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EAL ORDERS FOUR MORE L-1049 CONSTELLATIONS; TWA SIX ADDITIONAL L-749'S

Lockheed Aircraft Corp. has received airline orders for 10 new Constellations, worth about \$13,000,000. Eastern Air Lines ordered four 92 passenger Super Constellations. Dollar value was not disclosed but it is believed to be in the neighborhood of \$7,000,000. Eastern now has 14 L-1049's on order, 10 having been ordered in April at a cost of \$18,000,000, including spares. Powered by four Wright R-3350-C-18CA1 engines of 2,750 horsepower each, the L-1049 has a rated cruising speed of 330 mph. The planes are stressed for later installation of improved Allison T-38 3,500 horsepower turbo-prop engines. EAL hopes to have the first L-1049's in scheduled service next fall.

In addition to the new EAL order, Lockheed also received a contract from Trans World Airlines for six additional Constellations of the L-749A type, the latest model in commercial service. TWA will pay \$6,000,000 for the planes, which will be delivered in 1951. The six new planes, when delivered, will give TWA a fleet of 67 four engined aircraft.

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PRESIDENT SEES NEED FOR EXCESS PROFITS TAX; ASKS POST-ELECTION CONSIDERATION

President Truman told a news conference that an excess profits tax will be necessary later, but that he thought it would be better for Congress to take it up after the November election. He said he felt his request for a bill which would raise an additional \$5,000,000, 000 through increases in individual and corporation taxes could be passed promptly by Congress.

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BROADENED PROTOTYPE BILL FORESHADOWED BY FINLETTER TESTIMONY

Appearance of Thomas K. Finletter, secretary of the Air Force, before the House Interstate and Foreign Commerce Committee today on prototype aircraft legislation gave rise to speculation that the committee may report out a bill which will broaden widely the objectives of H.R. 8536, now limited to a testing program. The testing bill, S. 3504, passed the Senate today.

Lindley Beckworth, chairman of the Transportation Subcommittee of the Commerce Committee, said Finletter had given his testimony and views in an "off the record" session during which even the committee stenographer was absent. He said that Finletter had given the committee considerable help in its approach to the entire air transportation equipment program and generally supported the objectives of legislation which would build up the nation's air transport fleets. He said he could not give details as to the nature of Finletter's testimony.

The subcommittee chairman revealed that he had received a letter from DeWitt C. Ramsey, president of the Aircraft Industries Association, in which aircraft industry agreed to furnish the committee with information on the type of prototype

(Continued on Following Page)

PROTOTYPE (Cont.)

aircraft development and construction program required and costs involved for duplicating British progress in the jet and turbo-prop transport field. Beckworth said Ramsey had told him he would go to the west coast next week to confer with aircraft manufacturers on the details of such a program. The committee indicated, during hearings on August 7, that it would support such a construction and procurement program to the extent possibly of \$300,000,000. (DAILY, August 7).

AIA, it was said, would be asked to consider a program which would embrace the current development in Britain which includes eight turbo-prop types and four jet transports which are either flying or nearly ready to fly. The recommended program, it was said, would include types to be built and the range of their cost.

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HOUSE PASSES BILL GIVING PRESIDENT BROAD DEFENSE CONTROLS

The House today passed legislation which would give the President powers to invoke controls over a considerable segment of the nation's economy, including authority to requisition materials and facilities for the defense effort, to set up a system of priorities and allocations for getting strategic and critical materials to defense plants similar to the program in effect during World War II and to authorize the government to make or guarantee loans for defense purposes. A similar bill is being debated in the Senate.

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COURT GRANTS PARTIAL STAY IN PARKS CASE

A partial stay of CAB's decision in the Parks Investigation Case was granted late last evening by the U.S. Court of Appeals for the District of Columbia, after efforts to obtain a voluntary CAB stay fell through during the afternoon. The Court, whose order will be issued tomorrow, granted a stay of the portion of CAB's decision proposing immediate revocation of Parks' Chicago-St. Louis route over which the line has been operating for nearly two months. The remainder of the Board's decision was permitted to take effect.

The Court's action permits Parks to continue its St. Louis-Chicago service until a decision is reached on the feeder's petition for court review of the entire case. It does not, however, permit expansion of Parks' services to other segments. Mid-Continent Airlines, meanwhile, may begin operations over the North Central routes on September 26, and Ozark Airlines may start service at least over part of the Great Lakes and Mississippi Valley routes on that date or any later date when it is in a position to begin. In the absence of a printed Court order, it could not be determined by parties in the case whether Ozark could serve the St. Louis-Chicago segment during the pendency of the stay order.

The proposal of Judges Stephens, Fahy and Kirkland yesterday morning that CAB entertain a Parks' petition for reconsideration and, in effect, stay its own decision, met with little success. The Board's answer was that it would "consider" entertaining a petition for reconsideration if Parks would cease operations and withdraw its appeal from the Court. Parks did not agree, however, and the Court granted the partial stay.

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TRUMAN SAID TO HAVE REFUSED PROPOSAL TO PLACE AIRLINES UNDER MILITARY CONTROL

Through unimpeachable sources, the DAILY learned today that the draft of an executive order was submitted to President Truman recently which provided for the military taking over the certificated airlines of the United States. President Truman refused to go along with the idea. As a result, the Military Air Transport Service was assigned expanded responsibilities for procuring the air lift necessary to support U.S. action in Korea.

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NORTHWEST AUTHORIZED TO RAISE TRANSCONTINENTAL COACH FARE

Northwest Airlines was today authorized by CAB to operate transcontinental air coach flights "at any hour of the day," subject to a fare increase from 4¢ to 4½¢ per passenger mile.

AIRCOACH TRANSPORT ASSOCIATION SPOKESMAN ATTACKS PROTOTYPE BILL, ATA, AND CAB

Labeling the prototype aircraft testing bill as "pre-Korean crisis" legislation, Amos E. Heacock, legislative policy director of the Aircoach Transport Association, told the House Interstate and Foreign Commerce Committee today that those who subscribe to such legislation now "are unable to react quickly to the impact of events." Heacock said that H.R. 8536, the prototype testing bill, cannot even be excused on the ground that it is a step in the right direction for it will not provide any defense benefits.

He attacked the Air Transport Association, asserting it was in "undisputed domination of the national air transportation policy" of the country and criticized CAB by stating it was "the most formidable obstacle in the way of establishing mass air transportation." He appealed to the committee to request Present Truman to fill the present vacant CAB chairmanship with "a man pledged to a national air lift and to justice for non-scheduled air carriers."

Heacock recommended adoption of a "national air lift bill" along the lines of the Air Merchant Marine bill, introduced by Rep. John Kennedy (D., Mass.) and Sen. Edwin C. Johnson (D., Colo.), because he said it would provide for production of cargo aircraft meeting military airlift specifications which would expand the national civil air lift reserve.

The spokesman for 24 independent carriers said his association had asked a nation wide investigation by the House Judiciary Committee of the "airline monopoly." He said his group would ask an investigation of mail payments to Central Airlines of Oklahoma—"a feederline organized by a former secretary to a Board member," which he claimed was paid \$45,157 in mail pay for the month of January when it could produce only \$2,069 in passenger revenue. He also struck at government policies which permitted Northwest Airlines to get an RFC loan for \$15,000,000 to buy 10 Boeing Strato-cruisers.

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AIR FRANCE GETS MIAMI RIGHTS IN NEW BI-LATERAL

The U.S.-French bi-lateral air transport agreement has been amended to permit French commercial aircraft to land at Miami and U.S. airlines to serve Nice. The amendment, announced in an exchange of notes between the two governments and made public by the State Department, will have no immediate effect, for Air France is not yet prepared to go into Miami and Pan American World Airways already is serving Nice under a special agreement with the French government.

An Air France spokesman said the company has no immediate plans for service between Miami and French Caribbean possessions. Such factors as traffic potential and equipment availability will influence the French carrier's ultimate decision whether to apply for a foreign air carrier permit to operate into Miami under the bi-lateral.

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ONLY EIGHT FLIGHT RADIO OPERATORS AFFECTED BY ARBITRATION AWARD

A Pan American World Airways spokesman said today that only eight flight radio operators were affected by the "return to work" arbitration award made in New York this week, rather than 34 as claimed by the Transport Workers Union-CIO. (DAILY, August 9). The other 26 involved, the Pan Am spokesman said, had received severance pay when their services were terminated March 22. The eight have been placed back on the payroll as of March 22 but they will not be permitted to fly, it was stated. The company does not intend to carry this extra crew member but will continue having other qualified flight officers monitor 500 KC radio broadcasts.

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WATSON LABORATORY TRANSFER OPPOSED IN SENATE

The Senate yesterday heard objections to the unanimous consent consideration of legislation (S. 3727) which would authorize the transfer of Watson Laboratories from Red Bank, N.J. to Rome Air Force Base, Rome, New York.

STANLEY PRONE POSITION FIGHTER COMPLETES TEST FLIGHTS

Stanley Aviation Corp.'s prone position experimental jet fighter successfully completed its first test flights at the company's Buffalo, N. Y., plant yesterday. The plane is a modified version of a Lockheed F-80 with a "bed" of nylon netting over a framework curved to body contours for the prone pilot. Special controls with hand grips and foot pedals are provided. As a safety measure in the flight test program, the regular F-80 cockpit was left intact and a second pilot flies in it; the plane has dual controls. In yesterday's tests, Robert M. Stanley, company president, Richard M. Frost, senior project engineer, and Richard White, test pilot, took turns flying the plane from the prone position.

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AIR FORCE DISCLAIMS PLANS TO TAKE OVER GAO OFFICE BUILDING

Despite persistent reports, the Air Force told the DAILY today that it has not been assigned the new General Accounting Office building in Washington for use as an "auxiliary Pentagon," nor does it have any plans for taking over the building. Reports had stated that contractors are altering the office partitions in the new building under Air Force direction. The new building is the latest and one of the largest government buildings in Washington. Not yet completed, it was estimated that it would have been ready for occupancy within three months under the normal schedule, but the Korean crisis has accelerated work on the building.

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INDUSTRY DEFENSE TRAINING PLANS ORDERED INTO IMMEDIATE EFFECT

The Secretary of Labor has directed that previously formulated plans for defense training in industry be put into effect immediately. The program calls for a review of the needs of specific industries for apprenticeable critical skills and a determination of whether there are enough apprentices now training in these skills to permit production expansion. State apprenticeship councils and local committees, unions and employers were also urged to review the quality of training being provided apprentices and "to take such measures as they find necessary to strengthen both on and off the job training."

Included in a list of specific trades calling for special attention in the review are aircraft and engine mechanic, instrument repairman, maintenance mechanic, millwright, model maker, molder and coremaker, patternmaker, precision lens grinder and tool and die maker.

Labor's field staff will make an effort to register all apprentices now employed. The Department has 236,515 apprentices registered in all skills, but there are several thousand, including many on the critical list, who are not on the records.

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RENTZEL TO SPEAK AT MIT GROUND FACILITIES CONFERENCE

Civil Aeronautics Administrator D. W. Rentzel will be among the speakers on the program of the conference on ground facilities for air transportation to be held September 12-14 at the Massachusetts Institute of Technology. Others will include: George H. Clay, secretary of Trans World Airlines; R. Dixon Speas, U. S. sales representative of A. V. Roe Canada, Ltd.; and J. M. Kyle, chief engineer, Port of New York Authority. Jerome Hunsaker, head of the aeronautical engineering department of M.I.T., will outline the conference objectives at the opening session.

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AVIATION BOOKSHELF

Flying the Omnirange, by Charles A. Zweng, Pan American Navigation Service, North Hollywood, Calif., and Weems System of Navigation, Annapolis, Md., \$4.00. Written for the average pilot, it contains a review of omnirange equipment available and instructions for flying omnirange, distance measuring equipment and course line computers.

AIRLINE FINANCIAL

CAPITAL AIRLINES reports an operating profit of \$614,560 and a net after taxes of \$300,260 for the first six months of 1950, compared with \$345,329 and \$92,035, respectively, for the same period last year. A significant feature of Capital's half year report was that passenger and cargo revenues showed increases while air mail pay declined \$138,684 under the company's mail pay formula despite an increase of almost 40% in the ton miles of mail carried. Revenue comparisons were as follows:

	First half 1949	First half 1950	Change from last year
Total operating revenues	\$12,562,473	\$13,414,248	+ \$851,775
Passenger revenue	8,918,070	9,604,151	+ \$686,081
Air mail revenue	2,333,256	2,194,572	- \$138,684
Cargo revenue	928,419	1,118,913	+ \$190,494
Non-scheduled flight revenue	193,541	376,177	+ \$182,636
Operating profit	345,329	614,560	+ \$269,231
Net profit after taxes	92,035	300,260	+ \$208,225
Net per share after taxes	0.19¢	0.59¢	+ 0.40¢

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AIRLINE TRAFFIC

UNITED AIR LINES reports its air express and air freight volume increased 20% in the first six months of this year over the same period last year and continued to rise during July despite the loss of several all-cargo planes to the military air lift. The company also noted an increase in air mail and air parcel post volumes since the outbreak of the Korean situation, with about 20% of its mail ton miles consisting of air parcel post.

WISCONSIN CENTRAL AIRLINES carried 4,732 passengers in July, a 22% increase over the same month last year. Air mail volume of 3,281 ton miles and express volume of 4,302 ton miles were more than double the volumes flown in July, 1949.

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FIRST C&S CONSTELLATION TO BE FLOWN TO MEMPHIS

Chicago and Southern's first Constellation is scheduled to be flown from Lockheed Air Terminal to Memphis on Friday with Sidney A. Stewart, president of the airline, among those aboard. C&S took delivery of the plane last week, but held the plane at Lockheed for an additional 10 days for training flight crews.

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ROBINSON FINDS TIME SAVINGS IN OMNIRANGE EQUIPMENT

Time savings up to 15 minutes on 72 minute flight have been experienced as a result of using omni-directional radio range equipment, according to Robinson Airlines. On its route between Binghamton, N. Y., and Newark, N. J., the omnirange equipment eliminated a dog-leg routing, formerly necessary when using regular airways, and reduced scheduled time to 57 minutes.

Robinson claims to be the first airline to have its entire fleet equipped with the airborne omni-directional range equipment and the only carrier which has all of its routes approved for use of omni.

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PAA STRATOCRUISER FLIES 94 PASSENGERS TO FRANKFURT

What was said to be the largest number of passengers ever flown on a regularly scheduled trans-Atlantic flight out of New York was flown to Frankfurt, Germany, yesterday on a Pan American World Airways Boeing Stratocruiser. The plane, booked completely by the Army for a routine movement of personnel and servicemen's wives and children, carried 94 passengers and a crew of nine.

MANUFACTURING

IRVING AIR CHUTE EXPANDING:

Irving Air Chute Co. has leased an additional building in downtown Buffalo, N.Y., and is looking for more space to handle increased military orders for parachutes. The company has also added a second shift.

NORTH AMERICAN GETS AEC SAFETY AWARD:

North American Aviation's Atomic Energy Research Department at Downey, Calif., was awarded the Atomic Energy Commission's Award of Merit for Safety for completing 1949 without a single lost time accident.

ABELES NAMED PUROLATOR VICE PRESIDENT:

James D. Abeles, formerly assistant to the president, has been named vice president and general manager of Purolator Products, Inc., Rahway, New Jersey.

PACIFIC AIRCRAFT LEASES OAKLAND HANGAR:

Pacific Aircraft Sales Company, distributor for Beech Aircraft in northern California and Nevada, has been granted a lease of all of Hangar No. 3 at Oakland Municipal Airport. Company has previously occupied half of the hangar. Oakland Aircraft Engine Company has leased an additional 4,062 square feet of space in Hangar 2-C.

REGAL DISTRIBUTING RAIN REPELLENT IN U.S.:

Regal Aircraft Corporation, New York, has obtained U.S. marketing and distribution rights for the FC-10 rain repellent developed by the Canadian Government. Packages sufficient for 15 airplane windows cost \$14 and the application lasts several months.

BELL-WILSON PRODUCING COWLING SPARES:

Production of cowl flap segments, springs, angles and related parts for cowlings of Douglas DC-3 and C-47 airplanes is now underway by Bell-Wilson Aircraft Supplies, 409 Harmon Street, Brooklyn 27, New York.

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AIRCRAFT AND COMPONENTS

TWO BRITISH JET ENGINES OFF SECRET LIST:

The British Ministry of Supply has taken two new jet engines off the secret list: the de Havilland Goblin 5 and the Rolls Royce Avon RA-3. No details were given. The Goblin 5 is probably a more powerful version of the Goblin series while the Avon RA-3 may be the AJ-85 engine, a development of the basic Avon with a thrust rating of 8,500 pounds. This is not the ultimate of the Avon development program; the latest version, the AJ-105, is rated at over 10,000 pounds thrust (dry rating). It is believed that the fully developed Avon might generate as much as 17,000 pounds thrust, using methanol and afterburning.

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REPORT DISCUSSES SHIELDED ROOMS USED IN ELECTRONICS RESEARCH

A new Department of Commerce report discusses performance standards in the design of shielded rooms for electronics research and a series of principles to be followed to secure optimum attenuation. The report was prepared by the Naval Research Laboratory and is entitled "Notes on the Design, Construction and Evaluation of Shielded Rooms." It suggests use of solid sheet metal for shielding; filtering of all power lines; and "waveguide below cutoff" type openings for all ventilating ducts. Necessary access doors should be grounded to the shield directly or by means of an adequate condenser. The 20 page report, PB 100 752, is available from the Office of Technical Services, U. S. Department of Commerce, Washington 25, D. C., at 50 cents.

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NEW 1.6 POUND INFLATABLE LIFE JACKET DEVELOPED

A new type AD-4 life jacket weighing only 1.6 pounds has been introduced by Air Cruisers Co., Newark, N.J. The new jacket is constructed of rubberized yellow nylon fabric, has two compartments and provides for both CO₂ and oral inflation. Four cartoon type illustrations printed on the outer surface provide simple instructions.

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