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DOUGLAS CONFIRMS RECEIPT OF NAVY ORDER FOR R6D-1'S

Douglas Aircraft Co. has confirmed receipt of a Navy order for R6D-1 transports, Navy versions of the DC-6A Liftmaster. The number of planes was not announced, but it is believed to be 11; dollar value was not disclosed.

The Navy planes will be identical in dimensions to the DC-6A (span, 117 feet 6 inches; length, 105 feet 7 inches) but the R6D-1 will have a greater take-off gross weight and fuel capacity for longer range. It will also be faster than the commercial version.

Power plants in the R6D-1's will be Pratt & Whitney R-2800-CB17 engines developing 2,500 horsepower for take-off with water injection and 1,900 maximum continuous horsepower. The engines will drive high activity Hamilton Standard three-bladed duraluminum propellers. Normal cruising speed will be in the neighborhood of 300 mph.

Interiors of the R6D-1's will have structural provisions for troop benches or litters and cargo tie-down rings in a 20 inch grid pattern on the floor. The planes will have automatically controlled cabin pressurization and air conditioning systems to permit high altitude flight; leading edges of the wing and tail surfaces have the same thermal anti-icing system as other DC-6's. Crew provisions include stations for pilot, co-pilot, flight engineer, navigator and radio operator with bunks for relief crews.

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FINLETTER INDICATES NEW AIR FORCE EMPHASIS ON TRANSPORT REQUIREMENTS

Indication of the new emphasis on filling air transport requirements in the Air Force was voiced today by Secretary of the Air Force Thomas K. Finletter, who rated it one of four main tasks of the USAF in its program to prepare for defense against possible aggression. Speaking at a luncheon meeting of the local chapter of the Aviation Writers Association in Washington, D.C., Finletter termed the transport need "a most troublesome question."

Estimates of the lift the Air Force would have upon attainment of its 69 group goal show that the USAF's normal requirements will be "well met and more," Finletter said. The lift available in the 69 group structure will be substantially greater than it is now, due chiefly to the introduction of new, larger planes like the Boeing C-97 Stratofreighter and the Douglas C-124.

Finletter emphasized, however, that such lift would be sufficient only to handle requirements of the "force in being." The further requirement for air lift in case of all-out war is the "troublesome" part of the problem.

"A plan must be developed," the Air Secretary said, "so that the airlines — which are now an absolutely essential part of our transportation system — can continue to operate as commercial airlines during the war since the country will be very dependent upon them. I cannot report any planned solution, as yet, of this extremely difficult question. I can only say that it is under urgent study."

(Continued on Following Page)

FINLETTER (Cont.)

The other three main tasks involved in Air Force defense preparations, as outlined by Finletter, are (1) building a strong air defense force by concentrating on the number and quality of radar stations, interceptor fighters and anti-aircraft batteries; (2) further development of the strategic countermeasure, or atom-bomb delivery to the homeland of an aggressor; and (3) increased emphasis on tactical, or ground support, aviation.

The Secretary also urged the continuance of the military expansion programs regardless of the outcome of the war in Korea. "The need for a larger military establishment will continue," he said, "even if the Korean war is speedily and successfully finished....Until the basic tensions which exist between the Communist dominated areas and the free world have been very greatly reduced, we are compelled to have an adequate military strength in this country and in the rest of the free world."

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PROTOTYPE, DELEGATED INSPECTION AUTHORITY BILLS DELAYED BY FILIBUSTER

Final passage of two important aviation bills was being held up today by a Senate filibuster over interstate shipment of slot machines. It was indicated that Sen. Edwin C. Johnson (D., Colo.), chairman of the Senate Interstate and Foreign Commerce Committee, would move to have the Senate adopt House amendments to S. 3504 providing for the prototype aircraft testing program and S. 450, which authorizes the Secretary of Commerce to delegate certain authority to private persons in the certification of airmen and aircraft, possibly later today.

Meanwhile Congress, through long night sessions, hoped to recess either Friday or Saturday until November 27. The date was extended from November 21 (DAILY, September 20) to permit members of Congress to spend Thanksgiving day at home. If Congress recesses, as expected, all unpassed bills will remain in active status until the sine die adjournment which would normally fall on January 3, 1951.

The Senate also has under consideration as unfinished business S. 3295, which would amend the Railway Labor Act to permit the union shop and check-off of union dues. A companion bill is still in the House Rules Committee. Air carrier employees would be affected by this legislation.

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RENTZEL ASKS TRUMAN HELP TO RESTORE AIRPORT LAND FUND CUT

D. W. Rentzel, newly appointed Civil Aeronautics Board member, called on President Truman this afternoon in his capacity as Civil Aeronautics Administrator in an attempt to gain support for the Budget-approved \$2,150,000 fund for acquiring land for Washington's second public airport. The House yesterday, accepting a conference report, reduced the amount to \$1,000,000. It was reported that this was considerably less than half the amount needed to obtain the site under consideration.

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UNION REPRESENTATIVES, PAA AND AOA TRYING TO SETTLE DISMISSAL DISPUTE

Representatives of seven airline union groups met in National Mediation Board offices today trying to work out with Pan American World Airways and American Overseas Airlines an agreement solving the dispute over job dismissals resulting from the merger of the two carriers. (DAILY, September 20) Meanwhile pilots and representatives of the two carriers were meeting in New York on the same question.

American Airlines today asked CAB to set a date for a hearing at which time the carrier asked "the opportunity to present evidence of the facts presently bearing on this problem, including among other things the program worked out by American to meet this problem and the provisions for lay-off benefits negotiated with the Transport Workers Union in March, 1950, which deals with the precise matter that the Board has under consideration."

NMB said airline unions meeting in Washington represented all classes and crafts of employes except pilots. NMB was not hopeful of early agreement.

MILITARY NOTES

NAVY ANNOUNCES FLAG OFFICER TRANSFERS:

Rear Adm. Daniel V. Gallery has been transferred from sea duty to the post of Commander, Fleet Air, NAS Quonset Point, R. I. Gallery succeeds Rear Adm. Gato D. Glover, who has been assigned sea duty.

Other Naval aviation flag officers involved in transfers were: Rear Adm. Robert F. Hickey, who will become Chief of Navy Information at headquarters in Washington, replacing Vice Adm. Russell S. Berkey, retired; Rear Adm. John Perry, who has been named Commander, Naval Air Advanced Training, Corpus Christi, Texas, replacing Rear Adm. Ernest W. Litch, who is going on sea duty; and Rear Adm. Herbert E. Regan, who will relieve Perry as Commander, Fleet Air, Seattle, Wash. Regan was formerly Director of Naval Aviation Personnel in headquarters.

RENFROW TO TAKE SELECTIVE SERVICE POST:

Brig. Gen. Louis H. Renfrow, former assistant to ex-Defense Secretary Louis Johnson, has been named Deputy Director of Selective Service.

NORTH ATLANTIC PLANNING GROUP MEETING:

The Fourth meeting of the Chiefs of Staff Committee of the North Atlantic Ocean Regional Planning Group began today in the Main Navy Building, Washington, D. C.

NAVAL AVIATION CAPTAINS NOMINATED FOR PROMOTION:

Four Navy captains on aviation duty have been nominated for promotion to the rank of rear admiral. They are: Capt. Frederick M. Trapnell, now commanding the aircraft carrier Coral Sea; Capt. Francis M. Hughes, commander, Naval Air Bases, Fourteenth Naval District, Barber's Point, T.H.; Capt. John B. Moss, commanding officer of NAS Alameda, Calif.; and Capt. John B. Pearson, Jr., aeronautical engineer on duty with the Office of Naval Research.

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BILL WOULD AUTHORIZE \$150 MILLION FOR CIVILIAN AIRMAN TRAINING

The Civilian Airman Training bill, S. 4164, introduced in the Senate September 18 by Edwin C. Johnson (D., Colo.), would authorize appropriation of \$150,000,000 to be administered by the Secretary of Commerce in training airmen and conducting research in airman qualifications. The bill stipulates that training may be carried out either through facilities and personnel of the Department of Commerce or by contract with educational institutions or other qualified persons.

Training of aircraft mechanics and technicians would be authorized, in addition to training of pilots, with the provisions that training shall not be denied for reason of race, creed or color and that 5% of the students selected for training may be other than high school or college students. No action is expected on the bill in this session of Congress.

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CAA MILITARIZATION PLAN BEING RESTUDIED

The plan for militarizing CAA in time of national emergency is being restudied by CAA and the Air Force with the idea of creating an organizational set-up more nearly conforming to the ideas and recommendations of all interested parties. Plan first submitted to the Bureau of the Budget, which is understood to have provided for the complete militarization, was considered too broad. Donald W. Nyrop, the newly designated CAA administrator, told the DAILY that it would require two months to work out the new proposed organizational set-up. When the plan is completed, it will be resubmitted to Budget for decision as to whether Congress will be asked to pass necessary legislation.

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WHITE HOUSE DENIES REPORT THAT STASSEN MAY REPLACE MATTHEWS IN NAVY

The White House yesterday categorically denied a report which stated that Navy Secretary Francis P. Matthews would be replaced by Harold E. Stassen, president of the University of Pennsylvania. Press Secretary Charles Ross stated that Matthews is expected to remain in his job.

PRESENT DAY AIRBORNE RADAR INADEQUATE FOR AIRLINE USE, ATA EXPERT HOLDS

Instead of increasing the reliability of flight, present day airborne radar might actually produce the opposite effect, according to F. C. White, Air Transport Association. Speaking before the joint meeting of the Institute of Navigation, Radio Technical Commission for Aeronautics and Radio Technical Commission for Marine Services in New York, White outlined major obstacles which stand in the way of a useful airborne radar installation for airlines.

Inability of the pilot to view the cockpit display under average conditions of surrounding cockpit light "is the number 1 bugaboo" of present day radar, he said. In daylight, viewing can be accomplished only by a truncated cone hood fitted over the scope and use of colored plastic filters fitted to the cockpit windows to reduce light intensity. Such filters are likely to become scratched to a point where safety is compromised. Even with all these devices, it takes some time for the pilot's eyes to become accustomed to the reduced lighting to a point where he can read the scope properly.

While present day radar will detect dangerous cumulo-nimbus clouds, hail and icing, it cannot differentiate between dangerous and harmless weather. White reviewed his experience in purposeful trips through thunderstorms and other turbulent weather areas to obtain useful radar data and told the meeting that the system provided the same indication for hail $3/4$ -1 inch in diameter, dangerous to the aircraft, as it did for moderate rain, "absolutely harmless to aircraft." Thus, if operational procedures were established to circumnavigate areas represented as dangerous by the radar scope it might decrease rather than increase flight regularity and impose "such severe operations restrictions that an impossible situation would result."

White felt that a modified system which minimized loss of radar signals caused by varying flight conditions would materially increase acceptance and operational usefulness of airborne radar. These attenuation problems might be partially corrected by a change in the wavelength used. Wavelengths from 3-10 centimeters have proved useable but the longer wavelengths reduce the attenuation problem. As an example he cited a system using 3.2 centimeter wavelength and having a range of 50 miles. In rain equal to 4 millimeters per hour the range was reduced to 25 miles. Use of 6 centimeter wavelength would improve attenuation to a point where it would take 20 millimeters per hour rain to cause a similar reduction in range.

The ATA spokesman reviewed operational experience of American Airlines gained during Navy-sponsored tests on the Douglas DC-3 and DC-4 and the Convair-Liner. He commented on some special radar circuitry which made it possible for American to give a two-tone picture on the radar scope representing smooth and turbulent areas within the storm. Such iso-echo contours, White said, would permit a pilot to pick his way through thunderstorms and encounter only $1/5$ the magnitude and extent of turbulence encountered by random paths through the same area.

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BILL INTRODUCED IN SENATE WOULD PROVIDE WAR RISK INSURANCE FOR CIVIL AIRCRAFT

Legislation which would provide war risk insurance for chartered civil aircraft operated into war zones was introduced, by request, yesterday by Sen. Edwin C. Johnson (D., Colo.), chairman of the Senate Interstate and Foreign Commerce Committee. The bill, S. 4169, patterned after P.L. 763, 81st Congress, covering war risk insurance for the merchant marine, was referred to Johnson's committee.

The legislation provides that the Secretary of Commerce may arrange insurance and reinsurance against loss or damage by war risks for aircraft, personal effects of captains, pilots, officers and crews of such aircraft and coverage for loss of life or injury. The term "war risks" is defined to cover those losses which are excluded from aviation insurance coverage under a 'free of capture and seizure' clause, or analogous clauses.

It is understood that the legislation was introduced at the behest of the Air Transport Association.

AIRLINE FINANCIAL

DELTA AIR LINES had an operating profit of \$174,841 and a net profit after taxes of \$90,752 during August, according to C. E. Woolman, president. Comparable profits for the same month last year were \$55,075 and \$32,451. Total revenues for August were \$1,530,285, up 20.2% over the corresponding month last year. Operating expenses went up 9.7% from \$1,271,826 to \$1,395,598. Revenue passenger miles operated totalled 23,417,404 in August, a 44.8% increase over August, 1949, while the total number of passengers carried increased from 43,805 to 54,695.

WISCONSIN CENTRAL AIRLINES reports a net operating profit of \$17,463.64 in August, the highest revenue month in the company's history. Operating revenues were \$161,488.32 and operating expenses \$144,024.68, including \$15,772.19 for depreciation. Average load factor for the month was 57 per cent.

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AIRLINE GROUND TRANSPORTATION ASSOCIATION TO MEET

Airline Ground Transportation Association, Inc., will hold its fourth annual meeting at the Hotel Roosevelt in New Orleans on October 26 and 27.

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ALL AMERICAN REPORTS FIRST OPERATING PROFIT IN AUGUST

All American Airways in August made its first operating profit since the inauguration of passenger service in March, 1949. The month was a record one for the line, with revenue passengers and revenue passenger miles totalling 19,596 and 2,755,682, respectively. Number of passengers for the month was 61.6% above the total for the same month last year. Six of the 20 cities served by All American showed gains of over 100% in passengers generated.

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DELTA AIR LINES DECLARES DIVIDEND

Delta Air Lines directors declared a dividend of 25 cents per share payable October 10 to stockholders of record as of September 29.

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FOLEY NAMED EASTERN REPRESENTATIVE OF GORDON D. BROWN AND ASSOCIATES

E. J. Foley, for the past five years assistant to the vice president of American Airlines in Washington, has been named eastern representative of Gordon D. Brown and Associates, manufacturers of cargo tie-down equipment, aircraft seat belts and related components. His office will be in Washington.

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WESTERN AIR LINES DIVISION I PILOT TIME AVERAGES NEAR MAXIMUM

Pilot time on Western Air Lines' Division I (San Diego-Seattle and Los Angeles-Salt Lake City) in August averaged out at 84 hours and 46 minutes per pilot, or just 14 minutes under the limit of 85 hours. This record of ending the month with every pilot practically at maximum time resulted from charter flights which happened to dovetail just right with WAL's schedules, Lane Smith, division chief pilot, explained.

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AIRLINE PERSONNEL

NORTHWEST AIRLINES has named Paul L. Benscoter superintendent of stations for its Orient Region. Formerly station manager for NWA at Chicago, he will be based in Tokyo and will be in charge of field operations, transportation agents and equipment service personnel.

MANUFACTURING

MCDONNELL AIRCRAFT CORP.'S stockholders will meet September 28 to vote on a proposal to increase the authorized capitalization from 360,000 to 720,000 shares and split the stock two for one. Par value would be increased from \$1 to \$5.

STOCKHOLDERS OF PERFECT CIRCLE CORP., Hagerstown, Ind., will meet not later than October 23 to consider a proposal whereby Thompson Products, Inc., would acquire PC's assets. Under a merger agreement, one share of Thompson stock would be exchanged for each four and one half shares of PC. PC has about 2,000 workers in plants at New Castle, Tipton and Richmond, Ind., and has a wholly-owned subsidiary in Toronto, Ont.

TEXAS ENGINEERING AND MANUFACTURING CO.'S board of directors, at a special meeting in Dallas, Tex., Monday, voted a quarterly dividend of five cents a share on the capital stock, payable September 30 to stockholders of record September 25.

JOHN M. ROGERS, WHO RETIRED last year as a vice president of Douglas Aircraft Co. after more than a quarter century in the aircraft industry, is now a sales consultant to Stainless Steel Products of Burbank in addition to consulting for Douglas. He has announced that he is now in a position to expand his consulting work. He is maintaining his office at his home, 107 North Canyon View Drive, Los Angeles 49, Calif.

WORK INJURY RATES IN MANUFACTURING PLANTS continued to decline during 1949, according to final statistics compiled by the Department of Labor's Bureau of Labor Statistics. The average injury rate for all manufacturing decreased 12.8%, from 17.2 injuries per million man hours in 1948 to 15.0 in 1949. The rate in the aircraft manufacturing industry was very low - 4.4 injuries per million man hours. The rate of aircraft parts manufacturers was 8.7.

JOHN G. MCKEON, former vice president and treasurer and subsequently liquidating officer of Aviation Maintenance Corp., Van Nuys, Calif., is now associated with Arthur Young & Co., public accountants having a large number of aircraft accounts, including Lockheed, Ryan, Pacific Airmotive and others.

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MAINTENANCE -- OVERHAUL

LOCKHEED AIRCRAFT SERVICE has received an Air Force contract for the overhaul and modification of an undisclosed number of Lockheed F-80 jet fighters. Dollar value of the contract was not revealed. Work will begin within ten days at LAS' Burbank, Calif., plant.

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AIRCRAFT AND COMPONENTS

A. V. ROE CANADA LTD. is now developing a combined igniter-fuel injector with improved starting qualities for combustion systems. In the Avro system, an igniter and an auxiliary injection jet are mounted centrally in the baffle by which the vaporizer tubes are supported. By this construction a flame from the auxiliary jet is provided for "lighting up." The flame plays on the vaporizer tubes, furnishing the heat necessary to vaporize the fuel before the normal combustion and self-vaporizing process has started. Once started, the process is self-sustaining and the igniter and the auxiliary jet may be turned off. The system will be used in the combustion chambers of Avro's Orenda jet engine.

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