

THE NATIONAL AIR COUNCIL

SUITE 625, DUPONT CIRCLE BUILDING

1346 CONNECTICUT AVENUE, N.W., WASHINGTON 6, D.C.

May 7, 1951

Mr. Amon G. Carter, President
Carter Publications
400 West 7th Street
Fort Worth, Texas

Dear Mr. Carter:

Your organization is hereby invited to consider the aims and program of the National Air Council and to join it as a company member.

Full and current information is contained in the attached leaflets. It should be especially observed, however, that the overall purpose of the Council is to develop national aviation policy -- civil and military -- in the public interest. The Council is a non-profit educational group and now has ten leading aviation associations affiliated with it, cooperating in the general advancement of aviation policies and aims.

With world conditions as they are at present and will be for the indefinite future, we believe you will agree that it has never before been so urgent that all aviation interests work together in a vigorous campaign to increase public knowledge and support of aviation.

To carry out its program, the Council requires the financial aid of all industry but particularly of those companies and individuals who recognize the ever-growing importance of aviation to the nation's economic, political and military future.

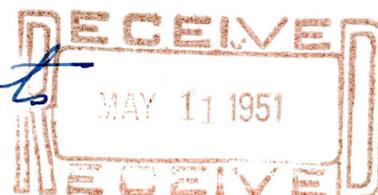
This invitation is sent to you in the hope that you will give it your most careful consideration. Details regarding dues will be found on the attached application blank. It may be noted that many of the larger companies are contributing in amounts ranging from \$1000 to \$3000, with a minimum of \$500 per year for a corporate membership.

The officers and members of the Board of the Council will look forward to your response to this invitation and trust your company will accept it as an opportunity to participate in a worthy program.

FOR THE EXECUTIVE BOARD OF MANAGERS

C. S. Jones
C. S. (Casey) Jones
President

E. R. Boots
E. R. Boots
Treasurer





THE OFFICERS AND EXECUTIVE BOARD OF MANAGERS

Cordially Invite

Carted Publications

to become a Company Member of

THE NATIONAL AIR COUNCIL

A non-profit, educational organization having for its principal objective the development of national aviation policy—and thus of aviation itself—in the public interest.

OFFICERS

CHARLES S. JONES
President

E. R. BOOTS
Treasurer

CHARLES D. FRAZER
Executive Vice President

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Former Governor of Maine
J. CARLTON WARD, JR.

THE NATIONAL AIR COUNCIL

WHAT IT IS WHAT IT DOES

★ The National Air Council was originally organized in 1944 to promote continued interest in—and study of—the influence of aviation in world affairs . . . to foster public understanding of the role of American air power in preserving national security and world peace . . . to stimulate aviation research and experiment . . . and to encourage progress in all fields of importance to both civil and military aviation of the United States.

★ In keeping with these aims, the Council publishes an authoritative magazine; issues booklets, pamphlets and other material on various aspects of aviation; sponsors studies, lectures and forums; grants awards for aviation research and experiment; and cooperates with many governmental agencies and national groups in the general advancement of American air power.

★ To develop national aviation policy in the public interest, the National Air Council serves as a clearinghouse for the ideas and opinions of air organizations representing principal elements of aviation.

Ten leading aviation groups are now affiliated with the Council. They include—

AERONAUTICAL TRAINING SOCIETY
AIR FREIGHT ASSOCIATION
AIR TRANSPORT ASSOCIATION
AVIATION DISTRIBUTORS & MANUFACTURERS
ASSOCIATION
CORPORATION AIRCRAFT OWNERS
ASSOCIATION

NATIONAL AERONAUTIC ASSOCIATION
NATIONAL ASSOCIATION OF STATE AVIATION
OFFICIALS
NATIONAL AVIATION TRADES ASSOCIATION
NATIONAL FLYING FARMERS' ASSOCIATION
UNIVERSITY AVIATION ASSOCIATION

Officers of these organizations sit on the Board of Governors of the Council, taking part in the formulation of objectives and policies. It is the Council's aim, wherever possible, to coordinate the views of its affiliate member groups and to rally vigorous support for those policies which are considered important to the overall national welfare and progress.

★ The National Air Council maintains headquarters in Washington, D. C., where it is incorporated. It is established as an entirely non-profit, non-partisan organization. All contributions to it are deductible for tax purposes. Membership in the Council includes both public-spirited corporations and individuals who appreciate the vital force in American life that aviation has become, who wish to support and participate in its future development. It is with these fundamental purposes in mind that the Officers and Executive Board of Managers hereby invite you to join in the constructive program of the National Air Council.

Sincerely,


C. S. JONES, *President*

ACTIVITIES

THE NATIONAL AIR REVIEW

A MAJOR activity of the National Air Council is the publication of **THE NATIONAL AIR REVIEW**. This magazine is received by all members of the Council and is also available on subscription, with special rates to teachers, libraries and others interested in aviation education.

THE NATIONAL AIR REVIEW is selected reading. It presents in abridged or full reprint form "articles of unusual interest from aviation writing, thought and study." Occasionally, the magazine carries original articles, especially by military and governmental leaders. This is not a news magazine. Rather, it is a stimulating review of important and current thought and opinion from sources all over the world. It deals with the vital aspects of aviation—social, economic, political, military.

These are a few titles selected at random from recent issues of **THE NATIONAL AIR REVIEW** . . .

"EVERYBODY KNOWS HOW IT ENDED"

The story of Billy Mitchell as told by his late friend and colleague, General of the Air Force H. H. (Hap) Arnold. An engrossing description of Mitchell's rise to fame, his fight for air power and his dramatic court martial. From General Arnold's book, "Global Mission."

"RUSSIAN AIR STRATEGY"

A penetrating analysis of Soviet Russia's basic air policies by a leading French aviation authority.

"JUST LET ME COME IN AND LAND"

A dramatic account of the first non-stop trans-Atlantic flight in a jet fighter. By the noted pilot, Col. David Schilling. From Collier's.

"I FLY MY AUTOMOBILE"

Roadable aircraft are now a reality. Here's the story of the first flying car to be certified by the CAA. Written by the man who invented the unique plane and reprinted from Air Facts.

THE NATIONAL AIR REVIEW is published 10 times a year (monthly except July and August), carries no advertising, is known for its typographical excellence, and is a quality publication in every way—designed to carry out the purposes and educational aims of the National Air Council.

GOLDEN ANNIVERSARY OF FLIGHT—1953

Currently, the National Air Council is working out plans for the celebration of the 50th anniversary in 1953 of the historic Wright Brothers' flight at Kitty Hawk. This will be a major part of the Council's future program and one in which all members will be privileged to participate.

Notwithstanding emergency conditions, this project is considered of first importance in its possibilities for public education with respect to the impact of aviation on the military, social, economic and political life of the nation.

RESEARCH AWARDS

The National Air Council annually bestows awards upon representatives of the U. S. Air Force and the U. S. Navy Bureau of Aeronautics who, in the opinion of their respective services, have contributed most during the preceding year to aviation research and experiment. These awards are traditionally given by the Secretary of

Defense and are based on standards approved jointly by the two services and essentially similar.

COOPERATION WITH NATIONAL GROUPS

One of the principal activities of the Council in support of its avowed policy objectives is to maintain constant contact with leading national organizations in the business, labor, educational and women's interest fields, so that a maximum of interest in these national aviation aims may be generated. Many such groups are now cooperating with the Council by making known to their own memberships the potentialities and requirements of future aviation development.

GENERAL PUBLIC INFORMATION ACTIVITIES

As has been indicated, the Council utilizes to the fullest degree possible all normal channels of information, such as newspapers, radio, magazines and the like, in the education of the public in the current and critical problems of the aviation industry. Public statements on specific phases of aviation are issued from time to time and are directed not alone to the press but to leaders of the Congress, mobilization agencies, governmental departments and the military services. Another major element of the Council's broad program will be the preparation and distribution of factual pamphlets on aviation questions for use by writers, commentators, members of affiliated and cooperating organizations, and by opinion leaders generally throughout the country.

★ YOUR INVITATION to become a member of THE NATIONAL AIR COUNCIL is extended by the Officers and Executive Board of Managers in the belief that you recognize the part being played by aviation in American life and that you will want to support a program designed to advance its most effective development.

Classes of membership are fully described on an attached membership blank. Should you desire further information about the Council, please write to C. S. JONES, *President*, at the address given below.

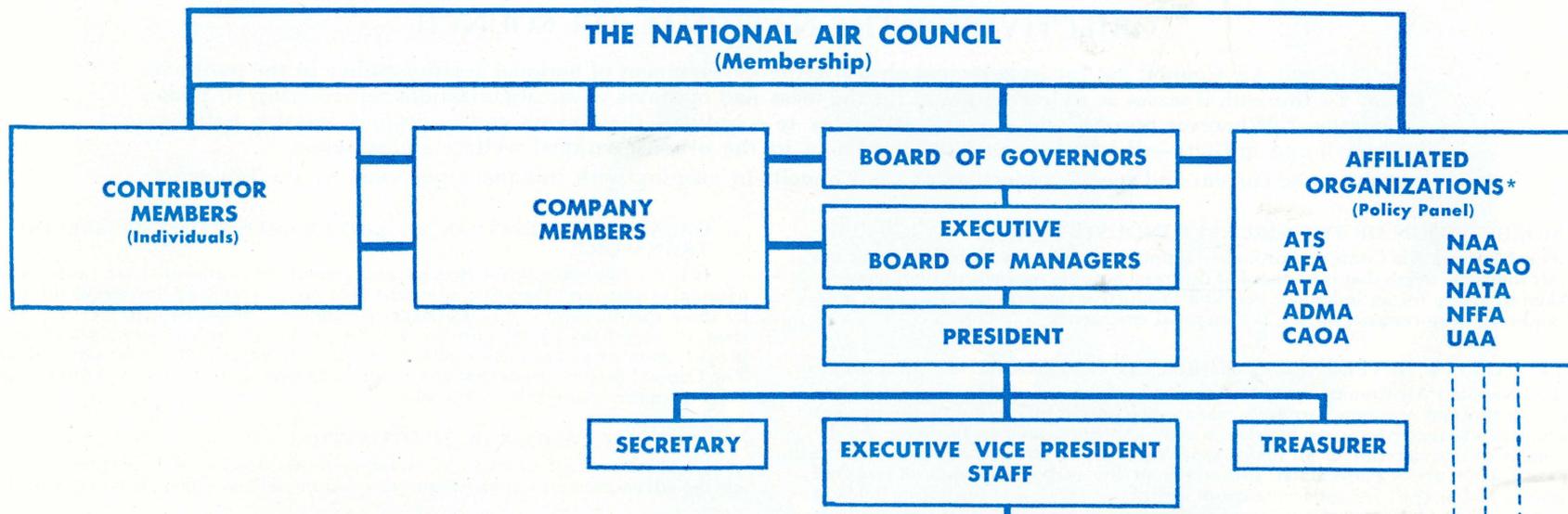
THE NATIONAL AIR COUNCIL

SUITE 625, DUPONT CIRCLE BLDG., 1346 CONNECTICUT AVE., N.W., WASHINGTON, D.C.

BOARD OF GOVERNORS, NATIONAL AIR COUNCIL

MAXWELL W. BALFOUR President, Aeronautical Training Society	LT. GEN. IRA C. EAKER, USAF (Ret.) Hughes Aircraft Company	VICE ADM. E. S. LAND, USN (Ret.) President, Air Transport Association
WILLIAM B. BELDEN Chairman, Corporation Aircraft Owners Association	MAJ. GEN. OLIVER ECHOLS, USAF (Ret.) Chairman, Northrop Aircraft, Inc.	PAUL W. LITCHFIELD Chairman, Goodyear Tire & Rubber Co.
H. R. BOYER Director Production-Engineering General Motors Corp.	HARVEY S. FIRESTONE, JR. Chairman, Firestone Tire & Rubber Co.	CARLETON PUTNAM Chairman, Chicago and Southern Air Lines, Inc.
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AMON G. CARTER President, Carter Publications, Inc.	JOHN T. GRIFFIN President, National Aviation Trades Association	E. V. RICKENBACKER President, Eastern Air Lines, Inc.
JOHN L. COLLYER President, B. F. Goodrich Co.	WILLIAM R. HEARST, JR. Publisher, New York Journal-American	CHARLES ROSE President, National Flying Farmers' Association
EVERETT R. COOK Cook & Company	W. ALTON JONES President, Cities Service Co., Inc.	EARL F. SLICK President, Air Freight Association
GARDNER COWLES President, LOOK Magazine	CHARLES F. KETTERING Research Consultant and Member of the Board, General Motors Corp.	CROCKER SNOW President, National Association of State Aviation Officials
F. TRUBEE DAVISON Pres., Amer. Museum of Natural History	J. H. KINDELBERGER Chairman, North American Aviation, Inc.	CLYDE M. VANDEBURG California World Progress Exposition
		ALBERT J. WEATHERHEAD, JR. President, The Weatherhead Co.

STRUCTURE AND FUNCTIONS OF THE NATIONAL AIR COUNCIL



Activities to Increase Public Knowledge and Support of Aviation and National Air Policies



* Aviation organizations presently affiliated with the National Air Council include: Aeronautical Training Society, Air Freight Association, Air Transport Association, Aviation Distributors & Manufacturers Association, Corporation Aircraft Owners Association, National Aeronautic Association, National Association of State Aviation Officials, National Aviation Trades Association, National Flying Farmers' Association and University Aviation Association

OBJECTIVES OF THE NATIONAL AIR COUNCIL

The National Air Council has for its principal objective the development of national aviation policy in the public interest. To this end, it serves as a clearing-house for the ideas and opinions of air organizations representing all phases of aviation.* Wherever possible, the Council endeavors to coordinate these views and to support aviation policies—both civil and military—which are considered important to the over-all national welfare and progress.

Among the current and specific objectives of the Council—in keeping with this main purpose—are the following:

1. MOBILIZATION OF THE AIRCRAFT INDUSTRY.

The National Air Council thoroughly supports the present mobilization of the aircraft industry, urges that it be speeded by every possible means and that measures be taken to assure for an indefinite period a productive capacity equal to both military and civil requirements during the national emergency.

2. PROTOTYPE DEVELOPMENT THROUGH GOVERNMENT SUPPORT.

The National Air Council believes that the requirements of defense mobilization as well as those of economic progress make more important than ever the prompt adoption of efficient prototype legislation and appropriations to facilitate the development of new aircraft of all major types through an established agency of the government. It urges particularly prototypes in the turbo-prop and jet-powered categories, and aircraft for use in the trunk airline, air cargo and feederline fields. It further recommends that appropriations for such purposes cover such costs as those of engineering, research, development, production and testing.

3. AN ADEQUATE RADAR DEFENSE WARNING SCREEN.

The nature and threat of modern war makes it imperative that the United States promptly build and maintain an adequate radar warning screen. Existing facilities are believed to fall far short of requirements.

4. CONTINUED PROMOTION OF CIVIL AVIATION.

Believing that all categories of civil aviation are essential to the nation's defense and economic development, and particularly during emergency periods, the National Air Council will continue to support vigorously the advancement of safe, efficient air travel and commerce, making use of existing programs and agencies, such as: (a) The Air Navigation Development Board and its projects; (b) The Federal Airways program; (c) The Federal Airport program; (d) Encouragement of executive, agricultural and personal flying.

5. AN EFFICIENT AIR RESERVE PROGRAM.

To assure a maximum of potential military force, the Council recommends the further development and maintenance of a strong air reserve program and expansion of training in all aspects of military aviation.

**Affiliated member organizations of the Council presently include: Aeronautical Training Society; Air Freight Assn.; Air Transport Assn.; Aviation Dist. & Mfrs. Assn.; Corporation Aircraft Owners Assn.; National Aeronautic Assn.; National Assn. of State Aviation Officials; National Aviation Trades Assn.; National Flying Farmers' Assn.; University Aviation Assn.*

6. GREATER UTILIZATION BY GOVERNMENT OF COMMERCIAL AIR TRANSPORT.

It is the Council's belief that normal growth of commercial air traffic is in the national interest and therefore advocates that the Government encourage this growth by these specific means: (1) Carriage of long-haul first-class mail by air; (2) Carriage of long-haul parcel post by air; (3) Carriage by commercial airlines of a proper share of government traffic—including military—both passengers and cargo. The Council further urges that any restrictions presently tending to militate against these recommendations be removed.

7. INCREASE OF RESEARCH ACTIVITIES.

The National Air Council, by awards and other means, will continue to encourage the advancement of research and developmental activities wherever possible.

8. PROMOTION AND EXTENSION OF AVIATION EDUCATION.

Recognizing the acute need for preparing the youth of America to meet the momentous changes that are occurring as a result of this extremely rapid means of transportation, the National Air Council strongly urges the promotion and extension of aviation education.

9. SEPARATE REGULATION OF CIVIL AVIATION.

The Council believes it essential to further air development and progress that governmental regulation of aviation, judicially and administratively, remain in existing agencies, as provided by the Civil Aeronautics Act of 1938.

10. ROTC FLIGHT TRAINING.

Considering the potential requirements of the three major military services, and the increased air education to be attained, the Council recommends a program of flight training in light aircraft for college students enrolled in advanced courses in the R.O.T.C.

11. RECOGNITION OF AMERICAN ACHIEVEMENTS IN AIR TRANSPORT.

An important aim of the Council is to engender public understanding of the nation's accomplishments in air transport and to encourage support for further achievement in both domestic and international fields. As one means of attaining this aim, the Council will sponsor the Golden Anniversary of Flight in 1953, in cooperation with government agencies, affiliated air organizations and numerous national groups.



SECRETARY OF DEFENSE GEORGE C. MARSHALL bestows the National Air Council's 1950 Air Force-Navy silver platter awards for outstanding achievement in aviation research and experiment to REAR ADMIRAL CALVIN M. BOLSTER, USN and CAPTAIN JAMES L. HIGHT, USAF as the Council President, CASEY JONES, looks on. The ceremony was held in the office of the Secretary and was attended by Council members and top officials of the Army, Navy and Air Force.

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Classes of Membership

Article I of the By-Laws of the National Air Council provides for the following classes of membership and dues:

COMPANY MEMBER.....\$500 or more per annum

CONTRIBUTOR MEMBER (*Individual*).....\$100 or more per annum

The By-Laws also provide that any organization desiring to make a substantial financial contribution to the Council may be designated by the Executive Board of Managers as a National Benefactor.

All contributions to the Council—whether by companies or individuals—are deductible for tax purposes, since it is a non-profit educational organization. Company member or individual dues may at any time be prepaid for several years in advance, if desired. Copies of the Constitution and By-Laws are available on request.

To THE NATIONAL AIR COUNCIL

DUPONT CIRCLE BUILDING

1346 CONNECTICUT AVE., N.W., WASHINGTON 6, D. C.

Please enroll the undersigned as a _____ Member of the
National Air Council at annual dues of _____.
