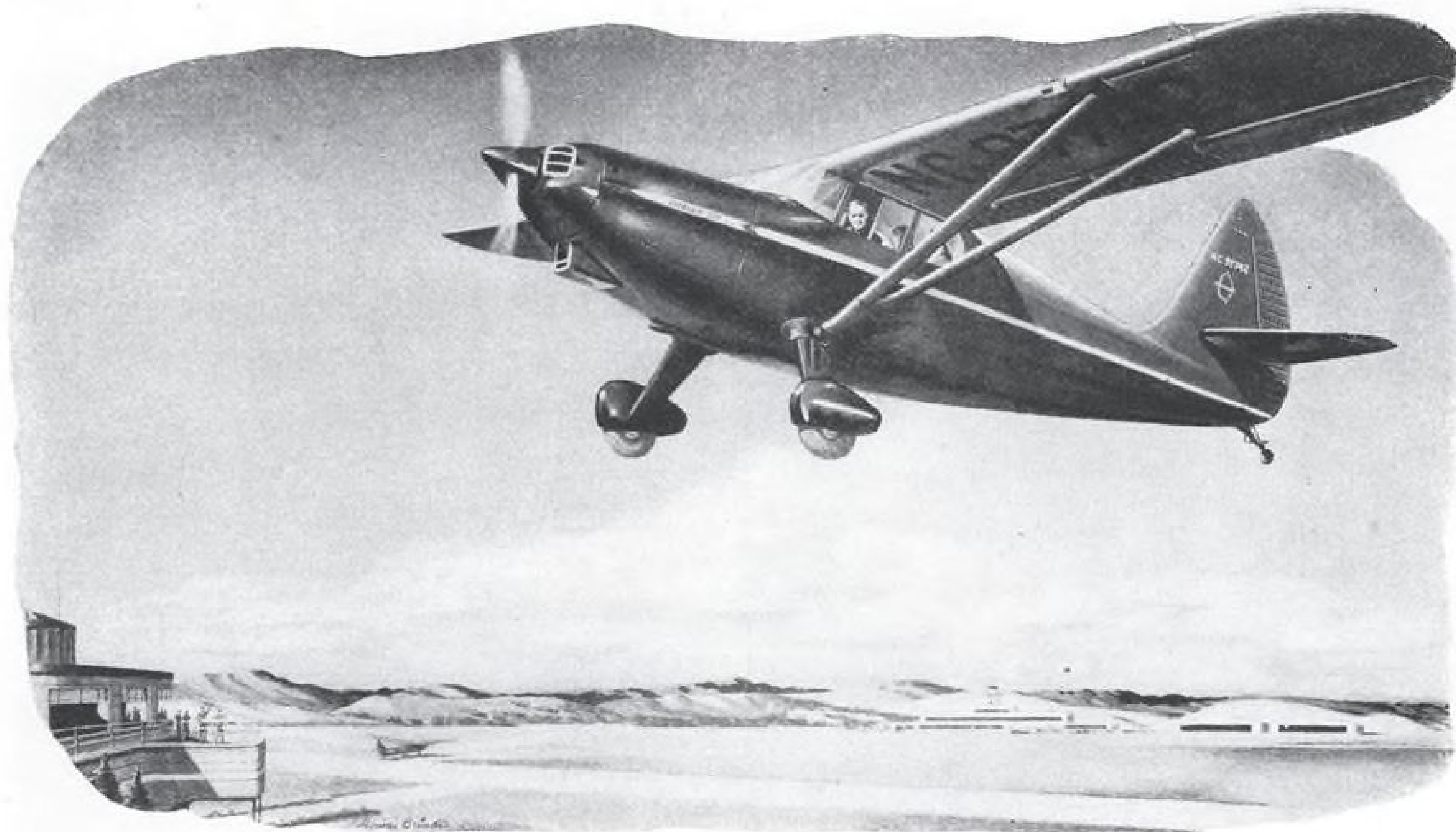
Propellers and Accessories Utilized

Simple blade rework adapts original DC-4 propellers to this installation. Major accessories remain unchanged.

The Cyclone 9 Power Unit is a Wright design, fabricated by the Rohr Aircraft Company of Chula Vista, California.



Announcing the great new *STINSON VOYAGER*



The proved plane—improved for '47!

FOR 21 YEARS Stinson has set a high standard for dependability, performance, and safety in personal planes.

The Stinson Voyager is a plane that has proved its leadership among personal planes in the hands of enthusiastic pilots everywhere.

And for 1947, you'll get an even greater thrill out of the great new *improved* Voyager! For here is a plane with more inherent stability, rugged dependability, and "fly-anywhere" per-

formance than any other personal plane you ever lifted off the ground!

The introduction of this great new Voyager adds new lustre to the Stinson name—new value to the Stinson franchise. *Stinson Division, Consolidated Vultee Aircraft Corporation, Wayne, Michigan.*

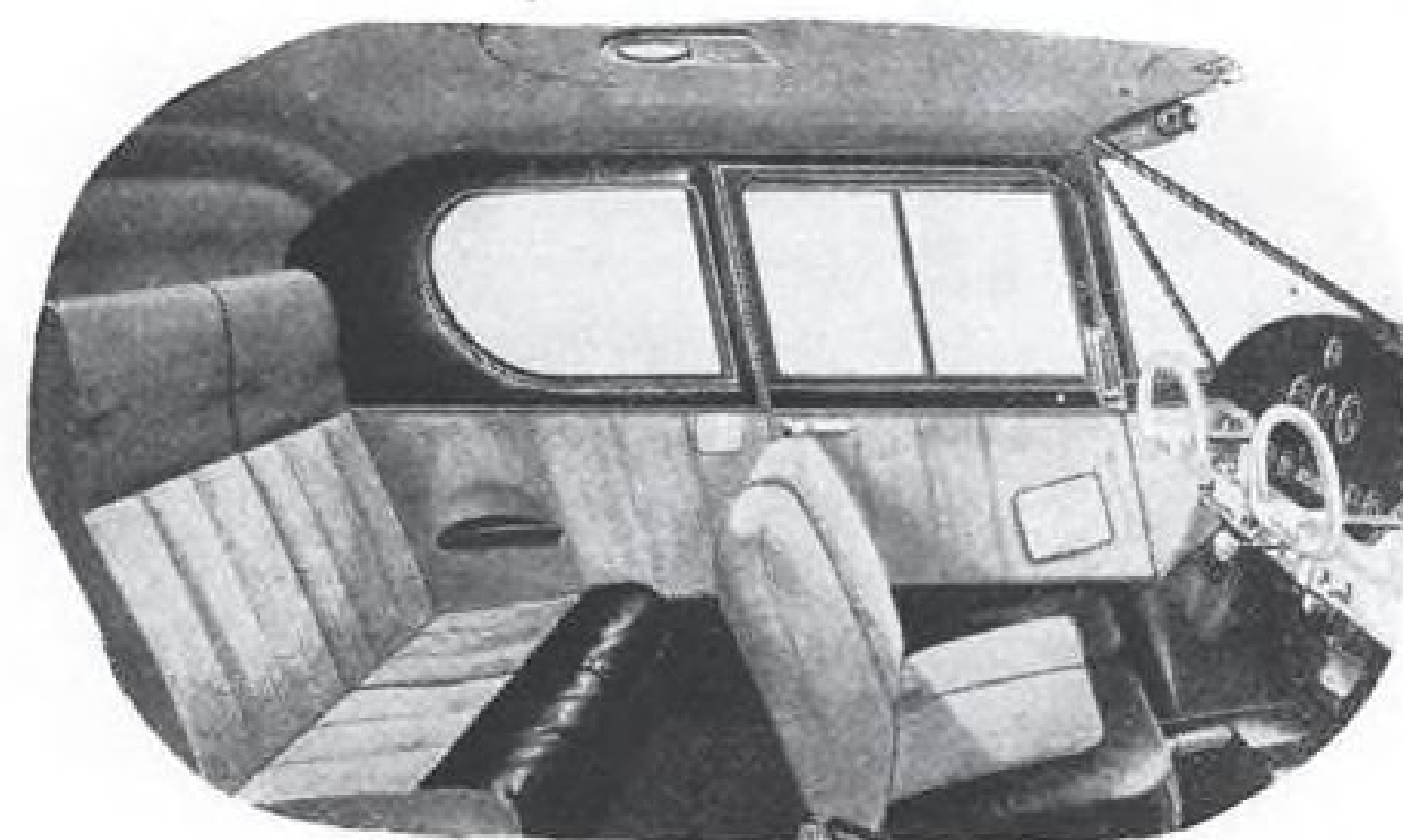
The great new Stinson Voyager for '47 is a 4-place, "fly-anywhere" plane . . . carries useful load of 1,006 lbs. . . 150 horsepower . . . cruises at 125 m.p.h. . .

maximum speed, 133 m.p.h. . . takes off fully loaded (2,230 lbs., gross weight) in only 620 feet . . . rate of climb, 630 f.p.m. . . service ceiling, 13,000 feet . . . flying range, 500 miles . . . stops in 290 feet after landing. Flaps for quicker take-offs and slower, shorter landings . . . built-in wing slots for safety. Oleo spring-draulic landing gear for incredibly smooth, cushioned landings. Two-way radio. Radio loudspeaker in soundproofed cabin eliminates necessity for headphones.

Stinson

**For 21 years—America's
greatest name in personal planes**

Stunning new interiors by Henry Dreyfuss are smartly functional. Rich broadcloth upholstery . . . deep-pile carpeting and a distinctive new instrument panel—all blend in a pleasingly fresh concept of personal plane beauty. Two models are available—the 4-place Voyager 150 and the "Flying Station Wagon" with load space of 24 cubic feet—carries pilot and 600 cargo-pounds.



PRODUCTION

BUSINESS OUTLOOK

Taxes and Federal Budget Hold Spotlight in Post-Election Thinking

Republican landslide may bring heavy cuts in defense spending; loss carry-back provision appears doomed.

By WILLIAM KROGER

Keeping in mind the historic fact that the "ins" never seem under any obligation to follow the course they suggested when they were the "outs," observers are chary of definite predictions about what government actions affecting business will result from Republican control of Congress. But two weeks after the elections, speculation still centers on a number of areas of government-industry concern.

Taxes and federal expenditures hold the spotlight. There is general belief that corporation taxes will come down. There is some opinion that the loss carry-back provision, which has long been distasteful to the Treasury, is doomed, even in a Congress dominated by the party popularly assumed to be friendly to business. In its stead, it is predicted, will come a loss carry-forward clause.

► **Conversion Expenses**—It seems possible that the loss carry-forward might even be preferable for the aircraft industry from here on out. This first postwar year brought heavy non-recurrent conversion expenses and high labor costs preparing for production which in the case of some large companies will not reach a flow until next year. As witness the nine months' statement of Curtiss-Wright and United Aircraft, the carry-back was of major importance this year.

The 1947 outlook is not as bright as it might be. The drop in personal plane sales and possible cancellation of transport orders such as TWA's, if other airlines are faced with the same circumstances, could put off to a later year realization of profits that seemed assured some time ago when tremendous aviation expansion was expected.

A cut in federal expenditures on national defense is still a strong possibility, despite general industry feeling to the contrary. More than 70 percent of the total 1947 budget is for national defense, veterans benefits and interest on the national debt. The latter two are untouchables—the one politically, the other economically. General federal expenditures will be cut, but government officials have emphasized over and over that real slashes could not be made without plunging into that huge item labeled national defense.

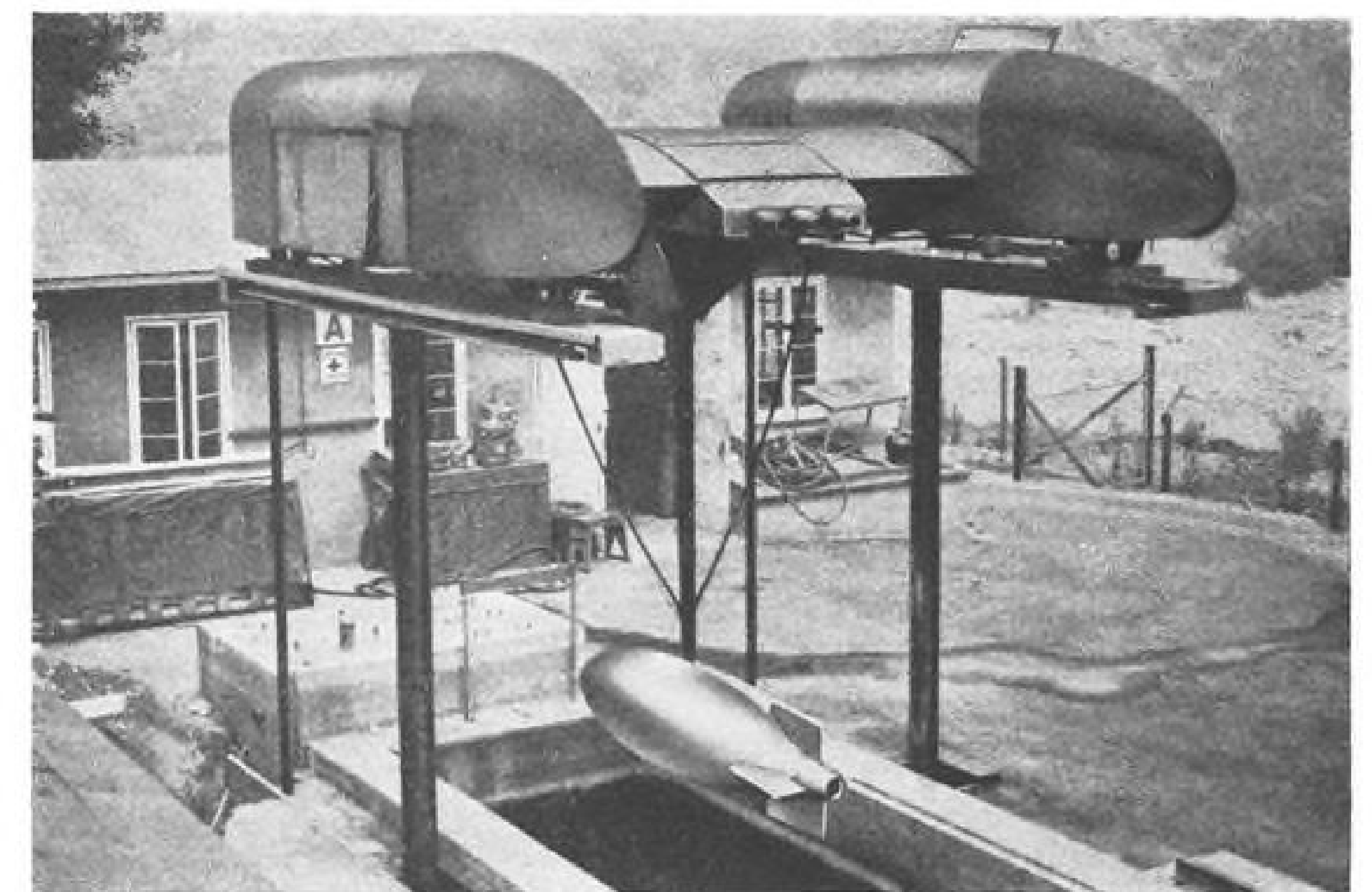
► **AAF Optimism**—AAF's constant reiteration of the theme that it has the means to protect the country and can "carry an atom bomb to

any inhabited region in the world"—without explaining that the aircraft that can implement the words will not be delivered for a year or more—may not help when the time comes to justify budget estimates before a victory-flushed congressional committee panting to make a record on economy.

Almost certainly to come will be the dropping of wage controls and the end of Selective Service. If a new labor relations law should follow, the resulting stabilization would furnish a sounder basis for planning and should show in production.

View of some experienced observers is that long-term planning by management will be immeasurably easier. Their thinking is based not so much on statutes that may be enacted, as on the belief that the mere existence of a Republican Congress will have a psychological effect upon government administrators. In the past, it is pointed out, certain acts have often been used by over-zealous administrators as excuses to push pet social or economic projects far beyond the intent of Congress as contained in the particular act. This was true in WPB, in the early days particularly, in OPA, in the labor bureaus and in many other agencies.

There is hope, backed by the power of the purse that Congress always holds, that in the future government administration will



FISH OUT OF WATER:

First view out of the water of AAF's hydrobomb being tested in a special towing channel at California Institute of Technology. Designed to be launched from a plane traveling about 350 mph., the bomb is propelled under water by a rocket unit developing 2,200 lb. of thrust for 30 seconds, which gives it a speed of about 70 mph. and a range of 1,000 yd. Warhead carries 1,250 lb. of explosive.

have a tendency to follow law more often than whim, with an end to conflicting regulations, massive reports and arbitrary action. That, to many a manufacturer, would be the most important effect of the elections.

Strike Postpones Swedish Production

(McGraw-Hill World News)

Stockholm—While test flights of the prototype of the 24-32-passenger transport plane, Scandia, built by the Swedish company Svenska Aeroplan A. B. (SAAB), have been scheduled to begin this month, production of the twin-engine airliner (AVIATION NEWS, Oct. 21) now appears impossible before the middle of next year.

A strike affecting all metal working operations in Sweden greatly set back SAAB's production on military orders and, consequently, work has also been delayed on the Scandia. Deliveries probably can not be made until 1948. The price of the first planes will be 750,000 kronor, about \$208,000. The Swedish European airline, ABA, is known to be interested in the Scandia.

► **Speed a Problem**—The big question, in view of the postponement of the delivery date, is whether at that time the Scandia—powered by Pratt & Whitney R-2000 engines for which orders have been placed—will be too slow. The possibilities are therefore being considered of fitting it with higher horsepower reciprocating engines, or with turbojets. As presently planned, the Scandia would cruise at about 222 mph.

The Swedes have the designs of the British Goblin jet engine, which powers the Vampire, and are on the point of solving the alloy problem. Although the engines will be built by Svenska Flyg-

motor A. B., SAAB is setting up sheet pressing shops. Pending domestic manufacture, SAAB is fitting Vampire jet propulsion apparatus into its J 21 fighters.

As the only aircraft manufacturer in Sweden, SAAB has been built by military orders, although it is privately-owned. It was originally established because the government wanted a domestic source for military planes and it is protected by a government contract guaranteeing against purchases abroad at cut-rate prices and is also protected to some extent against competition at home.

► **Making Lightplane**—In addition to the Scandia, SAAB has in production a three-place aluminum personal aircraft selling for about \$9,700, of which some 20 have been sold. As a hedge against possible unfavorable developments in the aircraft market, SAAB is considering the manufacture of a small automobile.

SAAB's payroll shows a striking division of employees between production workers and technical and design staff. The total during the past financial year averaged 3,730, of which 1,230 were on the technical side. This over-balance is due to the fact that SAAB, although serving a small market, is the sole Swedish air firm and because of government orders must be continually producing new designs.

Sutton Prop Balancer

New suspension type balancer has been developed by Sutton Mfg. Co., Dayton, O., for all types of propellers ranging from SAE 7.5 to SAE 60 in shaft size.

Balancer consists of a hollow shaft at center of which is supported a cable. Prop with balancer shaft and proper cone adapters attached is hung in a horizontal position from any convenient sup-

port. At top of the balancer shaft is a disc which is fastened to the cable but is free floating over the vertical center line of the shaft. Under the disc is a ring which should be concentric with the disc when prop is in balance. Any portion of ring which extends beyond the disc indicates propeller is heavy in direction where ring shows.

United and Curtiss Show 9 Month Profit

Availability of excess profits tax refunds, and the proviso of the tax laws that losses of this year may be carried back and applied against taxes paid on profits in previous years were the difference between a profit and a loss during the first nine months of this year for both United Aircraft Corp. and Curtiss-Wright Corp.

United net for the third quarter was \$1,568,862, and for nine months \$4,670,229, after excess profits credits of \$1,828,108 and carry-back of \$1,503,198 for the quarter, and excess profits credits of \$5,484,325 and carry-back of \$4,913,925 for the first nine months. C-W net for the nine months ending Sept. 30 was \$5,151,643 after carry-back credit of \$13,976,278.

Additional details of the companies' financial reports:

► **United Aircraft**—Third quarter sales amounted to \$28,189,948 and sales to Sept. 30 were \$81,582,732. Cost of sales, respectively, were \$25,461,545 and \$74,484,713. Major item in other costs was engineering, development, selling and administrative, \$4,416,879 for the quarter and \$12,996,905 for the nine months. Net loss before credits was \$1,762,444 for the quarter and \$5,728,021 for the year to Sept. 30.

► **Curtiss-Wright**—Sales and other income for the nine months to Sept. 30 totaled \$50,759,141, with the cost of sales \$43,029,414. Engineering and development costs were \$6,723,590. Loss before carry-back credit was \$8,824,635. Company has declared a dividend of 50 cents per share of Class "A" stock and the same amount on common stock.

C-W backlog rose from \$59,986,773 on Jan. 1 to \$88,320,320 on Sept. 30, while shipments during that period amounted to \$44,847,602. New orders during the nine months totaled \$73,181,149.

Figures for Wright Aeronautical, while covered in the C-W report, were issued separately and showed

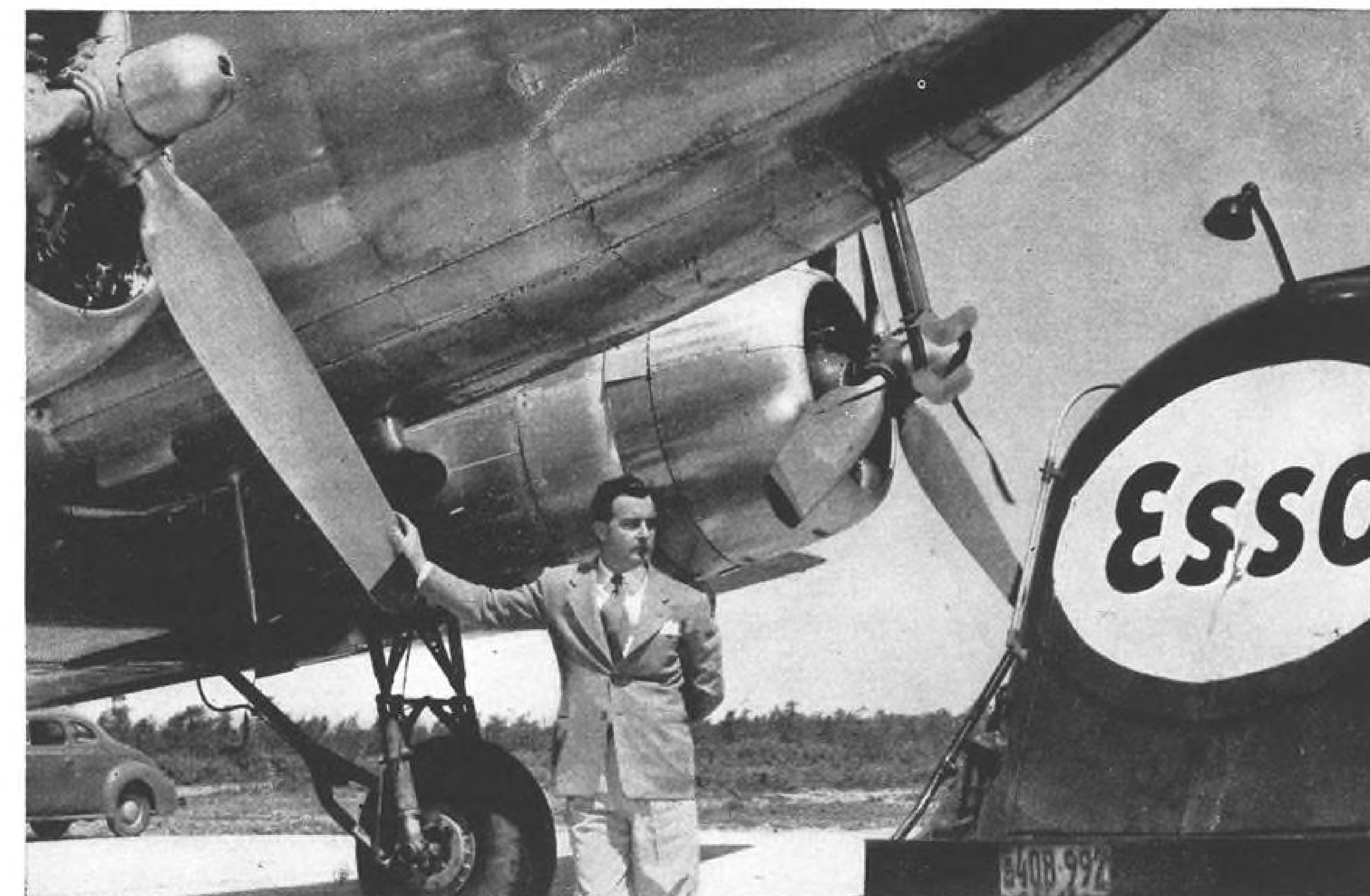
NO. 10 IN THE SERIES. FEATURING PROMINENT ESSO AIRPORT OPERATORS

"After seventeen years in aviation, we chose Esso"

says **Frederick H. Smith**, manager of MacArthur Airport (one of New York's five major airports) and chairman of the Board of Island Air Ferries, Inc. He was a TWA

Captain and Check Pilot five years, a Chief Pilot for Colonial Airlines, and in charge of Sperry's Flight research during the war.

Fred writes: "After seventeen years in the aviation business, we chose Esso fuels and lubricants for use in our airplanes and for sales to our customers because we wanted quality products as demonstrated by our experience. We feel that the research organization maintained by the makers of Esso products will always assure us of a high standard of quality and performance."

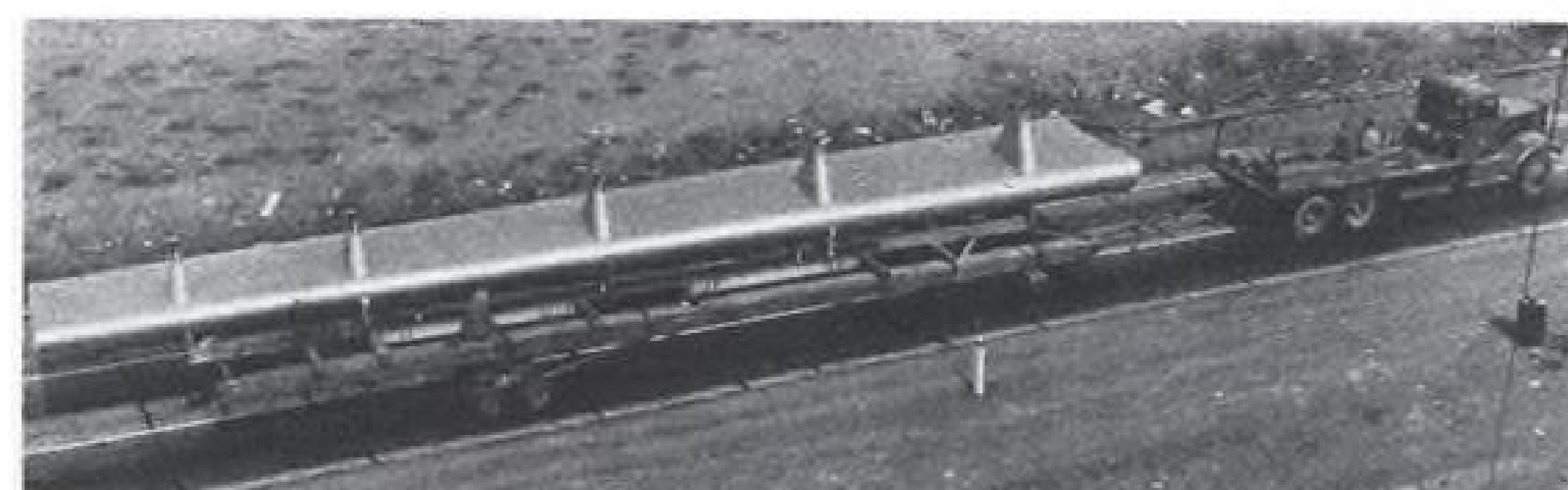


MR. AIRCRAFT OWNER: Esso Aviation Products are on sale at the following airports in N.Y. State. Tear off this list and keep it for ready reference!

Angola Airport; Auburn Airport; Aviation Affiliates Inc., Queens Seaplane Base, Flushing, L. I.; Babylon Seaplane Base, Babylon, L. I.; Ballston Spa Airport; Boonville Airport; Brooklyn Skyport Flyers Inc., Mill Basin, Brooklyn; Canandaigua Airport; Canandaigua Seaplane Base; Cicero Airport; Commercial Airport, Ogden; Deer Park Airport; Falconer Airport; Fitzmaurice Field, Massapequa Park; Flushing Airport; Fort Plain Airport; Fulton Municipal Airport; Hayduk Airport & Seaplane Base, Herkimer; Hylan Airport, Rochester; Jamestown Municipal Airport; Keesville Airport; Keyes Airport, Oneonta; Kirkville Airport; Lake Placid Airport; Malone Dufort Airport, Malone; Massena Airport; Meacham Airport, Rochester; Mills Aircraft Corp., Elmira; Moravia Air Haven, Moravia; Muncie Airport, Sidney; Mercury Airport, Hammondsport; New Palz Airport; Niagara Falls Municipal Airport; Ogdensburg Airport; Palmyra Airpark; Penn Yan Flying Service, Penn Yan; Piseco Airport; Point Pleasant Seaplane Service, Point Pleasant; Red Creek Municipal Airport; Richmond County Airport, Travis, S. I.; Ridgeway Airport, Rochester; Ripley Airport; Scottsville Airport; Seneca Falls Airport; Shawnee Flying Service, No. Tonawanda; Staten Island Airport, Newspringville, S. I.; Steffen Aeronautical Service, E. Amherst; Stormville Airport; Syracuse Airport; Tri-Cities Airport, Endicott; Tri-States Airport, Montgomery; Walker Airport, Kingston; Ward Air Service, Syracuse; Warwick Airport; Waterloo Airpark, Waterloo; Watertown Municipal Airport; Werle Airport, Dunkirk; Westchester Airport, Inc., Armonk.

Esso Aviation Research is intensive and unending. With a background of over 40 years of continuous aviation experience, dating from Wright Brothers' first flight at Kitty Hawk, it keeps Esso Dealers in step with progress with ever-better, high-quality Esso Aviation Products.

YOU CAN DEPEND ON



FLAP FOR HUGHES FLYING BOAT:

Almost as long as the wing of standard 21-passenger airliner, this 74-ft. wing flap is shown en route from Hughes Aircraft plant at Culver City to Long Beach. It is one of two to be installed on 320-ft. wing of the big flying boat now being assembled.

NOW-2 New Edo Floats

High Output and Improved Design Cuts Costs
of All-Metal Floats with Reduction in Weight

Instead of raising prices, Edo now cuts prices down \$515 and \$600 on two completely new, greatly improved lightplane floats. Mass output, with high production tools combined with wartime experience in producing all Navy floats, makes it possible to give you this saving.

The New Model 1650 at \$1,250.
Replaces Model 1620 at \$1,765.
The New Model 2000 at \$1,350.
Replaces Model 1965 at \$1,950.

Edo engineers designed these floats specifically for the latest types of postwar planes, such as the Cessna 140 and Piper Super-Cruiser. Despite the slight increase in displacement, they cut 30 pounds from each installation. Floatplane performance is excellent, with added utility.

Model 2000 for Piper Super-Cruiser

Equipped with Edo Model 2000 Floats, the Piper Super-Cruiser enables a seaplane base operator to take up two passengers at once. Sales demonstrations, charter or sightseeing flights have more payload in this plane. The private owner also has space for two friends or members of the family. Or there is more baggage room if only pilot and one passenger go cross-country. For either base operator or private owner, an electric starter adds one more strong advantage to this outstanding plane.

Model 1965 ... ~~\$1,950~~ New Model 2000 ... \$1,350.

at Amazingly Low Prices

Model 1650 for Cessna 120-140

This all-metal plane is admirably suited to the installation of Edo all-metal Model 1650 floats. The Cessna 140 is ideal for the private owner who wants outstanding performance. With flaps, the Cessna handles full load take-offs with ease. Its electric starter is another convenience for the owner. With less deluxe equipment, it becomes the Cessna 120, an excellent plane for the operator who seeks utmost economy in flight training or rentals.

Model 1620 ... ~~\$1,765~~ New Model 1650 ... \$1,250.

These new Edo floats are sleek and streamlined. Tops are curved with deck rails providing good footing. The keel is now external and easily replaceable. Removable bow bumpers give protection in docking. Hand-hole covers of a new "speed" design offer less drag and may be quickly removed or locked in place with a half-turn.

A clean cantilever strut design replaces the spreader bar arrangement. There are fewer parts in the float gear and all brace wires are eliminated. Installations are fast and simple.

Superior in design, these models not only give the usual rugged service of Edo all-metal floats but are easier, more economical to maintain. Repairs may be made in the field, with less loss of flying time.

HOW TO ORDER EDO FLOATS

These floats are available only through Piper or Cessna dealers and distributors. Production is now in full swing, with all deliveries made according to receipt of orders. For prompt delivery, see your Piper or Cessna representative today.

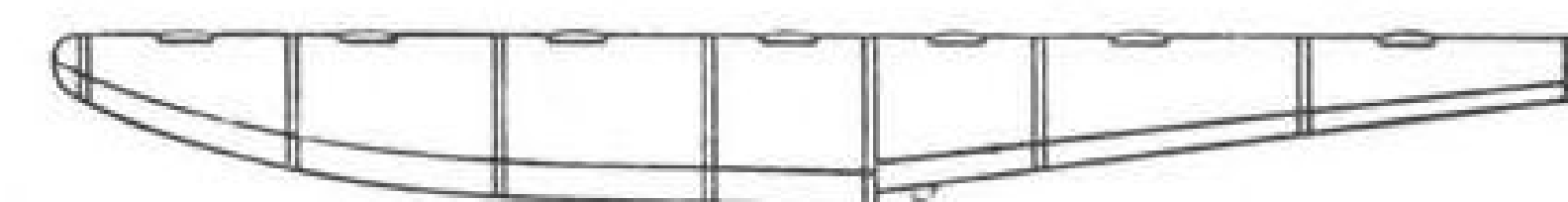
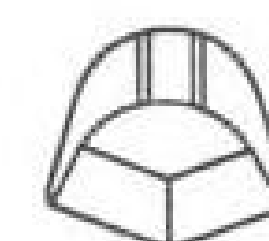


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Learn more about the fun of flying floats, plus details of planes, floats and bases. Just send a postcard or letter

RUGGED SERVICE AND EASY REPAIRS

This cutaway view of the new Edo float, available as either the Model 2000 or Model 1650, shows the construction which gives inherent long service life. It is made in four component parts, each easily replaced by riveting. Each component is built in precision jigs and is universally interchangeable. The bottom is of flat sheets and may be repaired in the field with the correct gauge metal. The external keel may be removed without disassembly of the entire float. The chines may likewise be removed for maintenance work. Bow bumpers are bolted on, reached for easy removal through the forward hand-hole cover. (Both the Model 2000 and 1650 are identical, except for length).

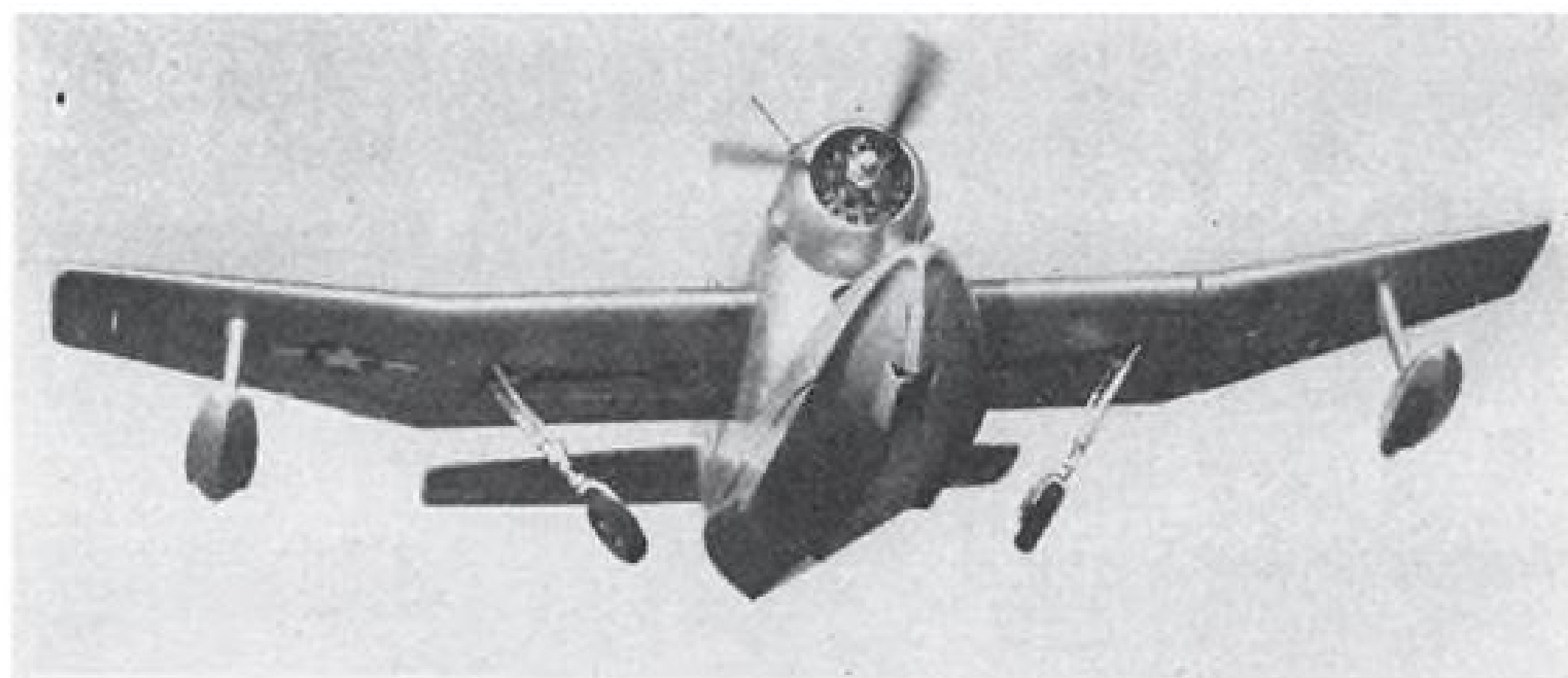


EDO AIRCRAFT CORPORATION

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Visit the EDO EXHIBIT in Booths G-12 and G-13, National Aircraft Show, Cleveland, Ohio, November 15-24.



NAVY'S NEW AMPHIBIAN:

New in-flight picture of the XJL-1, Navy's utility amphibian built by Columbia Aircraft Corp., Valley Stream, N. Y., showing action of the landing gear retracting into the wings, an innovation on Navy aircraft of this type. Designed to replace the J2F, the JL carries six as a personnel transport. (Martin & Kelman photo.)

a profit for the nine months ending Sept. 30 of \$5,756,823 on income of \$32,290,285 after carry-back credits of \$10,975,055. Unfilled orders as of Sept. 30 were \$31,118,872, in contrast to the Jan. 1 figure of \$41,878,955. Shipments during the period amounted to \$27,753,371, while new business was \$16,993,288.

Liquid Oxygen Booster Tested by U. S. Bureau

Practicality of increasing reciprocating engine power at altitude by injecting liquid oxygen into the mixture of fuel and air has been established in tests by the Bureau of Standards. At 28,000 ft., a boost of 400 hp. and 39 mph. was obtained. At 35,000 ft., the increase was 200 hp. and 15 mph.

The system can be used only at altitude because the liquid oxygen increases the cylinder head temperature. It therefore can not give additional power at take off. Weight of the system is about 200 lb., 100 of which is liquid oxygen.

The Bureau's tests were purely experimental, and made during the war. No service installations were made, although the method was developed to the point where it could have been applied widely if needed. Main disadvantage is the necessity to store the oxygen in well-insulated containers.

De Havilland Orders

De Havilland Aircraft has booked 225 orders totaling more than \$14,000,000 for its Dove, 8-11-passenger feederliner, with deliveries extending into March, 1948. Sales have been made in 20 countries

on five continents, including a recent sale of 20 to the Argentine government.

Erco-NWSB Battle on Bonus Slashes

Failure to seek government approval before discontinuing quarterly bonuses to employees has brought Engineering & Research Corp., Riverdale, Md., into a fight with the National Wage Stabilization Board that could cripple the company financially by an adverse decision.

Hearings will be resumed in Philadelphia Nov. 27. Because government wage controls have been lifted, the manufacturer of the Erco coupe cannot be required to reinstate the bonus. It will, however, be subject to possible penalties for not having paid the bonus for the first three quarters of 1946 if it is determined that the discontinuance was in violation of the then existing stabilization act.

► **Company Claim**—Henry A. Berliner, chairman of the board of Erco, and Lester A. Wells, president, testified that the bonus, paid from 1942 through 1945, was contingent on profits being earned, and that approval was not required to discontinue the extra payments when the company suffered a \$500,000 loss in the first quarter of 1946.

To have paid the bonuses in the first three quarters of this year would have cost the company \$299,000. This, added to losses and other involvements, would also have terminated a \$1 million bank loan which falls due when com-

pany losses reach approximately \$700,000. Altogether liabilities of \$3 million would have to be paid, according to Bernard R. Nordlinger, company attorney. The quarterly bonuses varied from \$10 to \$100 depending on the employee's job and his length of service.

► **Cannot Compel Company** — NWSB, if it finds the company in violation of the Stabilization Act, has discretion to determine how much, if any, of the bonus payments withheld shall be disallowed as costs for income tax purposes. It cannot compel the company to reimburse the employees or reinstate the bonus.

Action against the company followed complaints by employees belonging to the International Association of Machinists, independent union affiliated until recently with the A. F. L.

Meanwhile, ERCO announced that the plant would shut down from Nov. 5 through Dec. 4, although this has nothing to do with the bonus dispute. Declining sales, lack of storage space and generally unsettled business conditions precipitated the shutdown. Company officials deny a published report that workers, when informed of the suspension, damaged planes then on the line.

New Aircooled Plant

In order to increase assembly space of its Liverpool N. Y. plant, Aircooled Motors, Inc. has taken over a Syracuse plant, Alfred Marchev, president of Republic Aviation Corp., parent corporation of Aircooled, reports.

The additional floor space, where a working force of 75 will eventually be increased to at least 250, is calculated to add 50 percent to Aircooled's production area. The new Syracuse plant will be known as the parts production division.

Bomber Contracts

General Electric Co. has been awarded two AAF contracts, each for more than a million dollars, for armament and electrical systems and turbosuperchargers on Consolidated Vultee B-36 bombers and Northrop B-35 flying wing bombers.

The contract for the B-36 covers all production models, while that for the B-35 is on the first two production models. GE will manufacture for both types its remote-controlled sighting and fire system developed during the war.

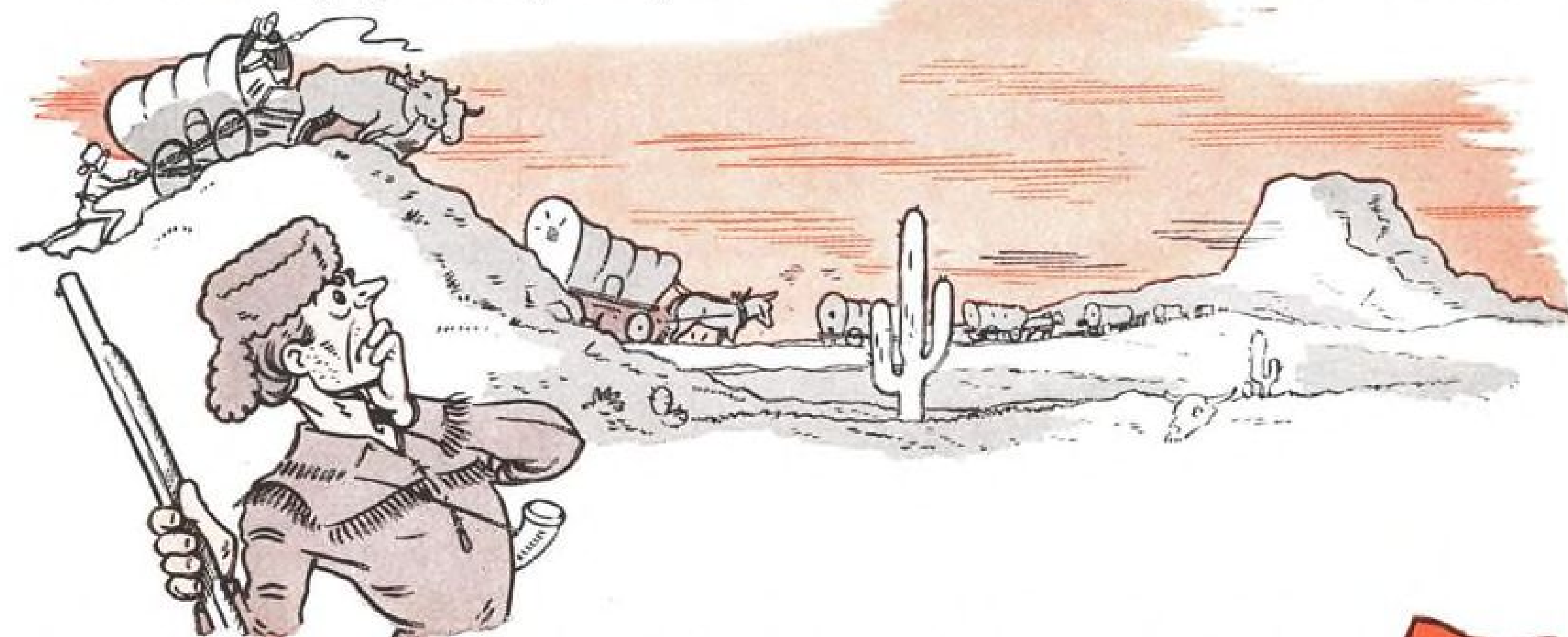
When History Repeats Itself..... COVERED WAGONS will FLY to Sutter's Creek



A man had plenty of time to grow a beard on the long jaunt to California back in 1849. Hopeful gold-seekers spent months making the tortuous trip across the country to Sutter's Creek. Rumbling along in creaking Conestoga wagons, progress was mighty slow, particularly over the rugged Rockies. Next time, powerful Fairchild Packets, capable of transporting tons through the air at 200 mile-an-hour speed, will be ready to whisk men and equipment to the scene of the fabulous Gold Rush in a mere matter of hours.

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freight industry is a tribute to the designers of American cargo-carrying aircraft. Flying tons of merchandise swiftly and safely calls for aircraft designed for minimum weight and maximum strength, advantages inherent in OSTUCO Steel Tubing. Through experienced craftsmanship and rigid adherence to quality standards of production, The Ohio Seamless Tube Company has helped solve many perplexing design and structural problems for the aviation industry. Expert research and advanced methods of manufacture assure the continuance of this important service in the future.



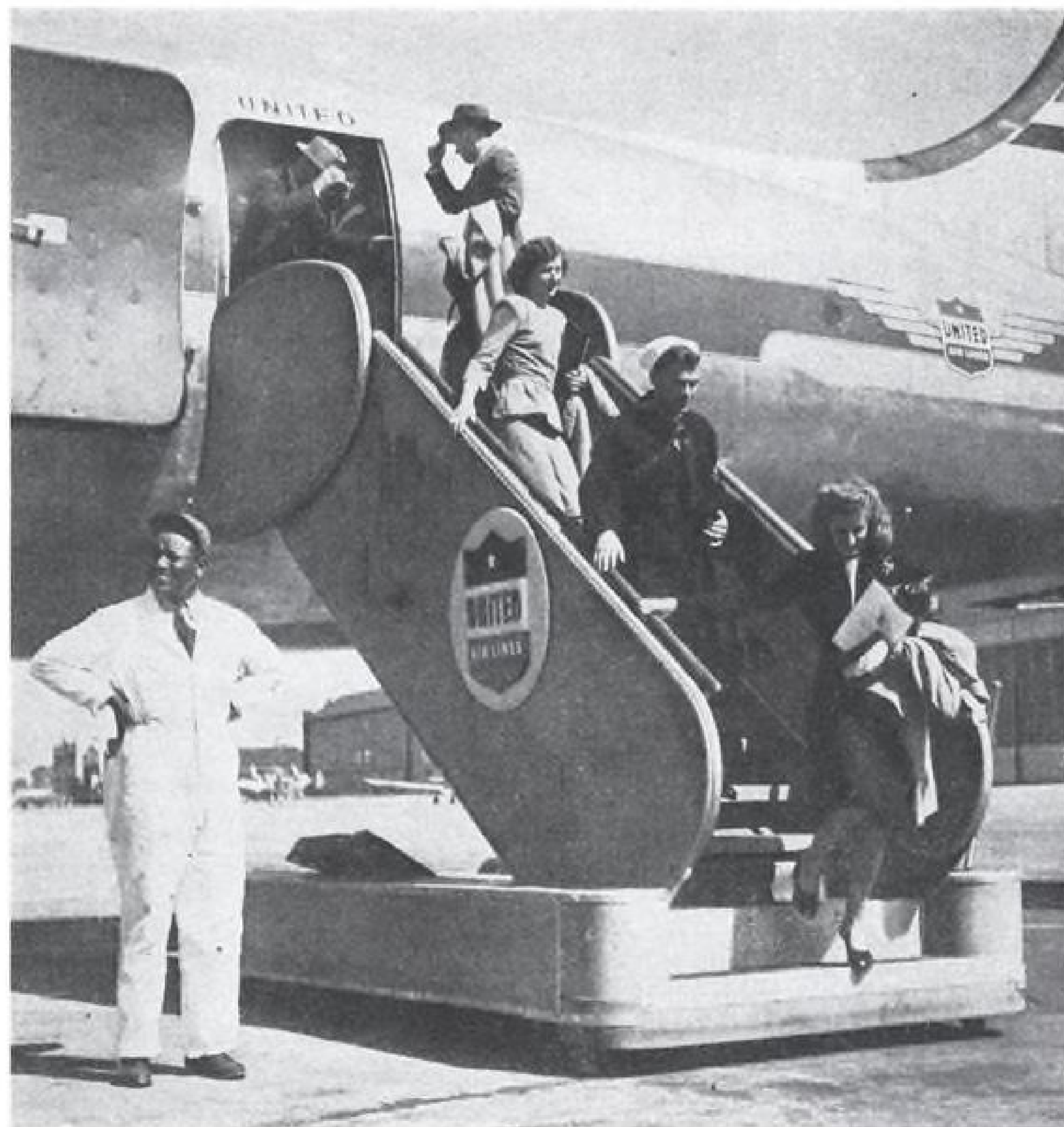
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Boeing Opens Drive For Air Engineers

Seeking 400 additional men for its engineering staff, Boeing Aircraft Co. has begun sending interviewers to college campuses as part of its "talent scouting" program announced some months ago. Object is to interest students in engineering schools in a career in aircraft production, specifically with Boeing.

Already seeking those students to be graduated in late winter, Boeing has teams of engineers making the rounds. Generally, the party visiting a particular school includes an alumnus and the company reports universally favorable acceptance by the faculty.

Procedure is to first discuss the problem with the dean of the engineering school, after which the records of particular students are considered. The company representatives explain the needs of the aircraft industry, emphasizing that the demand for engineers is not limited merely to the field of aeronautics, but also includes mechanical, electrical, heating, ventilating, metallurgical, and a variety of other areas.

The same type of information is exchanged with the teachers and students. Usually, the interest is so great on the part of the school, the Boeing engineers are invited to address the students during class periods.

To date, the two most often asked questions by students are: what about housing in Seattle; and how much drafting will have to be done? The company has its own housing bureau, so the answer to the first question isn't so difficult. However, Boeing reports, there seems to be a widespread misconception about the word "drafting" in the aircraft industry. The company points out that in most cases drafting serves only as a means of putting on paper the engineer's creative ideas.

Boeing declares that the immediate need for engineers has been estimated to be 50,000, and that the supply won't meet the demand until 1950.

Honeywell Profit

The Minneapolis - Honeywell Regulator Company reported for the nine months ended September 30, 1946, after provision for taxes, a net income of \$2,912,195. This is

equivalent, after preferred dividends, to \$2.15 per share on 1,243,800 shares of common stock outstanding. Net income for the same period of 1945 was \$2,404,991, or \$1.72 per share.

For the three months ended September 30, 1946, the company reported net income of \$1,281,529 or \$.98 per common share after preferred dividends. Net income for the like quarter of last year was \$510,600 or 34 cents per common share.

Crash Resistant Fuel Tank For Reducing Fire Hazard

Designed to reduce aircraft fire hazards to a minimum, a crash resistant rubber fuel tank has been developed by the engineers of the U. S. Rubber Co. A fraction of the weight and more than twice as strong as earlier tanks of this type, it is made of a combination of specially compounded synthetic rubbers, plastic and nylon, and can withstand temperatures ranging from -40 degrees to +200 degrees F.

A new manufacturing technique has eliminated seams in the inner liner and the hidden barrier which guarantees a gas-tight container. The tanks feature a patented design of die cast fittings less than half the weight of those previously used and the unit is supplied as a complete packaged item ready for installation.

Profit Sharing Plan

A profit sharing plan for all employees of the sales division of Southwest Airmotive Company, Love Field, was announced Saturday by the company's vice-president, George W. Jalonick, III.

Twenty percent of the division's operating profit will be set aside each fiscal year, with individual shares determined by annual wages and longevity, Jalonick said. To be eligible for the first share, which will be given next May 31st, an employee must at that time have been with the company for at least seventeen consecutive months.


The Southwest Airmotive sales division, which recently moved into a former 5th Ferrying Group warehouse at the south corner of the airport, represents 50 manufacturers of aircraft parts and accessories.

Send for free catalog number 46 which contains the complete line of Hansen industrial equipment

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HANSEN 100 SERIES GASOLINE COUPLING

is composed of two parts—socket and detachable plug. Comes in a wide range of standard sizes. Both coupling and plug can be had with either male or female ends.



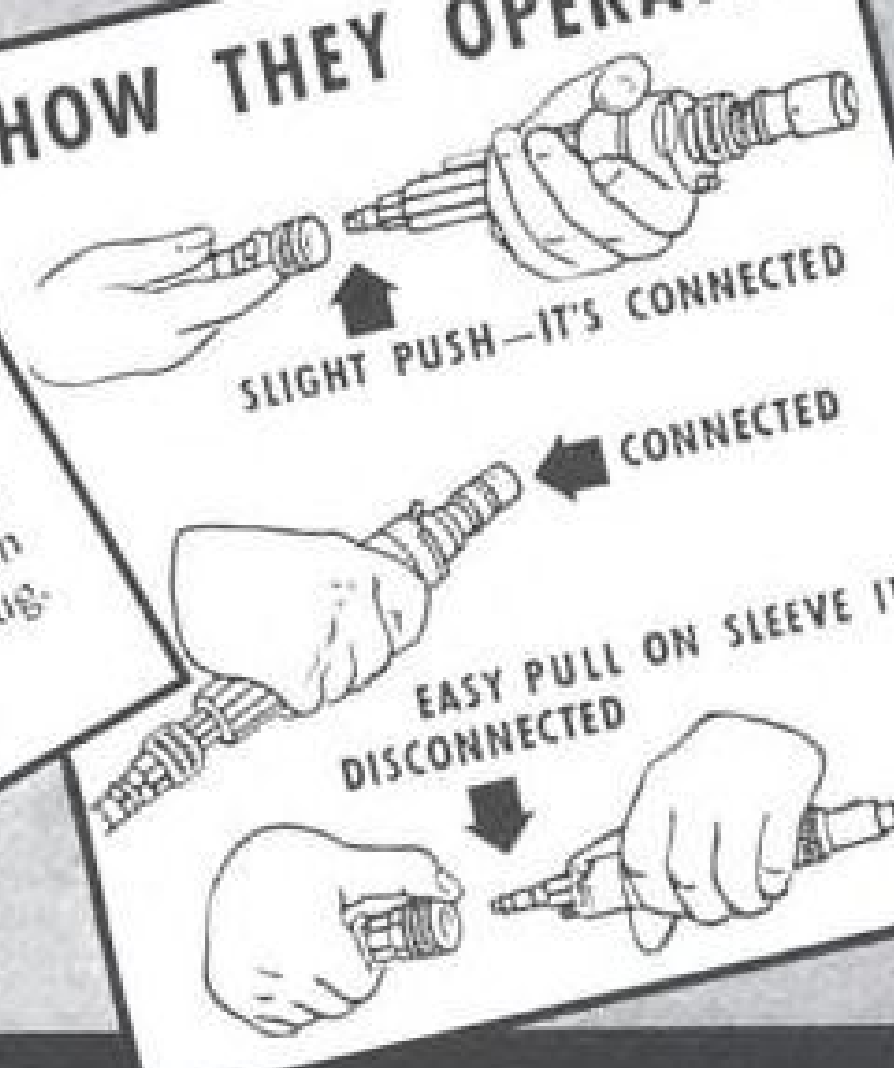
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composed of socket and detachable plug and comes equipped with standard left hand acetylene thread. Sockets and plugs can be had with either male or female ends in standard sizes.



HANSEN 600 SERIES OXYGEN COUPLING

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SPECIAL AIR SERVICES

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Alaskan Carriers Face New Rules

CAB examiner recommends exemption of bush operators, tightened supervision over certificated lines.

Alaskan bush flyers conducting irregular passenger and freight operations with lightplanes will be permitted to continue in business without a CAB certificate of public convenience and necessity if the Board adopts recommendations made by examiner Raymond W. Stough following an investigation of air service classification in the Territory.

Stough found that an undue burden would be placed on both the carriers and the government if enforcement of the certificate provisions of section 401 of the economic regulations were required with respect to all irregular service. The pattern established by most of the bush pilots is in the public interest, Stough declared, adding that the small operators had not penetrated the total volume of Alaskan air transport business to an extent that would jeopardize certificated carriers.

► **Development Varied**—The examiner admitted that aviation in Alaska during the war had developed along lines considerably at variance with the setup originally contemplated by the Board. However, he found that certificated carriers shared responsibility for this situation with the uncertificated operators. The former, in many cases, were not providing the service authorized in their certificates and in some instances encroached upon other certificated lines as much as did the bush flyers, Stough declared.

Finding that the temporary blanket exemption order of July 20, 1945, should be terminated, Stough recommended that the Board issue a new exemption permitting operation of exclusively irregular air carrier services without a certificate, subject to appropriate limitations. Exempted carriers, he said, should be governed

by the same safety regulations observed by the certificated airlines.

► **Reasonable Limitations**—Additionally, Stough declared, uncertificated carriers should be subject to reasonable conditions and limitations designed to confine their services to those contemplated by the new exemption and to terms that will assure fair and non-deceptive competitive practices. Certificated carriers should be required to file appropriate schedules with the Board, and stops named in a company's regular route certificate but not being served would be transferred to the line's irregular route certificate.

The examiner's report drew an optimistic picture of air transport growth in Alaska during the next five years and predicted that the airplane would penetrate further into the traffic now moving by surface. Whereas Alaskan passengers numbered 70,222 during the 20-month period ended Aug. 31, 1945, Stough foresees at least 200,000 passengers annually by the end of 1951, with even larger proportionate gains in the air freight business.



Boeing Bushliner: Workhorse of Wien-Alaska, a Boeing 247-D takes aboard passengers for trip in northern Alaska. Frozen fish, whale blubber, mining equipment and oil drums are carried, passengers taking what space is left. Wien began in 1924 with single passenger, open cockpit biplane, charging \$1,000 for 560-mi. flight to Nome. Fare now is \$54 over same route.

California Eastern Traffic Increases

Carrier presents estimate for operations during 1948 and 1949 with a CAB certificate.

California Eastern Airways, Inc., Oakland, Cal., first major contract carrier to utilize C-54s exclusively in transcontinental operations, has reported sharp increases in traffic since last spring.

An applicant in CAB's airfreight case, California Eastern states in its exhibits that ton miles flown rose from 100,787 in May to 183,930 in June; dropped slightly to 180,968 in July; and jumped to 468,247 in August. Load factors during the four-month period were 38.96, 49.41, 30.79 and 36.92, respectively.

► **Loss \$66,784**—Total revenue May through August was \$148,998; operating loss was \$66,784; and net loss, \$69,916. For August only, revenue was \$72,628; operating loss, \$19,967; and net loss, \$21,617. Of the 972,796 lb. of cargo carried during the period, magazines aggregated 294,097 lb.; flowers, 204,175 lb.; fabrics and apparel, 194,086 lb.; grapes, 40,400 lb.; berries, 29,196 lb.; cherries, 25,875 lb.; hardware and machinery, 24,280 lb., and oil burners, 21,120 lb.

California Eastern now has four C-54s and one C-47 on hand and operates five round trips weekly

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coast to coast, with service to New York, Chicago, St. Louis, Kansas City, Los Angeles, Portland and Seattle. The carrier last month acquired the assets of Mercury Transport Corp., New York, and Columbia Air Cargo, Portland, through merger.

Starting with a contract rate of 14.5 cents a ton mile on May 15, California Eastern was forced by competition to cut its tariff to 11 cents a ton mile early in July. On Oct. 1 the minimum base rate became 12.2 cents a ton mile, which the company considers satisfactory for C-54 operations.

► **12 Cent Rate**—If certificated, the carrier would quote a base rate of 12 cents a ton mile for planeload lots. With an average of six C-54s in scheduled operation during 1948, California Eastern estimates it would fly 33,395,310 revenue ton miles at 65 percent load factor for net operating income of \$130,846. In 1949, with an average of eight C-54s in operation, 47,952,240 revenue ton miles at 70 percent load factor are foreseen, with \$859,745 net income.

Slick Cuts Operating Costs To 16 Cents a Ton Mile

Encouraged by its achievement in setting a new company record for ton miles flown (2,234,035) and load factor (74 percent) during October, Slick Airways is hoping to reach a break-even point on operating revenues and expenses by the end of the year.

In April, the carrier had operating expenses of about 45 cents a ton mile and revenues of about 17 cents a ton mile, a 28-cent differential. By the middle of last month, expenses were trimmed to about 16 cen's a ton mile, while income was close to 12 cents a ton mile, a 4-cent differential.

Meanwhile, Slick reportedly is interested in obtaining two surplus Lockheed Constellations as high-speed additions to its present fleet of 10 C-46E Commandos. The planes would be placed in coast to coast service.

Banana Run

Aerovias Latino Americanas, San Salvador, recently began flying Guatemalan bananas to the U. S. on a large volume basis. Previously considered impractical because of OPA ceilings, the banana flights can now be made from Central America at a reasonable profit, the

carrier states. ALA operates C-47s nonscheduled out of St. Petersburg, Fla., and on a scheduled basis in Costa Rica, Nicaragua, El Salvador and Guatemala, with extensions to Panama and Colombia planned shortly.

American Air Express Shows \$9,330 Profit

The red ink with which its competitors have marked up sizable deficits month after month probably will be used by American Air Express Corp., New York, as a strong argument for its own certification in CAB's airfreight case.

Comparing its operations to those of six other applicants—most of them considerably larger—American Air Express finds itself leading in profit revenue ratio during May and June, only months for which comparative figures are available. For the two months, AAE reported \$31,305 revenue and \$9,330 profit, a profit ratio of 29.8 percent.

► **Figures Listed**—By contrast, according to the American Air Express exhibit, Lone Star Air Cargo Lines had revenues of \$34,866 and profit of \$3,498, a profit ratio of 10 percent; Airborne Cargo Lines (Hoosier), \$18,149 revenue, \$912 profit and 5.4 percent profit ratio; Riddle Airlines, \$42,474 revenue, \$4,854 loss and 11.4 percent profit ratio (red); National Air Cargo Corp., \$96,011 revenue, \$11,826 loss and 12.3 percent profit ratio (red); Air Cargo Transport Corp., \$105,999 revenue, \$66,402 loss and 62.6 percent profit ratio (red); and Slick Airways, \$152,374 revenue, \$123,463 loss and 81 percent profit ratio (red).



VETERANS' AIRLINE:

A C-47 operated by Meteor Air Transport embarks members of American Veterans Committee for Des Moines at La Guardia. A 23-employee contract carrier that started flying in May, Meteor serves eastern seaboard and middle western states, carries mostly cargo, is run by ex-ATC captain, "Bob" Morrow, vice pres. operations. Pilots and mechanics are all veterans.

American Air Express states pointedly that "from the outset (this company) was completely aware that stock financing was obtainable and if obtained would assure, at the risk of others, adequate capital for physical expansion and corporate development." The carrier intends to continue operating on a conservative basis, using private capital pending outcome of its application for certification.

► **Coast to Coast**—Now flying coast to coast with three C-47s, AAE started service May 1 with a base rate of 20 cents a ton mile, dropped it to 15.1 cents on June 1 and to 13.9 cents on Aug. 1. No further reductions are contemplated.

If certificated for scheduled service, American Air Express plans to operate four DC-3s and five DC-4s with a minimum bulk rate of 12 cents a ton mile on coast to coast shipments of 3,000 lb. or over. At a 67 percent load factor (break-even point) the company would fly 27,178,408 revenue ton miles annually. At 75 percent load factor, revenue ton miles would total 30,413,429, and profit would be \$388,202.

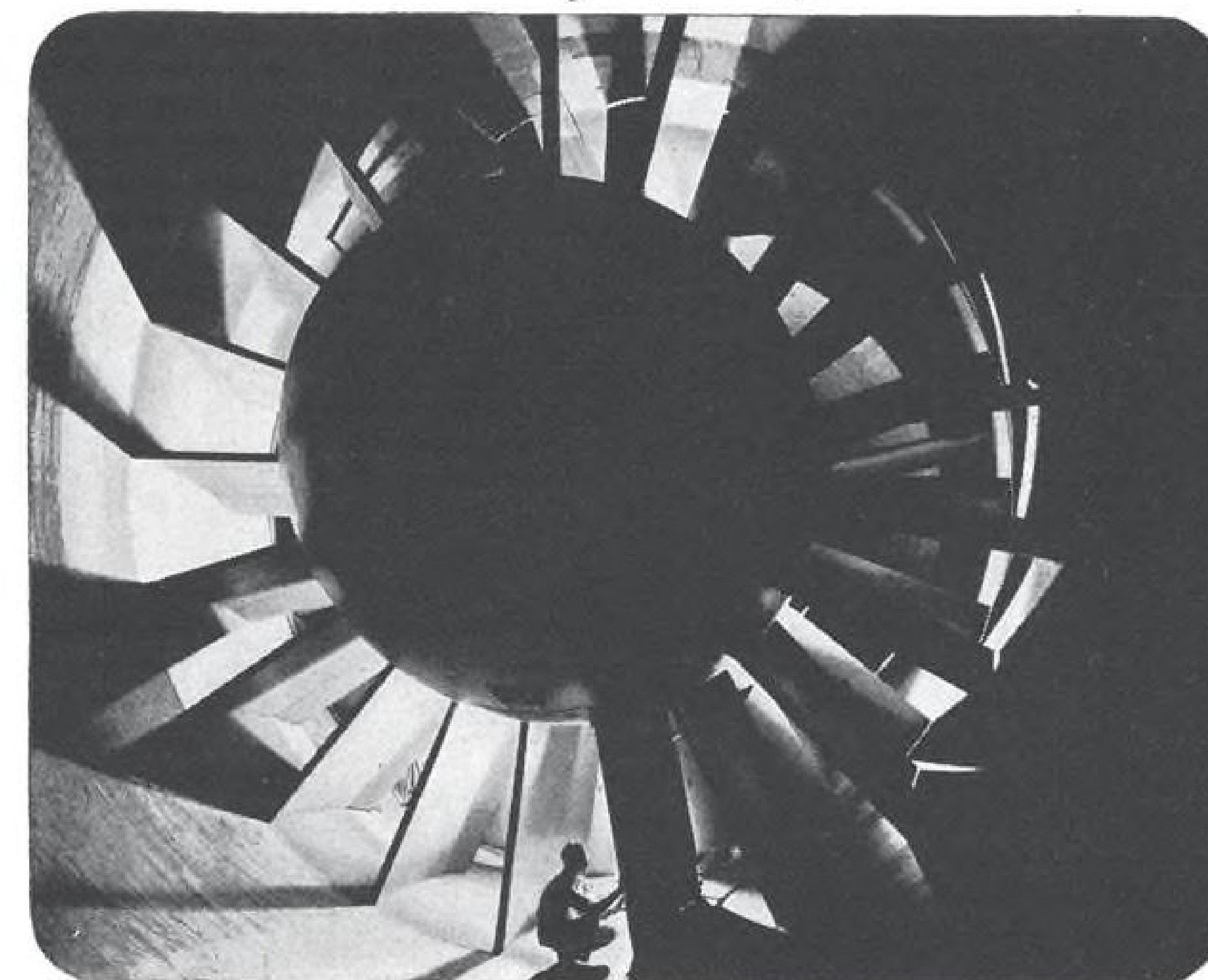
Strike Boosts Cargo

The West Coast maritime strike has diverted large quantities of cargo to the air routes between Seattle and Anchorage, with cows, hay, eggs, jukeboxes, frozen meat, machinery and other items flowing northward by plane. Officials of Air Expeditors Co., Seattle, say the strike has given airfreight an impetus that may take traffic away from surface transportation even after settlement of the shipping strike.

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AVIATION NEWS • November 18, 1946

35

Sales Resistance to Lightplanes Reflected in Stock Price Declines

Preferred shares also break sharply in general market slump as post-war predictions are revised; Aeronca equities do best, survey shows.

Sales resistance in the lightplane field has been reflected in the sharp decline in the stock prices of leading lightplane companies. Production curtailments are evident in many companies accompanied by more sober analysis of the available markets. During 1946, some 30,000 lightplanes will have been built—six times the number for any prewar year. A few months ago, the estimate of 175,000 planes for 1947 were mentioned freely albeit carelessly. Such projections have now been revised drastically downwards.

The changing general economic scene is one of the major reasons for this reversal. The market is definitely limited for those who can afford to pay \$2,000 to \$3,000 for a personal plane. Certain other models run from \$5,000 to \$7,000. The boom earlier this year stemmed from fixed base operators requiring aircraft devoted to giving flying lessons under the G.I. Bill of Rights. This demand now appears to be diminishing. Lack of adequate airport facilities to serve the growing swarm of private planes has also been a retarding factor for new sales.

► **Equity Losses**—In the sharp market decline of recent months, the equities of the lightplane builders suffered severe price losses. This in itself would not be particularly unusual excepting that a number of preferred stocks of the lightplane companies broke sharply as well. Ordinarily, preferred equities are more resistant to sharp price declines in view of certain investment qualities inherent in their nature.

An outstanding example is that of the 5½ percent preferred of the Globe Aircraft Corp. These shares are now quoted around 1¾ to 2½. In March, 1946, 150,000 shares of this preferred were sold at \$10 per share. These shares are con-

vertible into the common at the rate of 1½ shares of common for each share of preferred.

An initial dividend of 13.75 cents per share on the preferred was paid in July. The next quarterly dividend due in October was deferred. The passing of the recent dividend undoubtedly contributed to this sharp drop in the market price of the preferred stock. The common stock which previously this year sold as high as 7 is now quoted 1¾ to 2½.

► **Piper Better**—Securities of Piper Aircraft Corp. have done slightly better than Globe. In May of this year, Piper sold 150,000 shares of a 4½ percent convertible preferred at \$10.75. These shares shortly thereafter reached a slight premium. The current market is now quoted around 7 to 8. Deficits of Piper have not been anywhere near as large as those for Globe. Piper, therefore, has been able to pay the recent quarterly dividend on the preferred following the initial disbursement in July.

Piper common stock is now selling around 6½ per share. Its high for 1946 was 15½. Preferred is convertible into the common stock at \$12.50 per share of common stock. This conversion price is very academic at the present time. But as earnings improve, this conversion privilege has tangible value.

The best market history of all the lightplane equities belongs to the securities issued by the Aeronca Aircraft Corp. The 5½ percent preferred has suffered but a nominal decline and has acted far better than the general average in the entire securities market. While this preferred sold as high as 22 earlier this year, it is now available around 14 to 15½ and higher than the \$10 offering price of two years ago.

► **Investment Flavor**—The Aeronca preferred has the benefit of con-

siderable market seasoning and has attained a certain amount of investment flavor. A small issue of only 75,000 shares, this senior security has maintained regular quarterly dividend payments. The conversion feature has imparted tremendous speculative attraction to the issue. Convertible into the common at \$7.50 per share, the preferred has been quick to reflect the price movements of the junior equity.

Aeronca common is currently quoted around 10½ to 12 and has resisted the general market decline.

Cessna's common stock is now selling at 5—or less than half of its peak price of 10½ established earlier this year.

There is no assurance that the same relative market pattern of the lightplane companies will be maintained. The final determination will be made only after the total market for lightplane sales is evaluated. The ability of each company to garner its share of orders and to transmit such volume into profitable operations, will, in the final analysis, determine the level of stock prices for the securities of the separate builders.

Janas Sells 2,000 Shares of Colonial

Transactions in aviation securities by officials were mixed during the month of September, according to an official report recently released by the SEC.

Sigmund Janas sold 2,000 shares of Colonial Airlines, retaining 44,238. Mr. Janas and a few associates, earlier this year acted as underwriters for the unsubscribed portion of common stock not taken up by other stockholders. This transaction was criticized before the SEC in view of the short time allotted stockholders to exercise such rights.

Raymond S. Pruitt sold 5,000 shares of Aviation Corp. retaining 30,568. He also sold 100 preferred, keeping 2,181.

On the buying side, Melvin D. Miller acquired 500 shares of American Airlines. Also, Thomas E. Wolfe, upon becoming an officer of Pan American Airways, purchased 1,000 shares of that company's stock. Frank A. Boettger purchased 1,000 of Cessna, increasing his holdings to 1,400 shares. Hal C. Thurman bought 200 shares of Braniff, bringing his total holdings to 3,309 shares.

TWA Pilot Strike Losses Mount; Re-Hiring 300 Becomes Issue

Both sides charge stubborn, unjustified demands as deadlock drags on; ten points selected for three-man arbitration board.

The strike by TWA pilots reached a point last week where it was becoming a major tragedy to the airline industry as well as the thousands idled by the company's inoperation.

Friends of the struck airline said TWA is badly hurt, but detailed announcements would further injure its financial position. On the basis of the carrier's previous figures, cost of the walkout was mounting toward \$10 million.

Many pilots who had expected quick capitulation of the airline management, broke silence and expressed dismay over the widespread damage, wished they could get back to work. Each side charged the other with stubborn, unjustified demands.

► **Charges Hurdled**—TWA officials said they felt that David L. Behncke, ALPA president, was holding out for personal vindication, and called attention to a press statement by M. C. Williams, vice chairman of ALPA, that the union had been offered financial backing to buy TWA. Union retorted it doesn't trust the management.

Officials of the company declined to comment on reports they were negotiating for a sizable loan with private banks and reconstruction finance corporation. One authority said TWA's present \$40 million debentures held by insurance company prohibits subordination of additional loans.

Company is contemplating dismissal of 30 percent of its personnel. Pilots retort it has as many airplanes as ever and undoubtedly will fly them; that the management tends toward too many people for ground jobs.

► **300 Pilots Issue**—Principal point of contention between pilots and TWA before chairman Frank P. Douglass of the National Mediation Board was ALPA's demand that

the company retain more than 300 pilots who were in pre-strike training, and guarantee no layoffs of strikers for 60 days after resumption of operations.

TWA management announced it would have to discharge the trainees because it had canceled part of its orders for Skymasters and Constellations. Pilots insist the company intends to reinstate the canceled orders, or that it is using the strike as an excuse to get out of its Constellation obligations. TWA denies that the orders will be reinstated.

► **Employee Credit**—TWA set up a credit account for its furloughed employees, numbering over 14,000, and many of them were taking loans. Officials said the airline's work force was greatly reduced by personnel who went to other jobs. Many of these were highly skilled, capable of getting new jobs readily. Bitterness of ground personnel toward pilots is expected to cause trouble. Pilots get strike pay, in many cases as much as regular earnings, from a union fund provided by a 10 percent levy on pilots of other lines. Some of the assessed pilots complained vehemently.

Both sides in the dispute, wary of the whimsies of key third man in the arbitration board already agreed to, tussled long and tenaciously over agenda for arbitration, finally agreeing on about ten points. Company picks one man, pilots a second. If the two fail to agree on a third, mediation board will select him. That one man will exercise nearly all the decisive power; the board's answer must be accepted by both sides. Either side could come out with far less than it has been offered.

► **Points of Agreement**—In the controversy over arbitration agenda, for example, company wanted to avoid mentioning retroactive pay to the board. Douglass reminded



Half Settled: First signature to go on the arbitration agreement in the TWA pilots' strike was affixed by TWA executive vice-president Paul Richter, shown signing as National Mediation Board Chairman Frank P. Douglass watches. (International News photo)

TWA it has been on a retroactive basis all along, and that inclusion of the subject in the discussion could do no harm.

Tentative agreement was reached on a question of straight salary versus formula pay on overseas and foreign runs; pilots are to get a guaranteed minimum of mileage and time. Many spokesmen for both pilots and management favor a shift from formula to straight pay on domestic operations, but apparently this cannot be done without a revision of decision 83 by the National Labor Relations Board.

High Intensity Lights Tested At Newark

Two high intensity approach light systems will be tested at Newark Airport as part of Air Transport Association's research program. Plans are to have the \$80,000 project, financed by the airlines, ready for operation by Jan. 1 so tests will be over by next spring.

One system will use 30 5,000-watt lights, each producing a red beam about 20,000 candlepower in intensity, developed for the AAF by the American Gas Accumulator Co. of Elizabeth, N. J.

The other employs 48 neon and 24 bright flashing lights, the latter timed so the flash runs from the far end of the approach toward the runway. The neons use four tubes, but otherwise are similar to CAA's single tube approach light. This



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Stratoliners and Stratocruisers distinguishes the Stratofreighter. Built by Boeing, it's built to lead.

system is made by Sylvania Electric Products Co. of Boston.

A committee representing CAA, ATA and the Air Line Pilots Association will supervise the experiments. The city of Newark is providing the power and use of the airport.

Other important factors in effective instrument landings when visibility is poor are high intensity runway lights and ILS radio aids. The former have been installed at Newark and CAA now is putting in the latter.

CAB Amends Opinion In New England Case

CAB has issued a supplemental opinion in its New England route case amending slightly that issued in June. New Haven and Hartford, Conn., have been added as intermediate points on Eastern Air Lines' AM 5 and 6, while the AM 27 certificate of Northeast Airlines has been amended to permit operations between Providence, Newport, R. I., New Bedford-Fall River, Oak Bluffs, Nantucket, Hyannis, Provincetown and Boston, Mass.

In making service available from Providence to cities on NEA's "Mayflower route" which are relatively isolated and have seasonal traffic, CAB said Northeast will now have a more economical operation, especially during the winter months. The Board denied peti-

tions of Skyway Corp., Putnam Airlines and Norseman Air Transport to reopen, reargue and reconsider the New England case.

Pan American's Bid Bucked by Post Office

Pan American Airways' bid for domestic routes bucked new and formidable opposition during early sessions of CAB hearings in Atlantic City as the Post Office Department made known its position on the international carrier's request for high-speed nonstop service connecting 13 U. S. cities.

Gael Sullivan, second assistant postmaster general, declared in a policy statement that the routes sought by PAA may be described as "duplicating on a tremendous scale those which furnish the best air mail service now available to the public." This fact, he admitted, does not itself militate against the granting of the application since improved service is a constant goal.

But the goal is overall improvement, Sullivan emphasized. He indicated that certification of the new routes proposed by PAA would divert airmail revenue from 12 domestic carriers to such an extent that their efforts to attain or maintain self-sufficiency might be jeopardized.

Hardest hit by the airmail di-

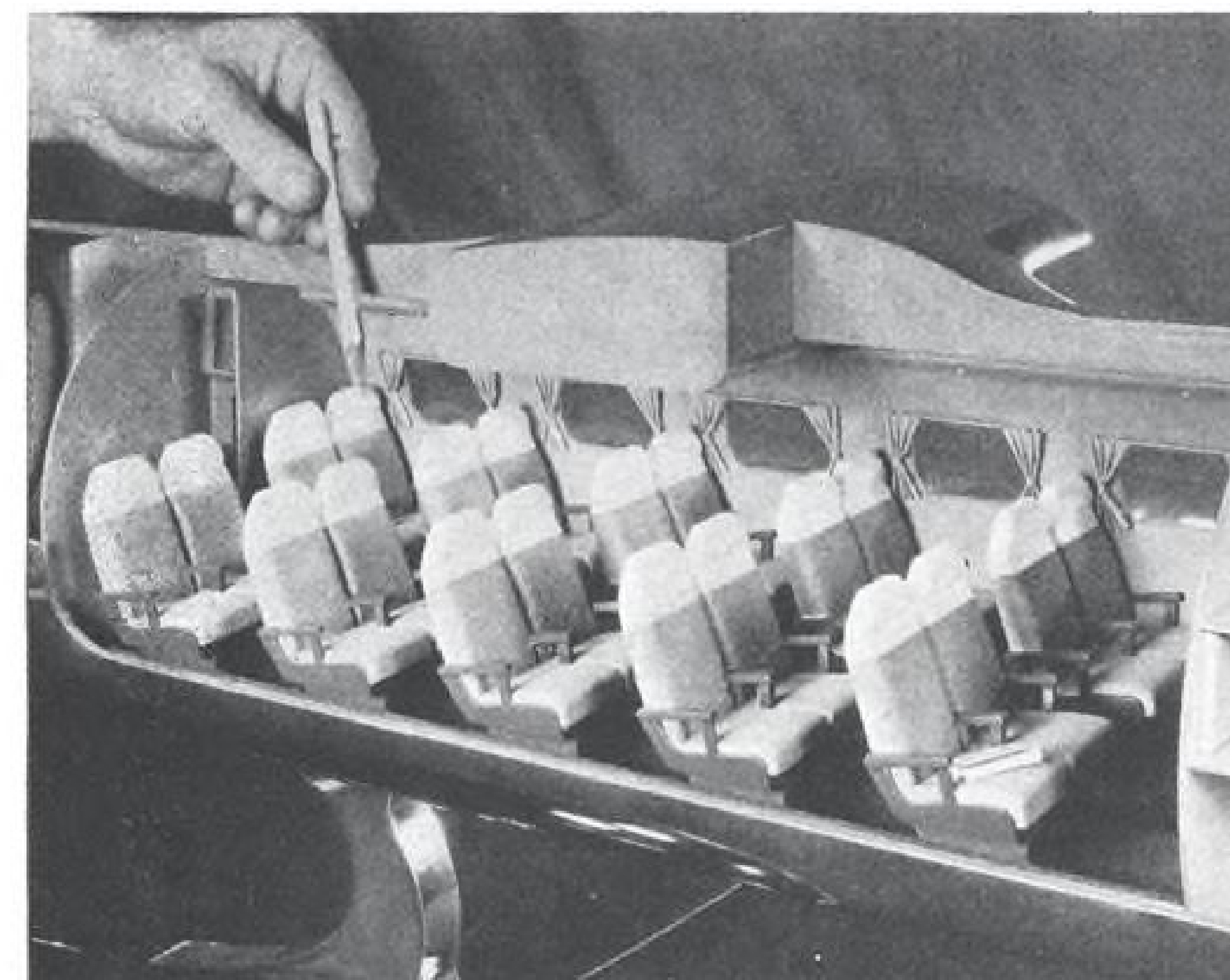
version, according to Post Office estimates, would be United Air Lines, followed by TWA, American and Eastern. Eight other carriers, the figures showed, would be affected to a lesser degree: PCA, Northwest, Western, National, Delta, Chicago and Southern, Colonial and Northwest.

Air Group HQ

An office building to house the International Civil Aviation Organization and the International Air Transport Association at Montreal is the first to be added by the Canadian National Railways to its wartime-built terminal there. The aviation building will be one of a group of structures, which will include a railway office building and hotel.

Argentine Orders 202s

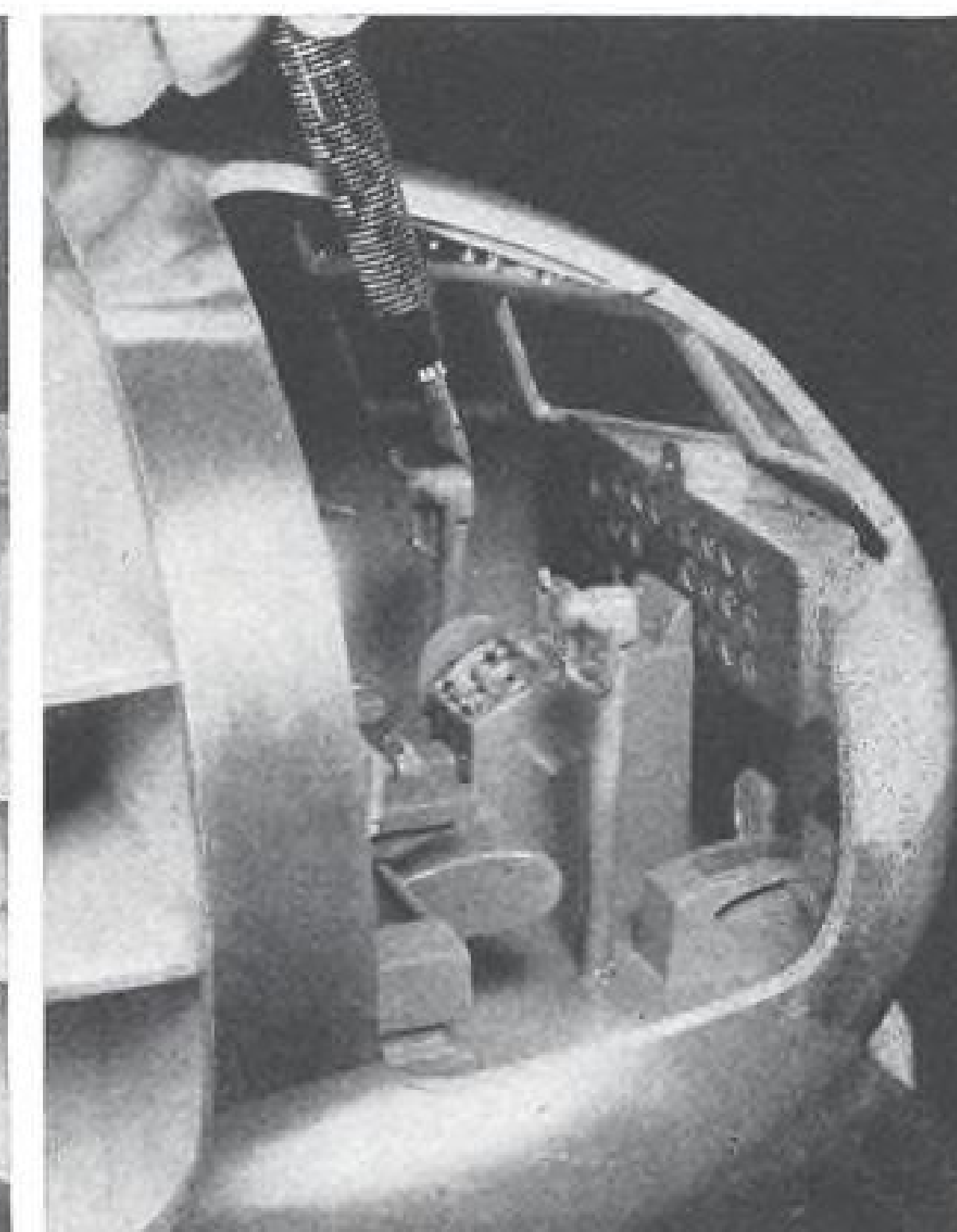
An order from Aeroposta Argentina for five Martin 202s is the third sale to South American airlines of transports made by the Glenn L. Martin Co., only U. S. plane manufacturer thus far to announce postwar transport plane orders from Latin America. Others have been placed with the Baltimore company by Cruzeiro do Sul, Brazil, and the Dodero interests, Argentina, for ten and four 202s respectively. Aeroposta has operated without passenger injury.



BOEING 417 MODEL AT SHOW:

This scale model cutaway of the Boeing 417, twin-engine local and feeder service transport, is on display at the National Aircraft Shows in Cleveland. It offers the first view of arrangement of the 20-seat cabin

(left) and pilot compartment. The model duplicates all instruments in the full-size plane. Partitioned compartment back of the pilots cabin is for hand luggage. Note panorama windows in passenger cabin.



British Jet Test

American Airlines' laboratory comparison of U. S. and British jet engines for possible application to commercial use will be watched closely by airline engineers. The carrier disclosed recently that it will import the British engines for the purpose. C. R. Smith, chairman of the Board, and Harold Harris, vice president, American Overseas Airlines, conferred in Europe a few weeks ago with authorities on jet propulsion.

Smith cautioned that there is no indication that jet engines will operate effectively in present type commercial planes. Special aerodynamic problems were encountered when American considered installation of jet power in the Republic Rainbows it has ordered, he said. "It will take a long time to design and produce jet or gas turbine transports; that is the reason for undertaking our experiments well in advance." The Rainbows will have reciprocating engines with jet exhaust boosters.

CAB Turns Down Feeder Transfer

CAB has expressed strong disapproval of the plan by which Thomas E. Gordon (doing business as Orlando Airlines) proposed to transfer certain assets and his temporary three-year feeder certificate to Florida Airways, Inc., and refused Gordon permission for the transaction.

The arrangement, the Board said, would give Gordon stock in Florida Airways in return for worthless assets and would saddle Florida from the start with the losses incurred by Orlando during the two and one-half years preceding May 15, 1946.

As a charter and uncertificated intrastate operator, Orlando lost about \$132,500 between January, 1944, and May 15 of this year. CAB awarded the carrier a feeder certificate last March in its Florida area decision.

The agreement disapproved by CAB would have transferred the \$132,500 to Florida as "intangible assets"—Gordon contending that Orlando's operations were proper experimental and developmental costs.

In concluding its opinion, the

Board observed that the obvious result of the proposed arrangement would be to compensate Gordon for substantially all of Orlando's past deficits at the expense of the new corporation and of its investors, who would suffer losses occasioned by issuance of shares against fictitious assets.

Inauguration Postponed

Inauguration of Southwest Airways' feeder service between Los Angeles and San Francisco over part of AM 76 has been postponed from November 15 to November 22 because of delays in receiving equipment.

IATA Favoring Interline Accounts

International airline operators concluded their largest gathering early this month at Cairo, where the second Annual General Meeting of the International Air Transport Association adopted resolutions in favor of an international clearing house and interline accounts on a sterling or dollar basis.

The meeting, attended by nearly 200 representatives of 70 airlines, including 15 with U. S. home offices, also went on record in favor of standardization of dimensional units in international air trans-

port on a world-wide basis, and proved by resolution retention of the Warsaw Convention governing intergovernmental relations of the carriers.

Dr. J. Vento Ribeiro Dantas, head of Cruzeiro do Sul, Brazil, succeeds Dr. Hafez Afifi Pasha of Egypt's MISR airlines as president. The next annual meeting will be held at Rio de Janeiro. Budget for 1947 was set at \$2,400,000.

IATA listed 57 founding members at the first annual general meeting a year ago. Of the 70 now on the roster, 59 are active members who are operating, while 11 are associate members who contemplate operation.

According to Sir William P. Hildred, IATA Director General, the total world air transport network is more than 300,000 miles long, a 50 percent expansion during the past year.

Connie Crash Due To Broken Housing

A newly-issued CAB accident investigation report on the fire aboard a Pan American Airways Constellation over central Connecticut last June has outlined in detail the probable cause of the mishap and listed general conclusions concerning fire prevention on the Lockheed Model 049.

No injuries were sustained by passengers or crew of the London-bound plane, which made an emergency belly landing at Wilimantic soon after the burning No. 4 engine dropped from the wing.

The Board found that the accident probably was caused by fire in the No. 4 engine nacelle due to fracture of the universal joint housing of the supercharger drive shaft, breakage of the adjacent hydraulic line, and subsequent ignition of the leaking hydraulic fluid.

In its general conclusions, CAB observed:

1. The major wing structure in the vicinity of the engine nacelle was not adequately protected from possible engine nacelle fire in Model 049 aircraft;

2. Dural and other alloys of aluminum are not sufficiently resistant to heat to warrant their use in lines conducting inflammable fluids within the engine nacelle;

3. Having been located at the firewall, the shut-off valves afforded no protection from possible drainage of highly-inflammable



ATC TRIES REVERSED SEATS:

These passengers are facing the rear of an Air Transport Command C-54. Seats were reversed on a flight between Washington and California, to test passenger reaction to riding backwards on a plane. No adverse comment was noted. Idea came from the fact that in emergency landings the back of the seat can absorb part of the deceleration shock. (Acme photo)

fluids through fractured or fire-consumed lines;

4. The design and location of the cabin supercharger drive shaft installed in the Model 049 until the time of the accident-presented a distinct fire hazard because of its susceptibility to poor lubrication and its proximity to the hydraulic lines.

As a result of its investigation of this accident and a series of other involving fires in flight, the Board recently promulgated new safety regulations applying to all passenger transports with one or more engines rated at 600 hp. or over (AVIATION NEWS, Sept. 30).

Santa Fe Skyway Asks Certificate From CAB

Santa Fe Skyway, Inc., Chicago, wholly-owned subsidiary of the Atchison, Topeka and Santa Fe Railway Co., has applied for CAB certification to carry cargo and mail from Chicago to Los Angeles and San Francisco, from Kansas City to Galveston and between Amarillo and Galveston.

The routes requested are within the general area of the railroad company's surface operations. Santa Fe Skyway now owns four

DC-4s and three DC3s and is carrying airfreight under contract on a nationwide basis.

American Airlines Net \$837 Profit

American Airlines reported last week a profit for the first nine months of this year of \$837.54 before federal income taxes, but net profit was brought up by a tax credit of \$370,000 resulting from loss on a tax basis. The figure of \$370,837 net profit for the first three quarters of 1946 compares with \$4,059,843 for the same period last year.

The carrier showed a \$492,585 net profit for the third quarter, against \$1,191,703 for the third quarter of 1945. Not included in profit and loss for the first nine months this year was a \$1,406,281 estimated cost of delays in reassigning personnel from military contract to commercial operations and from retraining personnel returning from military service.

Net operating income for the period was \$1,090,319, compared with \$8,062,585 last year, although operating revenues were up from \$35,303,162 for the period last year



NEW JOINT TERMINAL AT GANDER AIRPORT:

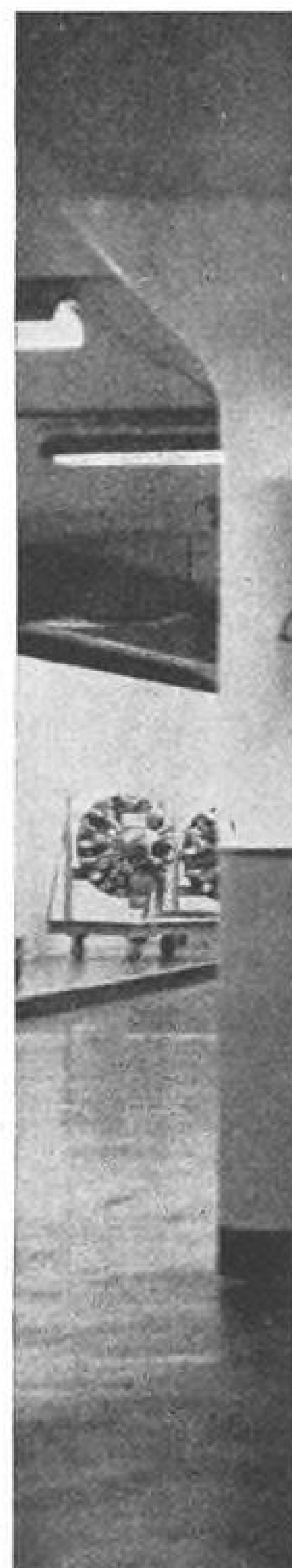
Eight international airlines operate the new passenger terminal at Gander Airport, exterior and interior (main entrance) views of which are shown above. Developed in cooperation with Newfoundland's Civilian Aviation Department, the new terminal building, across the field from its predecessor, is the outgrowth of the sudden change from military to large-scale commercial operations. Facilities in the terminal and surrounding buildings, opened a month ago, include a 200-ft. passenger lounge, ticket counters, bars, restaurants and snack service, and hotel accommodations. The eight cooperating airlines are American Overseas, Pan American, TWA, Trans-Canada, Air France, BOAC, KLM Royal Dutch, and Scandinavian Airlines System. J. M. Eaton, AOA vice-president, was chairman of the airlines' Gander Airport Committee which coordinated the project.

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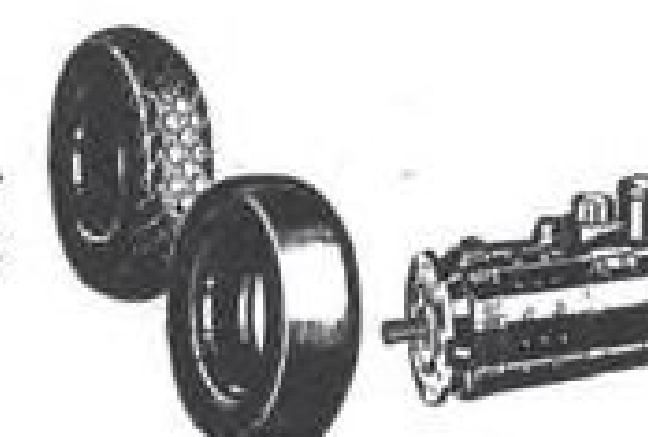
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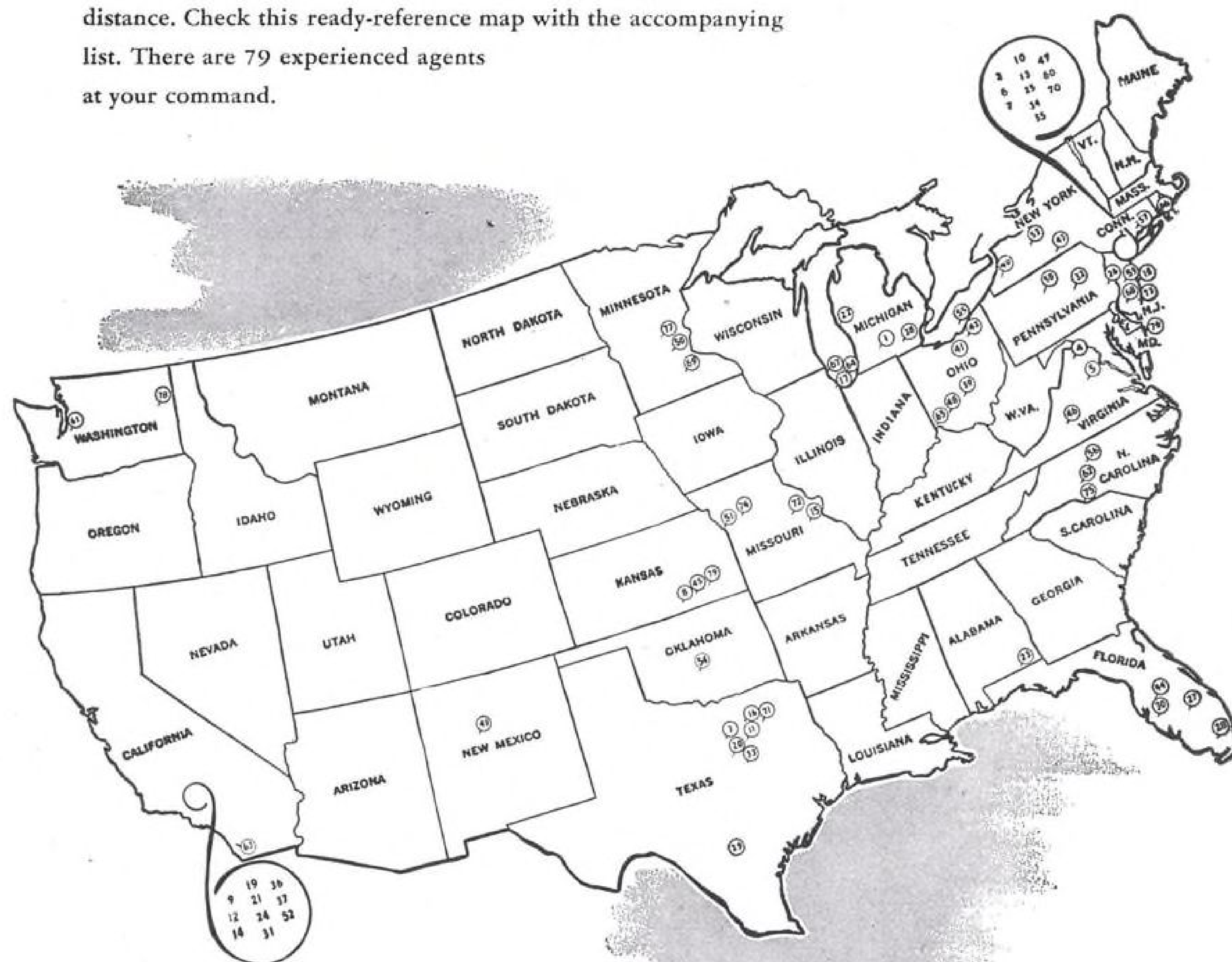


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17. Chicago Airmotive Corporation
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Chicago 36, Illinois
18. China Motor Corporation
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425 East 54th Street
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401 Lake St. P. O. Box 966
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21. Collins Engineering Company
9050 Washington Boulevard
Culver City, California
22. Continental Motors Corporation
205 Market Street
Muskegon, Michigan
23. Dothan Aviation Company
Municipal Airport
Dothan, Alabama
24. Douglas Aircraft Company, Inc.
Santa Monica, California
25. Durham Aircraft Service, Inc.
Northern Blvd. at Prince Street
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26. Eclipse-Pioneer Division
Bendix Aviation Corporation
Teterboro, New Jersey
27. Eighth Air Depot, Inc.
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Sebring, Florida
28. Embry-Riddle Company
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Miami, Florida
29. Erwin-Clark Corporation
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Hondo, Texas
30. Florida Aviation Corporation
Drew Field
Tampa, Florida
31. General Aircraft Company
5512 San Fernando Road
Glendale 1, California
32. General Aviation Equipment
Company, Inc.
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33. Globe Aircraft Components Corp.
North Side Station
Fort Worth 6, Texas
34. Globe Industries, Inc.
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New York 18, New York
35. Goble Aircraft Specialties, Inc.
135-06 Northern Boulevard
Flushing, Long Island, New York
36. Grand Central Air Parts Co.
1310 Airway
Glendale 1, California
37. Hartwell Aviation Supply Co.
3417 Crenshaw Boulevard
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38. Luke Harris Industries, Inc.
Willow Run Airport
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41. Jack & Heintz Precision
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42. Lamson and Sessions Company
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43. Link Aviation Devices, Inc.
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58. Piper Aircraft Corporation
Lock Haven, Pennsylvania
59. Thor Solberg Aviation Company
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Whitehouse, New Jersey
60. Sperry Gyroscope Company, Inc.
Great Neck, L. I., New York
61. Reid & Cook Electrical Contractors
4th and Williams
Renton, Washington
62. Resort Airlines, Inc.
Box 130, Southern Pines Airport
Southern Pines, North Carolina
63. Ryan Aeronautical Company
Lindbergh Field
San Diego 12, California
64. Schneck Engine Service & Supply
Washington Park Air Port
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65. Schuster Electric Company
321 Sycamore Street
Cincinnati 2, Ohio
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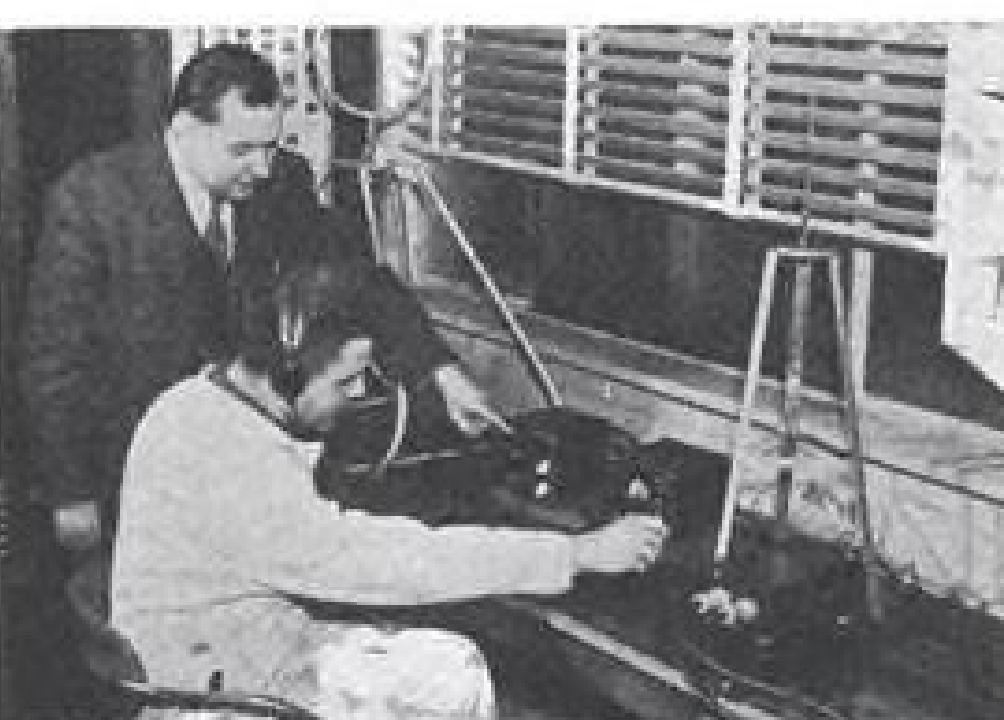


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to \$47,521,316 this. Training costs for new type planes, institution of the 40-hr. week and general pay boosts, plus delays in delivery of four-engine equipment, hiked operating expenses this year to \$42,-961,501, against \$25,917,487 for the first three quarters of 1945. To this was added depreciation cost of \$3,469,495, which last year amounted to \$1,323,089 for the comparable period.

Passenger revenue for the first nine months of 1946 was \$41,860,-668, a 54 percent increase over \$27,159,055 a year ago. Mail was down 52 percent from \$4,791,710 for the first nine months of 1945 to \$2,257,604 for the same period this year, but American is hopeful poundage will increase with the cut in postage rates. Express and freight revenues also showed a decline from \$2,764,716 for the period last year to \$2,691,405 for the comparable period of 1946.

Western Retrenching On Equipment, Flights

Carrier cancels order for ten Corsair 240s and five DC-6s in widespread contraction of capital investments.

Deteriorating load factors and concern over business "recession" forecasts have made Western Air Lines the leader in what may be a widespread airline retrenchment of capital investments.

Western has cancelled by 50 percent its original orders for 20 Consolidated Vultee Model 240 transports and ten Douglas DC-6s, and has begun reducing its flight schedules. Western's original new plane contracts would have called for payment of about \$15,000,000 under an equipment trust arrangement.

The company's retrenchment will reduce this investment potential to \$5,000,000 for ten Convairs and five DC-6s. That the contract cancellation should reduce the original obligation by more than half is due to the fact that the manufacturers offered the initial blocks of planes at a lower price than succeeding units, anticipating that during the coming year production costs will rise materially for both materials and labor.

Officials of Western reason that by reducing obligations now they can order additional planes later and pending delivery keep pace with operational requirements with the Douglas and Convair equipment still on order.

In line with decreasing passenger traffic, WAL has reduced from twelve to ten its daily round trips between Los Angeles and San Francisco, and possibly will take off an additional two round trips.

To what extent the reported drop in passenger business is influenced by winter wariness on the part of the flying public, or by public concern over "recession" speculation, is not known. However, one analyst has told AVIATION NEWS that November may end with a showing of a 10 to 20 percent drop in airline load factors throughout the country.

In Western's case, withdrawal of flights from the lucrative San Francisco run will serve two purposes. It will aid the company in attempting to maintain a "profitable" DC-4 load factor of 65 percent, and it will allow the WAL system to maintain one DC-4 at Burbank and one at Denver as emergency reserve equipment to replace planes which may be grounded at other points by weather during the winter months.

National Shows Profit Of \$249,360 for Quarter

National Airlines is looking forward to a good fiscal year on the basis of its \$249,360 net profit after taxes for the first quarter ended Sept. 30. The figure compares with \$69,431 in the same period a year ago, and amounts to 33 cents each on 749,987 outstanding shares. Net profit for the fiscal year ended June 30 was \$226,538. Profit for the nine months ended Sept. 30 was \$593,341 after taxes.

The first quarter of the current fiscal year showed these increases over the same period a year ago: revenue passenger miles, up 137 percent to 50,024,412; available seat miles, up 177 percent to 65,-935,209; passengers carried, up 85 percent, to 75,281. Pres. G. T. Baker disclosed that the carrier contemplates all-cargo schedules after new four-engine equipment becomes available.

Helicopter Air Mail

The Canadian Post Office Department is considering seriously use of the helicopter as an auxiliary to Canada's airmail system. In a test similar to those in this country, a Sikorsky helicopter met a Trans-Canada mail plane recently at Uplands airport near Ottawa, whence it flew the mail directly to the roof of the main post office at Ottawa.

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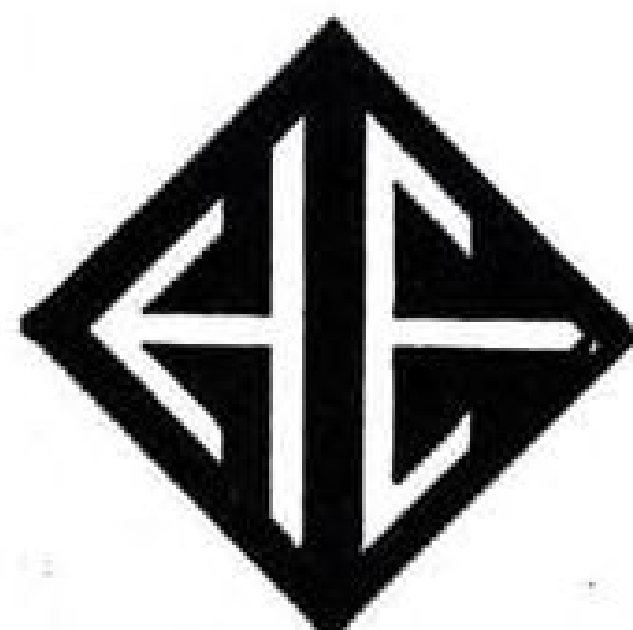
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P-225, AVIATION NEWS
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* Short Lines *

► American's contract air cargo division recently completed four air shipments of 1,000 ewe lambs from Mathis Field, San Angelo, Texas, to Guatemala City, Guatemala, in which was described as the largest mass air shipment of livestock yet made. Fourth planeload contained 261 animals.

► Delta will pay a semi-annual dividend of 25 cents per share Jan. 19 to stockholders as of record Dec. 20. Same amount was paid June 10.

► Eastern broke its previous records for air express and air mail shipments for one month out of LaGuardia Field, with 400,419 lb. of air express and 106,799 lb. of air mail during October. Air mail rise from 72,586 lb. in September was credited to lowering of the airmail postage rate. September figure on air express was 320,086 lb.

► Northwest reports a 22.9 percent increase in airmail load in the first month after the Oct. 1 cut in the airmail rate from 8 to 5 cents an oz. October pound miles were estimated at 372,574,147, compared with 287,505,031 in September.

► Pan American has announced cuts of from 5 to 17 percent in its air fares between Seattle and Alaska and a number of points in the Territory.

► Panagra has started using hostesses on its DC-4s between Balboa and Lima, Peru. First group are Peruvians, said to be the first South American women thus serving an international airline on South America's west coast. Line eventually expects to have flight hostesses on all its routes from Balboa to Buenos Aires. . . . Panagra's ticket offices in Ecuador are using balsa wood for souvenir ticket envelopes.

► PCA started using first of its new "flight agents" a few days ago on its four-engine equipment. The men will have passenger service responsibility on the planes, assisted by hostesses. First flight agent class contained 40 veterans.

► United's October figure on airmail was 766,390 estimated ton miles, a 29 percent increase over September. Total cargo ton-miles were up 245 percent over October a year ago to 1,336,011, and included 692,681 air express and 643,330 air freight ton-miles.

► Western has notified CAB it plans to carry children under 12 for half fare, starting Dec. 15. Infants 2 or under will ride free.

CAB ACTION

The Civil Aeronautics Board:
• Denied petition of American Air Export and Import Co. for temporary exemption authorizing scheduled service from Buffalo, N. Y., and Quebec to Miami and Havana.
• Reopened West Coast case (Docket 250 et al.) on existing record for further argument and reconsideration of portion of Board's order of May 22, 1946, denying American Airlines' request to operate between San Francisco and AM 4 points other than Los Angeles.
• Permitted Western Air Lines to suspend service at Jackson, Wyo., on AM 19 from Nov. 1, 1946, to May 31, 1947.
• Reaffirmed order denying Port of New York Authority permission to intervene in Pan American Airways-Panagra agreement case (Docket 2423).

CAB SCHEDULE

Nov. 18. Hearing in air freight case at Fort Worth, Tex. Postponed from Nov. 13. (Docket 810 et al.)
Nov. 18. Hearing on Pacific Overseas Airlines' request for intervention in Hawaiian case. Postponed from Nov. 6. (Docket 851 et al.)
Nov. 18. Prehearing conference on foreign air carrier permit application of Compania Mexicana de Aviacion seeking Monterrey-San Antonio and Monterrey-Dallas-Fort Worth routes. (Docket 1992.)
Nov. 19. Hearing in Compania Mexicana de Aviacion foreign air carrier permit amendment case. Postponed from Nov. 18. (Docket 2383.)
Nov. 20. Oral argument on Arizona Airways' case for acquisition of TWA's AM 38. (Docket 2005.)
Nov. 20. Hearing on United States Lines-Pan American Airways European agency agreement. (Docket 2492.)
Nov. 22. Hearing on Royal Dutch Air Lines' (KLM) application for service to Ciudad Trujillo, D. R. Postponed from Nov. 4. (Docket 2348.)
Nov. 25. Hearing in air freight case at Atlantic City, N. J. (Docket 810 et al.)
Dec. 2. Oral argument on route consolidation applications of Braniff and Chicago and Southern. (Docket 1154 et al.)
Dec. 9. Oral argument in Cincinnati-New York route case. (Docket 221 et al.)

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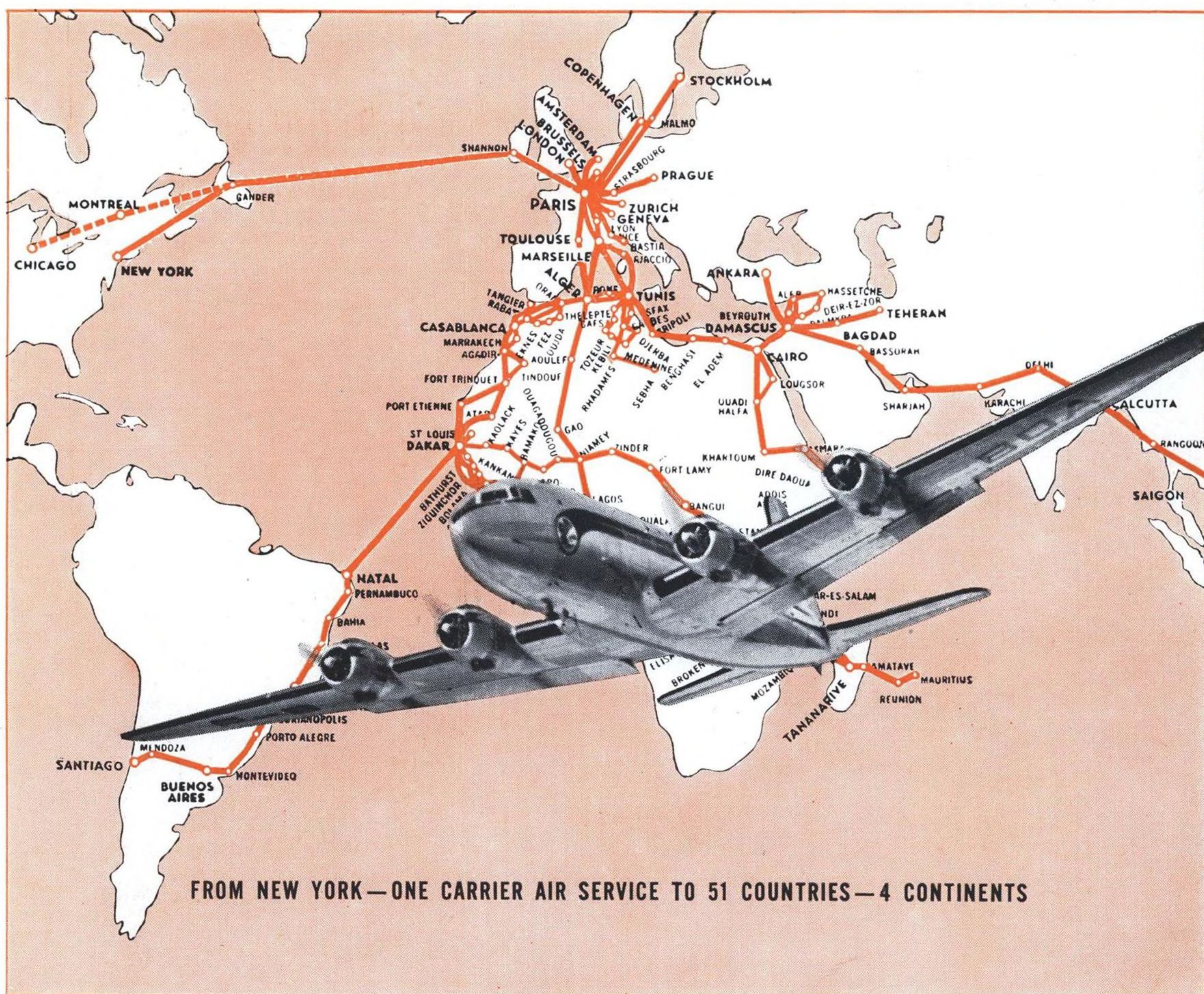
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