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HUNTER CALLS FOR CHANGE IN GOVERNMENT ATTITUDE TOWARD AIRLINES

Croil Hunter, president of Northwest Airlines, in a statement prepared for release tomorrow, calls for "a complete re-appraisal of the airlines' importance, and a flexible, sympathetic readjustment of the government's attitude."

He called for a fuller understanding on the part of Congress of the problems of the air transport industry, and asserted that "the health and strength of the nation's commercial airlines demand a broader and more practical interpretation of the Civil Aeronautics Act of 1938." Too often, he said, the actions and attitude of government regulatory agencies enforcing the Act have stifled airline development, rather than fostering it in the interests of public necessity and convenience, the postal service and the national defense, as envisaged and directed by the Act.

Loose Talk on Subsidies

"There has been entirely too much loose talk about so-called 'air mail subsidies,'" the NWA official declared, adding that, "actually, the pay from the government for carrying mail is just 'chicken feed' compared with the value to the public and to national defense of a strong air transport industry."

Despite the rising costs and inflation which have hit the airline industry no less than other businesses, the government is paying the major airlines only a fraction of the mail pay per ton mile received by them prior to the war," he said, and this government policy is reflected in the recent poor earnings records of the major airlines and their present financial predicament.

"That type of (government) thinking must be changed if the airlines and the nation are to receive maximum benefit from the developments in aviation," Hunter said, concluding with the assertion that "there must be more intelligent regulation by government authorities, and the airlines must help themselves by charging what their service is worth."

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IAM FAILS IN EFFORT TO HALT CAPITAL-NATIONAL INTERCHANGE HEARING

Efforts of International Association of Machinists' attorney Edward J. Hickey, Jr., to halt proceedings in the Capital Airlines-National Airlines interchange case were overruled today by CAB Examiner Edward T. Stodola. (Docket 3291) Hickey filed a motion for discontinuance shortly after Stodola opened hearings on the interchange agreement today. After the examiner ruled, the motion was passed on to the Board for final action. In another motion, IAM asked for immediate disapproval of the agreement, but was again overruled.

Both motions were based on Friday's report by the President's Emergency Board on the dispute between National and its pilots and clerks. IAM maintained on the strength of this report (DAILY, July 9) that National has been adjudged of violating both the Railway Labor Act and the Civil Aeronautics Act. "Clearly the Board will not sanction the conduct of proceedings in behalf of a carrier who stands in default of its right to operate as a certificated air carrier", IAM said. The motion

(Continued on Following Page)

CAPITAL-NATIONAL INTERCHANGE (Cont.)

suggested that "at the very least", CAB would not want to go further with the interchange case until it determines what it will do about pending requests of IAM and the Air Line Pilots Association for revocation of NAL's certificates. (Dockets 3283 and 3298).

IAM recalled that at the prehearing conference, Capital attorneys said their company would not wish to put the interchange into effect until NAL's labor difficulties were ironed out. In the light of the Emergency Board report "Capital will be unalterably opposed to the effectuation of an agreement which would import existing disputes between National and its employees to the property of Capital and foment new disputes between the latter and its employees", IAM said. It suggested that therefore approval of the interchange would be futile and a waste of time. IAM charged that approval of the agreement would permit a carrier guilty of violating express requirements of law "to enter into improper competition with other carriers who are complying with applicable labor provisions."

NAL attorney Richard A. Fitzgerald argued that his company had a right to a hearing on the interchange agreement regardless of other matters. Stodola apparently agreed with this view by continuing the hearing. Fitzgerald also objected to receipt in evidence of the Emergency Board report. It was admitted, however, for the limited purposes of Hickey's motion for immediate disapproval of the interchange. What its status in later parts of the hearing will be remains to be determined. First witness heard today was Grant Arnold of the Detroit Board of Commerce.

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DOUGLAS SANTA MONICA WORKERS VOTE STRIKE

International Association of Machinists at the Santa Monica plant of the Douglas Aircraft Co. rejected the company's offer of a 5¢ wage increase and voted 738 to 90 in favor of a strike. No date for the proposed walkout was set, however, as the vote must be sanctioned by National headquarters. IAM union at El Segundo has set July 19 as tentative strike date as has CIO-United Auto Workers at Long Beach. Total workers at the three Douglas plants amount to 14,000 and union members in the three units number about 10,000.

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RYAN CRITICIZES HANDLING OF SISTO REVOCATION CASE

Acting Chairman Oswald Ryan of the Civil Aeronautics Board, during oral argument today in the license revocation proceeding against Capt. Charles R. Sisto, stated the Board was confronted with only half a record developed during a hearing where the public interest appeared to have received secondary consideration. Because of Ryan's line of questioning, some observers felt the Board might order a re-hearing in the case.

Ryan was critical of procedural technicalities that could result, as it has in this case, in bringing before the Board a record in which the chief witness and at least one other material witness had never been questioned. He blamed all parties -- the CAA counsel, the CAB examiner and the Air Line Pilots Association -- for failure to comply with the spirit and language of the Civil Aeronautics Act which requires that all available evidence and facts be brought to the attention of the Board in matters involving safety.

Oral argument disclosed that the Administrator's office had not questioned Capt. Sisto, American Airlines pilot, as to whether he engaged and disengaged the gust lock on a Douglas DC-4 aircraft and caused it to fly upside down, because it considered CAA had built up a prima facie case of guilt against him. William P. Kilgore, counsel for the pilots, said Sisto had not been questioned by ALPA counsel on the subject because ALPA felt the government had failed in making out a case against him. Reasons why the CAB Examiner, Joseph Caldwell, did not question Sisto on this important point were not explained but Chairman Ryan made it plain that he felt the examiner should have performed the function when others had failed.

MATS BATTLING TO STAY AT WASHINGTON NATIONAL

Military Air Transport Service is waging a stiff fight against the opposition of the CAA to remain at Washington National Airport. Only a decision from the Joint Chief of Staffs or the White House is likely to break the deadlock. CAA points out that ATC and NATS were given permission during the war to use its airport until six months beyond the national emergency and that there are three military airfields in the Washington area capable of serving MATS. CAA says military services are handicapping the international airlines serving Washington who want the ATC terminal for exclusive commercial use.

CAA has given MATS full assurances that VIP flights can always be handled at Washington National. ATC and NATS handled 47,676 passengers in a recent six-months period. MATS says the three military airfields are inadequate to handle transport operations.

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ACC FORMS AIR TRAFFIC CONTROL PANEL

The Air Coordinating Committee on Saturday announced formation of an air traffic control and navigation panel, which will coordinate functional requirements for, the installation program of, and operating procedures for the SC-31 traffic control system. (DAILY, July 2) The new NAV panel will include Commerce Dept. (chairman), Air Force, Navy, Treasury and FCC, and, in an advisory capacity, ATA, AOPA and ALPA.

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CORNELL LABORATORY ON SELF-SUSTAINING BASIS

T. P. Wright, president of Cornell Aeronautical Laboratory, Inc., of Buffalo, N. Y. announced today that the laboratory has liquidated its last financial obligation to Cornell University and is now operating on a completely self-sustaining basis. The corporation has repaid the \$250,000 balance of \$350,000 borrowed from the university to meet initial expenses.

The laboratory was presented to Cornell in 1946 by Curtiss-Wright Corp., with seven other East Coast aircraft manufacturers contributing capital. Originally operated by the university through the Cornell Research Foundation, it was incorporated in March of this year. A board of 14 men representing the university, the laboratory and outside interests in the Buffalo area oversees the operation. The facility is capitalized at about \$4,500,000.

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CAA STANDARDS ON LIFE RAFTS, LIFE VESTS

Manufacturing standards for life rafts and life vests carried in aircraft have been issued by the CAA in technical standard orders C-12 and C-13. In addition to specifying design and construction features, both releases call for use of equipment meeting the new specifications if there is a major change in installation after nine months from the effective date of the release, Aug. 1, 1948. Installations prior to this date are not affected.

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AIRCRAFT APPLIANCE APPROVALS

Parts 03, 04a, 04b, and 06 of Civil Air Regulations establishing airworthiness standards for aircraft and rotorcraft have been amended to include appliance specifications as listed in the technical standard orders of the CAA. Already approved and covered by these amendments are TSO's C1A - Smoke detectors, C3A - Turn and Bank Indicators, C4A - Bank and Pitch Indicators, C5A - Directional Gyros, C6A - Stabilized Magnetic Compasses, C7A - Unstabilized Magnetic Compasses, C8A - Climb Indicators, C9A - Automatic Pilots, and C 11 - Heat and Fire Detectors.

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GEN. COOK DEPUTY DIRECTOR FOR PROCUREMENT

Maj. Gen. Orval R. Cook, a Pacific veteran now on duty with the Department of the Army, has been assigned as deputy director for procurement and industrial planning of the Air Force's Air Materiel Command. He will report to his new headquarters at Wright-Patterson Air Force Base, Dayton, O. on July 16.

PIA LANDS FIRST FLIGHT AT IDLEWILD

The New York International Airport at Idlewild was opened Friday afternoon, July 9, with the arrival of the first scheduled Peruvian International Airways DC-4 from Santiago, Chile. The flight was preceded by a special PIA DC-4 from Washington with guests of the airline. A Seaboard & Western cargo plane from France was the first cargo flight to use the new airport.

A DAILY representative reports that the new international facilities are a vast improvement over the crowded international terminal at LaGuardia, although all of the buildings now open are temporary structures. A Hull-Dobbs restaurant and bar are open as are a small snack bar, newsstand, and haberdashery shop.

Taxi service to mid-town New York City will be twice as costly as from LaGuardia, a test revealed. The meter was \$3.95 to Fifth Avenue and 54th, but would be slightly less to the airline terminal on 42nd Street. A full 45 minutes was required for a fast-driving trip despite the claim of 38 minutes previously made. (LaGuardia is about 25 minutes and under \$2.00). The mid-town tunnel is the preferred route but subject to heavy traffic at times. Every taxi must pay 25¢ to use the airport.

The extent of Idlewild is breathtaking. The taxi clocked over three miles from the terminal to the edge of the airport. According to Time magazine, the airport covers an area as great as all of Manhattan Island south of 42nd Street. For the present, at least, only international flights will use Idlewild.

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PAA ANNUAL MEETING JULY 15

Pan American Airways will hold its annual meeting July 15 at 15 Exchange Place, Jersey City, N.J., instead of at Wilmington, Del., where it was held the past two years.

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COLONIAL-CAPITAL MAINTENANCE ARRANGEMENT

Colonial and Capital Airlines are working out an agreement whereby Colonial will handle the line maintenance activities of both organizations at Reading, Pa. and Capital will do likewise at Washington, D. C.

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TCA STUDYING CAPITAL'S CARGO METHODS

O. B. Tompkins, manager of cargo sales and development for Trans-Canada Air Lines, is visiting Capital Airlines to study its cargo promotion methods. "We feel that Capital's operation closely parallels our own and that it has done a remarkable job of promoting air freight," said Tompkins.

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TRAFFIC REPORTS

COLONIAL AIRLINES reports an increase in revenue passengers, revenue passenger miles flown and passenger revenues collected for first six months of 1948 as compared with same period of 1947. Passengers numbered 59,124, as against 56,901; passenger miles totaled 16,625,464, as against 16,519,503; passenger revenues were \$1,031,869, as compared to \$1,008,165. This was exclusive of figures for Colonial's Bermuda operation.

FLORIDA AIRWAYS flew 853,193 revenue passenger miles the first six months of this year, up 121% over last year. Revenue passengers were up 121%, express pound mileage 150%, and mail volume more than 150%.

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CARGO BRIEFS

CAPITAL AIRLINES, now flying three all-cargo DC-4's and two C-47's, reports increase of 125% in air freight ton miles flown in first six months of this year over comparable 1947 period — 2,050,352 ton miles, as against 909,672. Air freight volume was 8,265,420 lbs. through June 30 this year, compared to 4,337,173 lbs. to same date last year.

WOODHEAD LEAVES CONVAIR; BIRON BECOMES V. P.

Harry Woodhead, who resigned two months ago as president of Consolidated Vultee Aircraft Corp., severed all official connections with the company by resigning as vice chairman of the board, the post created for him when LaMotte T. Coahu went in as president. He also leaves as a director of the company.

Floyd B. Odlum, chairman of the board, said Woodhead would continue to be available to Convair on a "consultation on call" basis. He said Woodhead's resignation was due entirely to reasons of health. A little more than a year ago, Woodhead suffered a breakdown. He since recovered, but expressed his desire to resign, Odlum said, to have additional time to devote to other activities.

Odlum also announced that R. H. Biron had been elected v.p. in charge of industrial relations. He formerly held similar posts with TWA and Northrop Aircraft. At the same time it was announced that Frank A. Learman had resigned as v.p. of Convair, but would remain as division manager of the San Diego plant.

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NORTHROP ADDS 150 TO ENGINEERING STAFF

Northrop Aircraft has added 150 new employes to its engineering staff in the last 30 days, making a total of 1,070 in the department, according to R. A. Dutton, engineering manager. Because of the increased work load, Northrop still needs approximately 250 more engineers, Dutton said. His estimate is that work now on hand will require a staff of approximately 1,340 for the next two years.

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SECRET XAJ-1 TESTED AT LOS ANGELES AIRPORT

North American Aviation has started testing its Navy XAJ-1 at the Los Angeles Airport. The plane is a bomber powered by two reciprocating engines and one jet engine. Unlike most new planes recently developed on the West Coast, the ship was not flown to Muroc on its initial flight, but returned to the Los Angeles Airport after about an hour in the air. Despite the fact that it was flown at the busy Los Angeles commercial field, the plane still is on the secret list and neither the Navy nor North American would discuss it.

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F-80's AND VAMPIRES IN TRANS-ATLANTIC JET FLIGHTS

Sixteen Lockheed F-80's of the Air Force's 56th Fighter Group took off from their base at Selfridge Air Force Base, Mt. Clemens, Mich. today on the first leg of their trans-Atlantic flight to Germany, two days ahead of schedule. At the same time, six Vampires of the Royal Air Force finally left Stornaway, Scotland, and completed the first trans-ocean leg of their flight to Keflavik Airdrome, Iceland.

The F-80's headed for Dow Air Force Base, Bangor, Me., where they will probably spend the night before taking off on the next lap of the flight to Goose Bay, Labrador. An additional plane scheduled to make the flight developed trouble on take-off and was unable to continue, but was expected to join the rest of the group at Bangor.

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BAKER MAY REVEAL NAL PLANS TOMORROW FOR HANDLING STRIKE

G. T. Baker, president of National Airlines, will confer with his attorneys in Washington tomorrow and either late in the day or on Wednesday announce the company's decision regarding recommendations made by the President's Emergency Board. (DAILY, July 10.)

The Board recommended that National take back its striking pilots and clerks and resume negotiations looking toward the settlement of the disputes which led to two strikes, after finding that the carrier had been guilty of violating the Railway Labor Act in both cases. Company lawyers had no immediate comment on the Board's findings.

WRIGHT FIELD GETS CONVAIR L-13 FOR FURTHER TESTS

A revised L-13 liaison plane, incorporating modifications suggested by the U. S. Air Force, has been flown to Wright-Patterson Air Force Base where it will be used in conjunction with tests to eliminate an engine difficulty that has temporarily grounded the craft, Consolidated Vultee officials said.

With wings folded and with propellers, wheels and horizontal tail surfaces removed, the L-13 was fitted into a C-82 Packet for the flight from San Diego to Dayton. Loading time, including tie-down, was about three hours.

Unlike early production models, the modernized L-13 has a pilot-controlled locking device to eliminate tail wheel shimmy. The tail wheel interconnects with rudder cables to provide steerage through a 90-degree arc. Movement through 360 degrees may be accomplished by disengaging a lock pin by means of a cockpit control, which also releases an anti-vibration device.

Larger brakes also have been installed. A 7-in. drum and a $1\frac{1}{2}$ in. band have replaced the 5-in. diameter drum and $1\frac{1}{2}$ in. band in the first model. Convair has recommended this change in all models.

The new model also has six other refinements: an electrically operated adjustable aileron trim tab, navigation flashing lights, quick disconnects for ferry fuel system, revisions to camera installation, range signal filter and a shut-off valve in wing fuel system. If approved, these changes will be placed in production models on the Convair line and on the 146 planes previously delivered.

Latest reports from the Air Force on efforts to eliminate the engine trouble, which consists of defective operation of the crankshaft dampener on the Franklin 425-5 engine, causing excessive crankshaft vibration, indicate that some progress is being made and the plane is expected to be back in service in three or four weeks.

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CHANUTE AND BANE AWARDS ANNOUNCED

Herbert H. Hoover, National Advisory Committee for Aeronautics test pilot, one of four men who have flown beyond the speed of sound, has been designated to receive the Institute of the Aeronautical Sciences' Octave Chanute Award for 1948. Former Air Force Col. James M. Gillespie will receive the Thurman H. Bane Award. John K. Northrop, president of IAS, will present the awards at a dinner at the Ambassador Hotel in Los Angeles this coming Friday cluminating the two-day annual summer meeting of the engineering society.

Hoover's award is for his share in developing flight methods for scientific investigation in the transonic Bell XS-1 and Douglas D558 Skystreak research planes. He is head of Flight Research Operations at NACA's Langley Memorial Aeronautical Laboratory, Langley Field, Va. and has been an NACA pilot for seven years.

Gillespie commanded the "blind" automatic flight across the Atlantic to Great Britian in an Air Force Douglas C-54 in Sept., 1947. Until his retirement June 15, he commanded the All Weather Flying Division of the Air Material Command at Wilmington, O. He has since become assistant to the president of the Garrett Corp. in Los Angeles.

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JET ENGINE NOISE FOUND HARMLESS

The Navy's Aero Medical Equipment Laboratory at Philadelphia, Pa. has determined that the noises made by jet engines are harmless to humans. Experiments were conducted by experts of the Bureau of Medicine and Surgery after workmen in the Navy's jet engine shops had claimed that the jet noise caused stomach aches and toothaches.

A group of nine enlisted men and one medical officer conducted a series of experiments to determine the effect of the high-pitched jet noise on humans and reached the conclusion that, although ultra high-frequency sound does damage some animal tissues, ill effects upon human tissues appear unlikely unless the frequency is extremely high. The Navy's experts also stated that published reports of "supersonic sickness" give no clear evidence of physical injury and are either "pure sensationalism" or caused by "suggestibility".

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