

DIVISION OF AIRPORTS
CLEVELAND MUNICIPAL AIRPORT
CLEVELAND 11, OHIO

February 15
1951

Mr. Amon G. Carter
Fort Worth Star Telegram
Fort Worth,
Texas

Dear Mr. Carter:

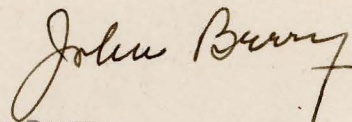
Mrs. Berry and I are delighted with your thoughtfulness in sending the pictures which arrived this morning.

They bring back fond memories of the wonderful hospitality shown to us by both Mrs. Carter and yourself.

I am looking forward to seeing you in Wilmington.

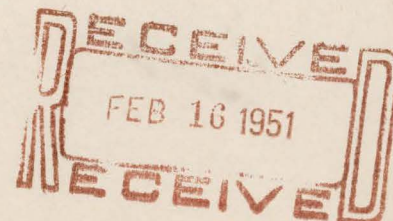
Kindest regards.

Very truly yours,



John Berry
COMMISSIONER OF AIRPORTS

JB:al



The Birdmen's Perch



A hangar, a hangar, my kingdom for a hangar!

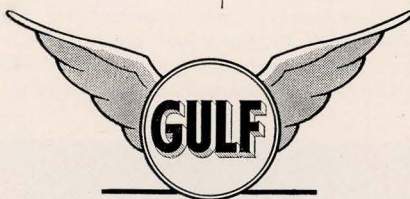
If you're one of those bright-faced enthusiasts, happily contemplating plane ownership, take heed!



Hangar space is at a premium! All of which means that when you set that shiny hunk of merchandise down at the local airport, you'll probably have to settle for tie-down space in the cold outside!

Any flyboy will tell you that all that dust and moisture floating around in the ozone present some not-too-amusing maintenance problems!

We think, *even before you become the proud possessor of a bill of sale*, it would be wise to look pretty thoroughly into this matter of "outdoor parking"!



AVIATION PRODUCTS

AH YES—THE COMMERCIAL

Gulfpride Aviation Oil—Series D—won't keep your hair looking like a million bucks! It won't even pep up a salad dressing!

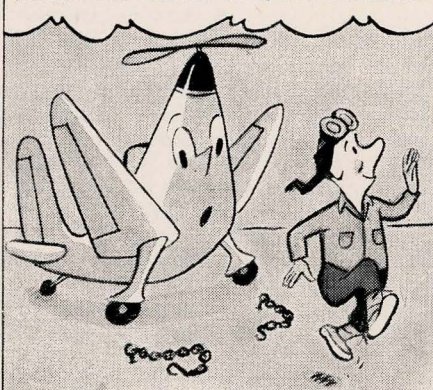


But—by Jupiter—it's the finest detergent dispersant oil for horizontally opposed engines there is!

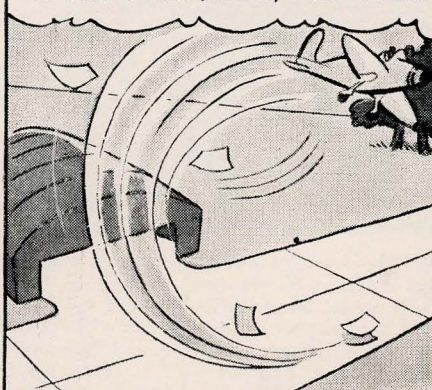
Let's face it, Gulfpride Aviation Oil—Series D—is the only aviation oil put through Gulf's exclusive Alchlor process to remove those extra carbon and sludge formers. It keeps valves and rings happy as a bunch of school kids on a picnic.

Whether you're the outside loop type, or one of the soar-and-see variety, Gulfpride Aviation Oil—Series D—will increase those periods between overhauls up to 100%—yes, 100%!

ALWAYS LEAVE YOUR PLANE SECURE WHEN YOU LEAVE IT OUTDOORS...



OR A STIFF WIND MIGHT TAKE IT FOR A JOYRIDE, AND YOU...



MIGHT NEVER GET TO USE THAT TANKFUL OF SUPERPOWERFUL GULF AVIATION GASOLINE!



Gulf Oil Corporation . . . Gulf Refining Company

AIR REPORT

(Continued from page 7)

ginning at that time. . . . **FULL-FEATHERING HARTZELL PROPELLER** is being developed for 260-hp. Lycoming engines used in Aero Commander, and one model of the light twin will be powered with 260 Lycomings supercharged for 240 hp. at 8,000 ft.

BEECHCRAFT TWIN BONANZA NOW CARRIES \$44,950 PRICE TAG



OLDEST LICENSED PILOT in U. S., James W. Montee, celebrated his 88th birthday as usual recently—by hopping his daughter and granddaughter in a lightplane at Vail Field, Los Angeles. He soloed in 1922 at age of 60, has pilot license No. 414, A. & E. License No. 1,367, flew a DC-6 for an hour last month—the 40th different make of plane he has flown. Photo is from his annual greeting card to friends, who wish him many more birthday hops.



LAST PUBLIC APPEARANCE OF WALTER BEECH before his sudden death from a heart attack on November 29 was at CAA Airports Advisory Committee meeting in Fort Worth, Texas, in October, when above photo was made. Shown with him, left to right, are Committee Member John H. Burke, Oklahoma City airport owner and one of Beech's early employees; Amon G. Carter, Fort Worth Star-Telegram publisher and honorary member of the committee; CAB Chairman Del Rentzel, and George E. Haddaway, Aviation Development Advisory Committee chairman and **FLIGHT MAGAZINE** publisher.

—(Ft. Worth Star-Telegram Photo.)

and will be "completely equipped" at that price except for radio installations. This is first official price announced by Beech, which had hoped to market the 6-pl. Model 50 in the \$30,000 bracket. A detailed study of rising materials and labor costs resulted in the larger figure.

FAILURE OF CAA TO TAKE INITIATIVE in civil air defense direction at the grass roots level, plus lateness of state officials to establish a uniform program which would encompass all civilian airmen and equipment, is creating confusion. By-product of confusion is rapid growth of Civil Air Patrol.

OLIVE ANN (MRS. WALTER H.) BEECH has been elected president and chief executive officer of Beech Aircraft to succeed her late husband. One of America's outstanding women executives, she was a co-founder of the company she now heads. Other officers are John P. Gaty, vice president-general manager; T. A. Wells, vice president-chief engineer; Frank E. Hedrick, vice president-coordinator; John A. Elliott, treasurer; and L. Winters, assistant secretary.

USAF HAS BOUGHT 6 CANADIAN-BUILT DE HAVILLAND BEAVERS, two of which will be sent to Alaska for cold weather trials. . . . **FIRST U. S. PURCHASES OF DE HAVILLAND DOVE** have been to Jack Riley of Shreveport, La., distributor who received his demonstrator in December, and to John Wrather, East Texas oil operator, who was to receive his Dove from Riley in January. Standard price is \$76,000. . . . **2 DOVES HAVE BEEN BOUGHT BY WIGGINS AIRWAYS**, scheduled mail-passenger feeder airline in the Northeast. Wiggins has option for delivery of 4 more Doves. They will replace Twin Cessnas in airline service.

To Our Readers

THIS is your first copy of an old friend with a new name — **FLIGHT MAGAZINE**. We didn't drop the "You All" without certain sentimental misgivings; but it had to go — a belated admission of our true editorial interests and coverage.

For all you unreconstructed rebels, including members of the Confederate Air Force, we will continue, as for the past 17 years, to accept Confederate currency in payment for subscriptions. Current rate of exchange is 20 to 1.

We hope you like the improved format, more pictures, specifically in the new **FLIGHT PICTORIAL** section, the better grade of paper, together with broader editorial coverage as exemplified by the first of twelve monthly articles by General Hugh J. Knerr (USAF Ret.), one of the most renowned military aviation writers of the era.

—THE STAFF.

BELL AIRCRAFT CORPORATION OF BUFFALO, NEW YORK, WILL SOON OCCUPY THE FORMER GLOBE AIRCRAFT COMPANY PLANT NORTH OF FORT WORTH, TEXAS. The plant will be used primarily for large sub-contract orders for factories in the area.

MAJOR PRIVATE FLIER GET-TOGETHER SO FAR ANNOUNCED FOR 1951 IS THE ANNUAL ORLANDO, FLORIDA, AVIATION FIESTA SCHEDULED FOR FEBRUARY 14-28, which will include the annual Flying Alligator Club reunion and initiation, conducted air tours to various points of interest in Florida, and the "On To Orlando" cross-country flight competition. Complete information on the event is available from Ed Nilson, Annual Aviation Fiesta, Box 3151, Orlando, Florida.

INCREASED AIRCRAFT INSTRUMENT AND ACCESSORY OUTPUT will be furthered by Bendix Aviation's purchase of the property and facilities of the Victor Animatograph Corp., at Davenport, Iowa. Victor Animatograph, a Curtiss-Wright subsidiary, had manufactured motion picture projectors and parts there. W. W. Fisher, former Bendix manager at Red Bank, N. J., will be general manager of the new facility, which brings to 17 the number of Bendix divisions exclusive of subsidiaries. Davenport will be operated as an independent source of important aircraft instruments for the armed services, thus representing another step in the dispersion of Bendix facilities for military supply. ★ ★ ★

IMPORTANT ANNOUNCEMENT

for OWNERS and PILOTS

EXECUTIVE AIRCRAFT MAINTENANCE AND REPAIRING DURING EMERGENCY

Southwest Airmotive's doors are WIDE-OPEN for service on ALL TYPES of executive airplanes NOW! If you've tired of being at the tail-end of the line elsewhere, move up to the front at SAC for executive aviation's most famous ONE-STOP maintenance!

As an example of how to go about getting your aircraft ready immediately for continued use in this time of growing shortages, we invite your urgent attention to the following:

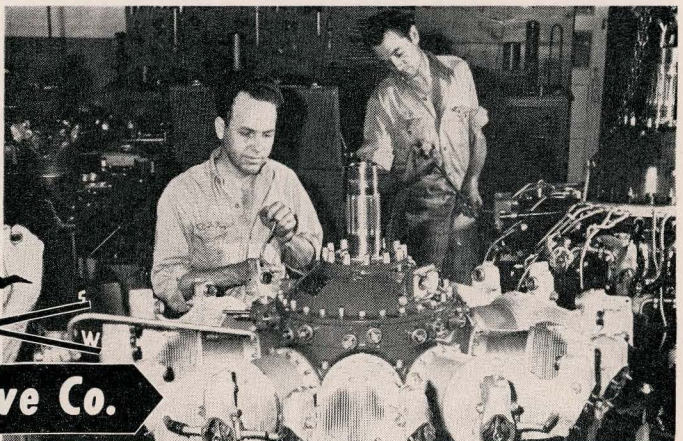
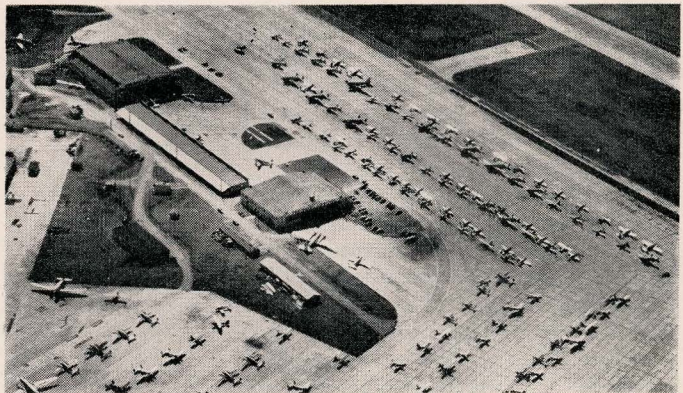
1. R-985 AN-14B engines, rebuilt to NEW STANDARDS and carrying NEW ENGINE GUARANTEES: \$4,000. (Here's your chance to TAKE OUT INSURANCE against an uncertain future.)
2. R-985 engine exchange, with immediate delivery: Prices start at \$1,050, depending upon time on your "trade-in."
3. TWO-WEEK DELIVERY DATE, and ALL-INCLUSIVE FLAT RATE (both parts and labor) for overhaul of your own R-985: \$1,250.
4. An ON-HAND stock of NEW R-985 parts.
5. The industry's finest inspections, repairs, overhauls, conversions for DC-3, D18S, Lodestar, Mallard, B-25, B-23, A-26, Bonanza, Navion, and all other executive types. NO. 1 PRIORITY for EXECUTIVE PLANE SERVICE in aircraft, engine, accessory, propeller, instrument, and radio shops.

Letters, wires, telephone calls, and personal inquiries given prompt attention.

"THE FLAT RATE
COMPANY"

Southwest Airmotive Co.

LOVE FIELD, DALLAS CAA Approved Repair Station No. 195



AVIATION'S CHALLENGE

(Continued from page 21)

only able throughout World War II to triple its output in a 12-month period. This was all-out expansion.

Where Are the Orders?

"If the industry is now to meet the goal of a 5-fold increase set by the President, the necessary production contracts should be placed immediately," says Admiral Land of AIA. "Adequate priorities for machine tools, production tooling and all other equipment used to expand output must be provided. The supply of critical materials available for aircraft production must, of course, be increased proportionately to the larger output goal.

"Aircraft today are roughly twice as large and are far more complicated than the aircraft produced in World War II. As a result, it takes approximately four times as many man hours to build a current model as compared to the planes of 10 years ago.

"Training programs to augment appreciably the force of skilled labor in aircraft plants must therefore be started promptly and accorded needed government support. The work week will have to be lengthened, with the government authorizing overtime payments called for in Federal law."

All these conditions outlined by the AIA concern problems which aircraft manufacturers can not solve alone—

their solution must be initiated by the government before a 3-fold output expansion can be effected, much less a 5-fold expansion. The fact that they have not yet been tackled is almost certain proof that President Truman was using a crystal ball of some kind, or just pulling numbers out of a hat, when he so confidently predicted we will be turning out five times as many military planes a year from now. If Washington planners expect to hold to his over-optimistic statement, the government as well as the aircraft industry had better get busy in a hurry to catch up from such a late start. Mobilization plans must be bigger than anything ever experienced in this country; certainly they must be bigger than anything so far revealed.

"The President's goal is the greatest challenge ever faced by the aircraft industry," says the Aircraft Industries Association spokesman. "Such an increase manifestly is not within the capabilities of the aircraft industry alone. It can only be attained by maximum possible co-operation and support on the part of the supplying industries and every government department and agency in any way concerned."

While confusion is nothing new to the city on the Potomac, few ever expected the President to get as far out on a limb as this one having to do with confidently expecting 500 airplanes per month which can't possibly be built under present conditions and on the basis of physical facts available for study and planning. An error of some 200 per cent is a serious one. Applied to military commitments involving U. S. security, it can have tragic results. President Truman's advisors should re-examine their plans for mobilization, taking immediate steps to correct such errors with action calculated to expand aircraft production on an all-out schedule and as thoroughly as possible. The aircraft industry has been standing by for years with complete facts and figures essential for expansion in an emergency. This same information has been presented to various Congressional committees and executive boards as well as to the press. That the President has not made use of it is startling news, indeed, especially at this late date.★★★

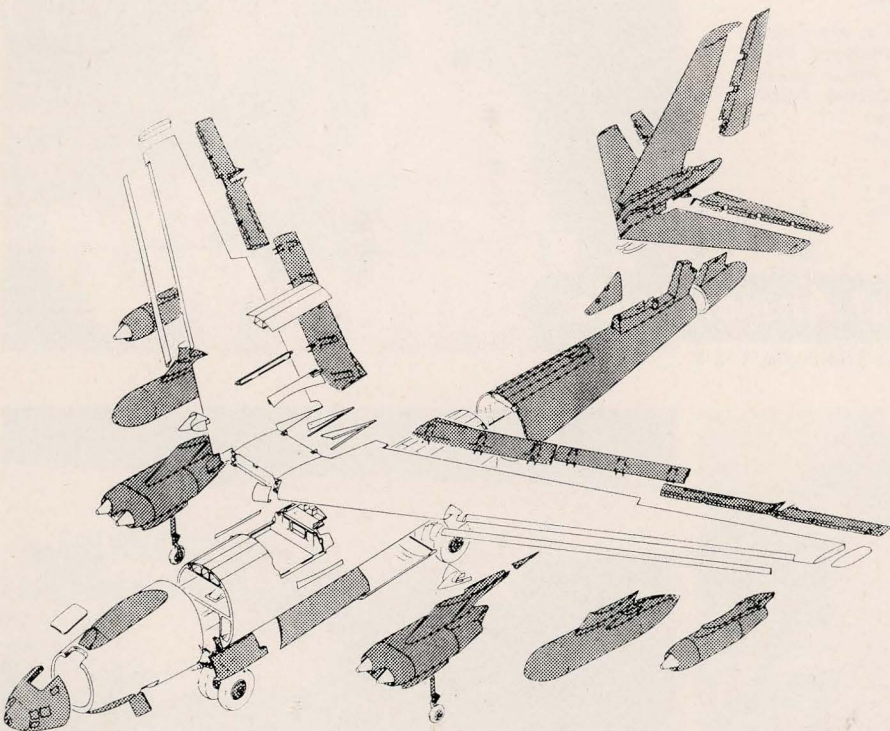
★★★

Quotable Quotes

HANSON W. BALDWIN, military writer of the *New York Times*: "Strategically and militarily we are in an impossible position in Korea and one which we ought to strive to end as rapidly as possible lest we be bled white. . . . This—the question of what to do—is the great dilemma of today. We are in a 'damned-if-we-do-and-damned-if-we-don't' position. Western Europe is still the most important strategic area in the world struggle against Communism. But we can lose the world in Asia if we are not wise and strong."

SLIM KIDWELL, Central Airport operator, Los Angeles, who may give up his airport under pressure of higher taxation and insurance costs: "We put in a light to clear pilots for take-off and landing—a safety measure mind you—and what happens? Our insurance goes up because we are 'inviting' ships into the field, helping them on take-off! Make your field safer, your responsibility goes up—and so do your costs. You can't win!"

★ ★ ★



ACCELERATED B-47 PRODUCTION IS HELPED BY WIDESPREAD SUBCONTRACTING of components, shown in shaded areas. Performed by outside firms, this subcontracting, plus outside purchases of parts and materials, amounts to 67.4 per cent of the total B-47 airframe cost.

—(Boeing Drawing)

AERO COMMANDER

(Continued from page 20)

Engineering Company ATC No. 6 A1. Smith has commented that one of the development's most encouraging features was that practically no problems or bugs at all turned up during the prototype's flight test program and no substantial changes or alterations were necessary for CAA approval.

"As a design, the Aero Commander was 'right' from the very beginning," he says. He accounts for its high performance by emphasizing its light weight, achieved through simplicity in design. The structure avoids joints in the wings and empennage to eliminate heavy fittings and castings. A total of 32,000 man hours of engineering went into the design, and another 10,000-man hours went into improvements on the design for production.

(Continued on page 48)