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PARKS' STOCKHOLDERS TO VOTE ON PROPOSAL TO SELL CARRIER TO OZARK AIRLINES

Officials of Ozark Airlines and Parks Airlines have completed preliminary negotiations for the purchase of Parks by Ozark and a tentative agreement is to be presented to Parks' stockholders at a special meeting in St. Louis tomorrow. Details of the agreement have not been revealed but consummation of the plan would give Ozark clear title to all routes awarded to it by CAB in the recent Parks' Investigation Case. Otherwise, it may not start service over the Chicago-St. Louis segment which Parks is operating pending review of the Board's decision by the Court of Appeals. Ozark plans to activate other segments of its routes on or about September 26, effective date of its certificate.

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PROTOTYPE BILL PASSES HOUSE; RETURNS TO SENATE FOR MINOR AMENDMENT CONCURRENCES

The House today, by voice vote, passed S. 3504, which authorizes the expenditure of $12,500,000 in Federal funds in a prototype aircraft testing program. An amendment requiring the Secretary of Commerce to consult with organized labor in formulating the testing program was accepted. This amendment was offered in behalf of the Air Line Pilots Association which earlier had suggested amendments which would have greatly broadened the scope of the bill. (DAILY, August 28) The bill now goes back to the Senate for concurrence in the ALPA and other minor perfecting amendments.

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TWA ASKS MERGER STAY; BRITISH, FRENCH OBJECTING TO ROUTE CHANGES

Indication that foreign governments concerned have placed obstacles in the way of the expanded Pan American World Airways and TWA service ordered by CAB in the PAA-American Overseas merger case was revealed today by TWA, which asked CAB to stay the decision until arrangements with those governments can be fully worked out.

PAA had stated that the merger would be completed on September 25 and that Paris and Rome service would start as soon as approvals of the governments could be obtained. TWA had announced that London and Frankfurt service would start September 30.

Now, however, it is revealed that both the State Department and CAB have met with TWA and PAA for discussions of the subject. Although the airline representatives have been sworn to secrecy, it is believed that at least informal indications have been received from the British and French that the expanded service does not meet with their approval, except under certain circumstances.

TWA hinted at what these circumstances might be by stating in its petition that "at present, the only likelihood of implementing the decision of the President is by agreeing to a cartel system of allocation of frequency and capacity...." It added that at the State Department meeting it was "made apparent that by reason of known or anticipated objections, by certain of the foreign governments involved...it would be impossible for either carrier to commence operation as contemplated."

In answer to a DAILY query, a State Department official today stated, "No comment." However, a British Embassy spokesman admitted that the British have made an

(Continued on Following Page)

MERGER STAY (Cont.)

"inquiry for clarification" of certain parts of the decision. The British, he stated, are particularly concerned about the capacity which may be offered on the New York-London route.

TWA pointed out that President Truman approved the merger on condition that TWA get London and Frankfurt and PAA Paris and Rome "to accomplish the route pattern in which our nation may have the benefit of competition to the principal traffic points in Europe, and to avoid monopoly on the part of either of the United States carriers." The CAB and State Department have facts "which are of vital concern to the government of the United States and should be presented to the President at once," TWA said, adding that "if this is not done and the completion of the acquisition by Pan American... of AOA is not stayed by action of the Board, then it is apparent that such purchase will be completed on September 25, 1950, as announced, and the expressed objective of the President may be completely frustrated."

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HOUSE RULES COMMITTEE GRANTS TWO HOURS DEBATE ON SEPARATION MEASURE

Contrary to predictions earlier last week the House Rules Committee Friday voted a rule granting two hours of open debate on H.R. 9184, which provides for the separation of mail pay from subsidy payments to the airlines by July 1, 1950. The Rules Committee earlier had passed over a request for a rule on this bill and because of the lateness of the session, the legislation was considered dead. (DAILY, September 13.)

While action of the Rules Committee indicates the measure may be called up for debate this week, there is still no chance of its passage before Congress recesses or adjourns. This is due to action in the Senate, where $200,000 has been appropriated for a study of the separation question by the Senate Interstate and Foreign Commerce Committee. Obviously, the Senate would not favor passage of a bill calling for separation by a fixed date while it is spending $200,000 in a study of the overall question.

Request for a rule was made by Rep. John W. Heselton (R., Mass.), author of the bill, supported by Rep. John Kennedy (D., Mass.), author of a similar bill, and by Rep. Robert Crosser (D., Ohio), chairman of the House Interstate and Foreign Commerce Committee. Rep. Joseph P. O'Hara (R., Minn.) opposed granting the rule.

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NSRB PLAN CALLS FOR CIVIL DEFENSE ADMINISTRATION; INTERIM CDA TO BE SET UP

Formation of a Civil Defense Administration is recommended in the "United States Civil Defense" plan just completed by the National Security Resources Board. In forwarding the report to Congress, President Truman stated that he would establish an interim Civil Defense Administration by executive order, to operate until such a time as the NSRB plan can be enacted into law.

The plan provides an outline of Federal, state and local defense organization and contains copies of suggested Federal and state defense legislation. It is recommended that each state appoint a Civil Defense Director to be assisted by a Civil Defense Advisory Council, one member of which shall be the Chief of Transportation Service. All air and ground emergency transportation would come under the direction of this member. Governors and the mayors of large cities are being sent copies of the plan. It can be obtained in booklet form from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C., price 25¢.

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SENATE PASSES TULLAHOMA FUND INCREASE BILL

The Senate unanimously approved and sent to the House S. 4118 to increase to $157,500,000 the authorization for construction of test facilities at the Air Engineering Development Center in Tennessee. The $57,500,000 increase includes $25 million in cash and $32.5 million in contract authority.

ALLISON MODEL 450-D4 JET ENGINE GETS CAA COMMERCIAL CERTIFICATION

CAA has certificated Allison's Model 450-D4 axial flow turbo-jet engine for commercial use. The 450-D4 is the commercial version of the Allison J-35, rated at 5,000 pounds thrust, and used in the Republic F-84 "Thunderjet," Northrop F-89 "Scorpion" and Boeing B-47C "Stratojet." In May, 1948, Allison received CAA approval of its Model 400-C4, a centrifugal type turbo-jet rated at 4600 pounds thrust.

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CAA DENIES REPORT OF $53 MILLION BUDGETED FOR NAVIGATION FACILITIES

A published report that the Civil Aeronautics Administration will spend $53 million for air navigation facilities in the fiscal year beginning next July has been denied as obsolete by a CAA spokesman, and as "bearing very little resemblance to current budget planning." The CAA official stated that the article appearing in the September 18 issue of Aviation Week was apparently based on an out-of-date proposal drawn up by CAA and the military services some time ago and substantially modified in several later versions. One of the discrepancies, CAA indicated, is the fact that the $1 million for Airport Surface Detection Equipment, prominently mentioned in the article, will not even be included in CAA's fiscal 1952 request to the Bureau of the Budget.

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CAA MILITARIZATION MAY BE ABANDONED, REPORT INDICATES

CAA's proposed militarization program "now seems fairly certain to wind up in the ashcan," according to John Cramer reporting in The Washington Daily News. Cramer listed opposition by the Commerce Department, Budget Bureau, commercial airlines, Navy Department and CAA "underlings," as major factors in program's path. CAA officials told the DAILY the final action on the proposed legislation is awaiting a "full dress" investigation by the Budget Bureau.

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RENTZEL, WARNER IN CANADA FOR WINDSOR AIRPORT TALKS

CAA Administrator D. W. Rentzel and Percy Warner, aviation liaison representative of the State Department, were in Ottawa today for a one day meeting with Canadian officials to discuss the establishment of an international airport at Windsor, Ontario. Preliminary negotiations for the establishment of an international airport at Windsor have been in process for more than two years. Several of the airlines serving the Detroit area are on record as favoring the Windsor site in preference to transfer of operations from Willow Run to the Wayne County Airport at Romulus, Mich.

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AA-BRANIFF ASK CONSOLIDATION OF INTERCHANGE WITH TWA-CONTINENTAL PROPOSAL

American Airlines and Braniff Airways have asked CAB to consolidate their Houston-West Coast interchange application with that of Trans World Airlines and Continental Air Lines which contemplates interchange between the same terminals. The TWA-CAL case is set for a prehearing conference on September 20 and both AA and Braniff asked Board consideration of their application at the same conference. Filed Friday, the AA-Braniff proposal is to operate DC-6's between Houston and Los Angeles or San Francisco via San Antonio, Dallas/Fort Worth, El Paso, Tucson, Phoenix, and San Diego. They have requested authority, however, to operate non-stop between any two pairs of points, to stop at any junction point of the routes of both carriers, or to over-fly any such junction points. There was no decision at press time on the consolidation request in which it was charged that traffic moving between the points has been handled chiefly by American and Braniff which "TWA and Continental seek to divert."

MUNICIPALITIES WARNED AGAINST BUILDING AIRPORTS LARGER THAN NEEDED

Cambridge, Mass. -- (By William D. Perreault) -- Misguided by civic pride or misled by advisors, many municipalities are building airport terminals far larger and more expensive than required to meet their needs, according to Leigh Fisher, president of Leigh Fisher & Associates. Speaking before the Conference on Ground Facilities for Air Transportation at the Massachusetts Institute of Technology, Fisher discussed basic considerations which should be weighed during the planning and construction of terminals.

He cited the case of one mid-west city which, following consultation with the airline users, concessionaires, and operators, decided on a terminal having 18,000 square feet of floor space. Later, on the advice of an architect, the city accepted a design with 28,000 square feet. Today, Fisher said, that airport terminal is losing $1.59 per square foot per year while an 18,000 foot design capable of the same performance would be earning 9¢ per square foot per year. In answer to questions he indicated that this smaller size did not defeat future expansion plans if intelligent designs were used.

Fisher noted that in most small airports 33% of the effective area of the terminal is occupied by Federal agencies. These agencies, while theoretically paying reasonable rates, are not in fact doing so. At Madison, Wisc., he said, this tendency of the government not to accept allocated costs has been overcome by the segregation of government services into special areas fed by separate heat, light, water and related supplies in such a manner that accurate data can be accumulated and proved on which to base charges. At Madison, Fisher expects the $6,000 additional building costs incurred in this design will be recovered within five years.

Architects Fees

Fisher blamed many existing problems of inadequate terminal design on the low allowable architects fees which the government permits the municipality to pay when expecting Federal participation. These should be raised from the standard 6% to as high as 12% and demands on the architect should be increased. At least six months coordinated study led by the contractor and including every phase of the city's economic, physical and industrial needs should be guaranteed within the fee provisions.

Harold C. Knight, architect with Fay, Spofford & Thorndike, gave the conferees some idea of small terminal costs. He discussed the terminal at Burlington, Vt., with 189,000 cubic feet enclosed at a cost of $1.28 per cubic foot and $20 per square foot; at New Bedford with 142,000 cubic feet at $1.42 per cubic foot and $19.90 per square foot; at Nantucket where the cost was 83¢ per cubic foot and $2.09 per square foot (wood structure); at Orange, Mass., where 30,000 cubic feet cost $1.25 per cubic foot and $15.50 per square foot; etc.

W. E. Cullinan, Jr., chief, airports division, Region 1, CAA, pointed out the fallacy of popular thinking that a large airport means better airline service. Like Fisher, he indicated that many municipalities were sold on facilities in excess of their needs. He considered a city with population under 25,000 needed only a Feeder Category airport with a 3500 foot runway; with populations between 25 and 50,000, industrial cities cities could also use Feeder Category airports but other type cities would require Trunk Category runways up to 4200 feet in length. Between 50 and 75,000 population calls for an Express Category airport with 5,000 foot runways although industrial and balanced municipalities can use a trunk category airports even though high population centers.

If a municipality is within 25 miles of a city receiving scheduled air carrier service it might best devote its attention to improving ground transportation to that city, he said. In stressing the inherent aviation requirements of the municipality as determined by its major occupations, Cullinan noted that the number of personal aircraft per 10,000 population varies from 2-14 at "industrial" communities and runs as high as 32 at one "marketing center". The averages for the four types of communities range from 6-15 per 10,000 population.

NEW AND ADDITIONAL AIRLINE SERVICE

MID-WEST AIRLINES will inaugurate service at Columbus, Nebraska, October 1, through Columbus Municipal Airport.

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SERVICE SUSPENSIONS

RESORT AIRLINES has applied to CAB for extended authority temporarily to suspend service at Kingston - Montego Bay, Jamaica, through December 1.

MID-WEST AIRLINES has requested CAB authorization for continued temporary suspension of service at Fort Dodge, Iowa, until March 1 or until the airport is usable.

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TURNER AIRLINES CHANGES NAME TO LAKE CENTRAL

Turner Airlines today applied to CAB for an amendment of its temporary feeder certificate to reflect a change in corporate name to Lake Central Airlines, Inc. New name was voted at the first regular annual meeting of stockholders held last week at Weir Cook Municipal Airport, Indianapolis. Officers and directors elected were: Roscoe Turner, president and director; John V. Weesner, executive vice president and director; Roscoe P. Weesner, director; R. Paul Weesner, director; Reginald E. Ross, director and treasurer; Robert W. Clifford, vice president-operations; and, K. Robert Hahn, assistant vice president and secretary.

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CAB APPROVES CONTINUANCE OF A&D TARIFF RULES

The Civil Aeronautics Board has approved continuance of so-called Assembly and Distribution tariff rules of the domestic scheduled air freight carriers, subject to various changes designed to eliminate alleged discriminatory practices. Various air freight forwarders had opposed the rules because they enabled direct carriers to acquire business which otherwise would go to forwarders. The Board found, however, that competition resulting from the Assembly and Distribution services is not unfair, adding that it anticipated competition between direct carriers and forwarders when it created the forwarder classification of carriers.

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INDONESIAN CONVAIR-LINER MAKES 2,440 MILE FLIGHT ON DELIVERY

A Garuda Indonesian Airways Convair-Liner arrived in New York today after the longest non-stop flight ever made by one of the twin engined transports - 2,440 miles from San Diego. Plane is first of a fleet of eight ordered by Garuda and is on its delivery flight to Jakarta, Indonesia.

The long range flight was made possible by the installation of integral outer wing panel fuel tanks, which are standard equipment on the Garuda Convairs and which will enable Garuda to operate long over water flights on its international routes to Manila, P.I., and Darwin, Australia.

The extra fuel will also permit a non-stop flight from Newfoundland to Ireland (en route to Jakarta) without the usual intermediate stops required for twin engined aircraft at Greenland and Iceland, the Convair's crew believe. The plane is being ferried by a KLM Royal Dutch Airlines crew; KLM will also provide crews and service facilities for the Convairs in their regular operation, under contract to Garuda. The remaining seven Convairs are expected to be delivered within the next few weeks.

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AIRLINE PERSONNEL

TRANS WORLD AIRLINES has appointed Percy F. Bell manager of its new off-line sales office in Sydney, Australia. He was formerly associated with the Australian shipping firm of Macdonald, Hamilton & Co.

MANUFACTURING

CESSNA AIRCRAFT CO. has announced the purchase of Aero Parts Manufacturing Co., Wichita, Kans., at public sale. Cessna paid $228,000 for the property and equipment of APM. Only other bidder was Business Assets Corp., Chicago, Ill. APM was a subsidiary of Batavia Metal Products, Inc., Batavia, Ill., a munitions works.

MARVEL-SCHEBLER CARBURETER DIVISION of Borg-Warner Corp. is tranferring its operations from Flint, Mich., to a newly rehabilitated and expanded plant at Decatur, Ill., to meet increased demands for jet engine fuel pumps. Robert J. Mishall, in addition to maintaining his present post as president of Pesco Products Division of Borg-Warner, will also serve as vice president and general manager of Marvel-Schebler. The fuel pump manufacturing section will probably not be in operation before late winter.

MINNEAPOLIS-HONEYWELL REGULATOR CO. has designated Raymond O. Anderson, assistant director of research, as its representative in an atomic energy study program being sponsored by the Atomic Energy Commission. Anderson is leaving for a year of research work at General Electric Co.'s Knolls Atomic Laboratory, Schenectady, N.Y.

BENDIX AVIATION CORPORATION has signed a one year lease for 6,412 square feet on the first floor of the west lean-to of Hangar No. 3 at Teterboro Airport, and 3,207 square feet on the second floor, at a rental of $11,400 a year.

SKF INDUSTRIES, INC., is expanding its facilities to keep pace with increased demands for anti-friction bearings. The company will build a plant addition of 40,000 square feet. Construction will start in three or four weeks and will require five or six months. Delivery of new equipment is expected to delay use of the new facilities until mid-1951.

DUMONT AVIATION AND SUPPLY CO., Long Beach, Calif., aircraft hardware and fittings supplier, has announced that Jack E. Beane, vice president, will be transferred to the company's Kansas City, Mo., office to establish liaison with eastern and mid-western manufacturers.

THE B. F. GOODRICH CO. has announced the appointment of Paul W. Van Orden, manager of "V" belt and packing sales, as industrial products merchandise manager. Chester F. Conner, former manager, has retired.

THREE WARTIME SYNTHETIC RUBBER PLANTS in southern California are to be reactivated under national defense plans, the Reconstruction Finance Corp. has announced. Shell Oil Co. will operate a butadiene plant at Torrance; Standard Oil Co. of California will operate a similar plant at El Segundo. A copolymer plant at Torrance will be operated jointly by Minnesota Mining and Manufacturing Co., St. Paul, and Pacific Rubber Co., Oakland.

UNITED STATES RUBBER CO. has announced plans to install new equipment at its Winnsboro, S.C., plant to double production of Ustex high strength cotton yarn, now in great demand for Air Force parachute harness webbing.

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MAINTENANCE -- OVERHAUL

AIRCRAFT MAINTENANCE INTERNATIONAL has signed a contract with Argentine Airlines covering required maintenance of all Argentine Airlines planes at New York International Airport.

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NATIONAL PRODUCTION AUTHORITY NAMES GENERAL COUNSEL

The National Production Authority, Department of Commerce, has announced the appointment of Manly Fleischmann, Buffalo lawyer, as general counsel.

AIR MATERIEL COMMAND BID INVITATIONS

The Air Force's Air Materiel Command will issue the following bid invitations this week. Prospective bidders not already on the bidders' list should write or wire Commanding General, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio. ATTN: MCPAXC. Mention IFB (invitation for bid) number.

Filters, 2 items, IFB No. 51-453, issue date September 18, delivery complete within 150 days after date of award.

Ammeters and analyzers, 11, IFB No. 51-497, issue date September 18, delivery within 60 days after date of award.

Motor generators, 40, IFB No. 51-489, issue date September 18, delivery complete within 210 days.

Hydraulic jacks, 300, IFB No. 51-495, issue date September 18, delivery complete within 120 days from date of receipt of approval.

Connector-plugs and jack telephones, 2 items, IFB No. 51-499, issue date September 18, delivery complete within 60 days.

Connector-plugs, 6 items, IFB No. 51-498, issue date September 18, delivery complete within 60 days after date of award.

Modification kits, 165, IFB No. 51-466, issue date September 18, delivery within 90 days after date of award.

Air compressors, 110, IFB No. 51-487, issue date September 18, delivery complete within 210 days after date of award.

Aircraft and engine accessories, Class 03, 47 items, IFB No. 51-463, issue date September 18, delivery within 120 days after date of award.

Antennae, 7,016, IFB No. 51-485, issue date September 18, delivery 300 per month beginning 45 days after date of award.

Gear boxes and gears, 2, IFB No. 51-533, issue date September 21, delivery within 60 days after date of award.

Connector-plugs, 4 items, IFB No. 51-539, issue date September 21, delivery within 45 days after date of award.

Bolts, 101 items, IFB No. 51-528, issue date September 21, delivery 30% within 45 days, complete within 120 days after date of award.

Connector-plugs, 6 items, IFB No. 51-508, issue date September 21, delivery within 30 days after date of award.

Connector-receptacles, 11 items, IFB No. 51-510, issue date September 21, delivery complete within 60 days after date of award.

Connector-plugs, 10 items, IFB No. 51-506, issue date September 21, delivery complete within 60 days after date of award.

Connector-receptacles, 8 items, IFB No. 51-511, issue date September 21, delivery within 30 days after date of award.

Stand assemblies, 6 items, IFB No. 51-534, issue date September 21, delivery within 150 days after date of award.

Resistors, 7 items, IFB No. 51-430, opening date October 2, delivery within 75 days after date of award.

Starters, 4,570, IFB No. 51-405, opening date October 2, delivery 300 per month beginning 90 days after date of award.

Ground servicing, Class 19-C, 44 items, IFB No. 51-350, opening date October 6, delivery complete within 180 days from date of award.

Resistors, 9 items, IFB No. 51-367, opening date October 6, delivery within 30 days after date of award.

Ground servicing, Class 19E, 4 items, bid invitation No. 51-411, opening date October 9, delivery within 30 days after date of award.

(Continued on Following Page)

AIR MATERIEL COMMAND CONTRACT AWARDS

The Air Force's Air Materiel Command has just awarded the following contracts in excess of $2,500 through advertised bid procedures:

Bolts, Thompson Products Inc., Bell, Calif., $38,480; Voi-Shan Mfg. Co., Inc., Culver City, Calif., $19,155; and Aircraft Hardware Mfg. Co., Inc., Bronx, N. Y., $7,060.

Aircraft bolts, Briles Mfg. Co., El Segundo, Calif., $2,800; Voi-Shan Mfg. Co., Culver City, Calif., $1,300; Aero Supply Mfg. Co., Inc., Corry, Pa., $4,100; and Aircraft Hardware Mfg. Co., New York, N. Y., $25,500.

Ball bearings, roller bearings, rod and plain bearings, Southwest Products Co., Pasadena, Calif., $6,900.

Air compressor, Curtis Manufacturing Co., St. Louis, Mo., $6,559.

Air compressors, Davey Compressor Co., Kent, Ohio, $392,236; Pioneer Air Compressor Co., Inc., New York, N. Y., $152,468; Ingersoll-Rand Co., Cincinnati, Ohio, $307,977; Erie Meter Systems, Inc., Erie, Pa., $5,936; and Air-Flo Compressor Co., Akron, Ohio, $39,900.

Bolts, Briles Manufacturing, El Segundo, Calif., $4,650; The Lamson & Sessions Company, Cleveland, Ohio, $1,443.50; Air Associates, Inc., Teterboro, N. J., $5,467; Aero Supply Mfg. Co., Inc., Corry, Pa., $23,441; Aircraft Hardware Mfg. Co., Inc., New York, N. Y., $9,767; and Rano Machine & Tool Corp., Buffalo, N. Y., $7,875.

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MARTIN, SIKORSKY TO BE HONORED AT WINGS CLUB LUNCHEON

Glenn L. Martin and Igor Sikorsky will be among a number of aviation pioneers honored at the first monthly luncheon of the fall season of the Wings Club, which will be held at the Biltmore Hotel, New York, Wednesday, September 20. Others to be honored include Adm. J. H. Towers and Walter Hinton, part of the crew of the first transatlantic plane; Ashley McKinley, who made the first flight over the South Pole; Harold Harris, who made the first parachute descent; Lester J. Maitland, first to fly from the west coast to Honolulu; Augustus Post, first ballon racing pilot; and Grover Loening, pioneer aeronautical engineer.

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FINLETTER TO ADDRESS WASHINGTON AVIATION WRITERS

Secretary of the Air Force Thomas K. Finletter will be the guest speaker at the first fall luncheon of the Washington chapter of the Aviation Writers Association. The luncheon will be held at noon Thursday, September 21.

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AIRESEARCH DELIVERS PORTABLE TURBINE POWERED GROUND HEATER TO AF

The first portable ground heater powered by a gas turbine engine has just been delivered to the Air Force by the AiResearch Manufacturing Co., which is now in quantity production of the unit. The new heater will produce 4,000,000 BTU per hour on a 65 below zero day (16 times as much heat as produced by Air Force World War II heaters of nearly the same size) and is designed to warm up a six engined Convair B-36 in winter in the Arctic within 15 minutes.

The light weight gas turbine powering the AiResearch heater is started with an electric push button system and a single storage battery. Other major components include a turbo drive assembly, six fans and six combustion heaters. At design speed, 2500 cubic feet of air per minute at 280 degrees Fabrenheit is produced from each of six different outlets. Air can be ducted as far as 60 feet with minimum temperature loss. The heater, which will reach top efficiency in the coldest weather within three minutes, will be used by the Air Force to heat engines and aircraft cabins, de-ice wings, control surfaces and landing gear and to free hydraulic lines.

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