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HINCKLEY REPORTS ON PILOT TRAINING PROGRESS

More Than 32,000 Students in Ground Schools and 17,494 Taking Flight Courses Under Expanded Civilian Pilot Training Program

The Civil Aeronautics Authority, charged with responsibility for training 50,000 civilian pilots by next June 30, already has launched more than 32,000 students in ground schools and 17,494 in flight courses in its Civilian Pilot Training Program, according to Robert H. Hinckley, Assistant Secretary of Commerce.

About 1,000 civilian instructors also are in the midst of refresher courses to augment teaching staffs throughout the country, he added.

Nearly 16,000 of the student pilots will complete both ground school and flight training, up to the private pilot grade, by September. Two more groups of similar size will be trained during the regular school year, the Assistant Secretary said.

To get the vast new program—more than five times as large as last year's—under way with record speed, general activities were launched 2 weeks ahead of schedule. Despite the fact that it was summer vacation time, ground school courses were opened in 499 widely scattered colleges and universities on June 15 with 15,980 college students enrolled.

Simultaneously, these same students began flight training at 528 commercial flying schools near the campuses, Mr. Hinckley explained. Since June 15, he estimates, the students have flown a total of more than 100,000 hours of flight training without a fatality.

On July 1, when the 1940-41 appropriation became available, the 15,980 college students were increased by 15,000 more from noncollege sources who began ground-school training at 202 scattered training points. Only the top-ranking 2,000 of this group will be able to get flight courses this year under present appropriations, but the ground school training will be completed in September.

Another noncollege group of 375

students, who were alternates in non-college flight courses last year but were unable to be placed, also began flight training on July 1 at 75 flying schools.

The C. A. A.'s secondary training, a relatively new phase in which primary course graduates are given added flight work in larger airplanes comparable to army trainers, will be given to about 9,000 students this year.

This "feeder" program to the military services was launched July 15 at 93 flight schools, with 1,139 private fliers under instruction. Each enrollee passed the standard military physical examination given by Army or Navy medical men. This group also will complete its course in September, when another and larger group will begin, according to Col. Donald H. Connolly, Administrator of Civil Aeronautics.

Administrator Connolly Studies Refresher Training Problems

"To staff this greatly enlarged and diversified program with instructors," Administrator Connolly announced, "and also to catalog the Nation's available flying experience and talent, we are going into the records of former pilots who have let their licenses lapse.

"We will offer refresher courses to more than 5,000 former pilots this year. Many airmen are available for these courses who have held commercial licenses and have extensive experience, but who could not afford to maintain licenses when working outside the field of aviation.

We are now classifying 15,000 applications preliminary to starting the refresher training.

"Furthermore, research laboratories at 25 leading universities are now working, as part of this program, on experiments looking toward improved methods of pilot selection and pilot training."

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Prehearing Conference Rule Adopted To Speed Up Economic Cases

The Civil Aeronautics Authority on May 24 adopted an amendment to the economic regulations concerning conference procedure which is designed to simplify and speed up disposition of dockets.

The amendment to section 285.1 would allow the examiner to consult with parties in a conference for the formulation of issues to be considered during the hearing, simplification of proof, limitation of witnesses, and preparation of exhibits, among other factors. Full text of the amendment follows:

"Rule 10—Conference procedure

"In any proceeding, the examiner designated to conduct the hearing, or any other person designated by the Chief Examiner or by the Authority for the purpose of this rule, may direct counsel for the parties to such proceeding to appear before him for a conference to consider the following:

"(1) The formulation of the issues to be considered at the hearing by:

"(a) Agreement of the parties.

"(b) Amendment of the application, complaint, or petition.

"(c) Any other appropriate means.

"(2) The simplification of proof by:

"(a) Stipulations concerning matters of which the Authority can take notice, the admission in evidence of particular facts or documents, or any other appropriate matter.

"(b) Limitation of the number of witnesses.

"(c) The preparation of exhibits and the use thereof in lieu of oral testimony whenever possible.

"(d) Any other appropriate means.

"(3) The exchange prior to the date of the hearing of exhibits proposed to be introduced therein and any other material which will expedite the conduct of the same.

"(4) Such other matters as may, in the opinion of the person conducting the conference, aid in the conduct and disposition of the proceeding.

C. A. A.—N. Y. A. HANGAR CONSTRUCTION PROGRAM MAKING RAPID PROGRESS

To meet the need for additional hangar facilities at a number of airports throughout the United States—a need which has been augmented by the Civilian Pilot Training Program and the rapid growth of aviation during the past year, the Civil Aeronautics Authority and the National Youth Administration are jointly sponsoring a hangar construction program. In this cooperative program, the N. Y. A. is making available its organization for the carrying out of hangar construction projects, while the C. A. A. acts in a technical advisory capacity and furnishes consulting advice on plans through its airport engineers in the field.

Cities and communities wishing to take advantage of the possibilities for hangar construction under the program may get full details from local or State offices of the N. Y. A. or the regional offices of the C. A. A.

Principal requirements laid down by the N. Y. A. are that the airport must be publicly owned and the project sponsored by a local public body which must supply the cost of materials used. The N. Y. A. will supply the necessary labor and supervision and will administer the project. All such projects and plans which involve the expenditure of Federal funds must receive the approval of the C. A. A., and the facilities to be constructed must be certified by the Administrator of Civil Aeronautics as being reasonably necessary for use in air commerce or in the interests of national defense.

Since the first of this year, 12 such hangar construction projects have been undertaken by the N. Y. A., and several are now nearing or have been completed. The types of hangars being constructed range from the smaller type of wood frame hangar, 60 by 60 feet, to hangars as large as 100 by 100 feet. The cost ranges upward from a minimum of \$2,500 for the smaller hangar.

Average length of time required to prepare a project and submit it through the regular channels of the N. Y. A. and the C. A. A. for clearance is about a month to 6 weeks. Time needed for actual construction depends on the

amount of labor the N. Y. A. can furnish.

Other Cooperative Projects

In addition to the hangar construction program, the N. Y. A., in cooperation with the C. A. A., is engaging in other types of airport development projects, including the construction and installation of simple seaplane float facilities, airport landing areas, grading, landscaping, airport marking, and airport lighting.

The seaplane float project has been underway for some time and is developing rapidly. In the 18-month period ended July 15, a total of 575 projects had reached various stages, ranging from those which had been approved to those already completed and in operation. Of this total, C. A. A. figures show 98 projects completed, 53 under construction, and 424 approved or proposed. Every State, with the exception of three and the District of Columbia, is taking part in this program.

Purpose of the program is to provide suitable and convenient docking facilities at a very low cost for the benefit of seaplane flyers and as an additional asset to those communities which adjoin water areas.

Because of the low cost, it is possible to install seaplane bases in many small communities which for economic or other reasons might not be able to construct or maintain airports.

The facilities which are included in the program are floats (single or in combination of a number of units to make larger bases), moorings, wind cones and, in such instances as needed, dollies for use on existing ramps. The N. Y. A. constructs and installs these facilities of a standardized design in suitable and desirable locations throughout the country, providing it is supplied with the cost of materials.

The cost of materials for the standard 10- by 20-foot float developed by the C. A. A. is approximately \$150 per unit, depending of course on local prices for lumber, paint, etc. This is the largest single item necessary. The facilities, when completed, become the property of the local sponsor.

"Notice of the time and place of the conference shall be given by letter or otherwise to all parties to the proceeding

"The person conducting the conference may require the exchange of particular exhibits in advance of the date set for the hearing, and if any exhibits are not exchanged in advance as required, or as agreed upon by counsel at the conference, the hearing shall be subject to postponement until such exchange is completed.

"The person conducting the conference shall prepare a report of the same, which shall be served upon counsel for all of the parties and made of record. Counsel may object to the description

of anything which occurred at the conference within 5 days after the receipt of the report, and such report may, in the discretion of the person preparing the same, be revised in accordance therewith. If revised, the report shall again be served upon counsel and made of record in the same manner as the original report. Exceptions may be taken on the basis of any written objection submitted within the time prescribed which has not been met by a revision of the report. Such report shall constitute the official account of all that transpired at the conference, and shall control the subsequent course of the proceeding, but it may be reconsidered and modified at any time to prevent injustice."

PRIVATE FLYING

Canadian Defence Air Regulations, 1940, Relax Rules for Entry of United States Aircraft

By Order in Council, effective May 13, 1940, The Defence Air Regulations, 1939, of Canada, prohibiting the flight of foreign aircraft in Canada without special permission from the Canadian Government (of which regulation notice was given in Special Notice to Airmen, No. 9, of September 11, 1939, and in Weekly Notices to Airmen, vol. 7, No. 14, of September 19, 1939, and vol. 7, No. 17, of October 10, 1939), were canceled and in their place and stead The Defence Air Regulations, 1940 were established.

The Defence Air Regulations, 1940 eliminate the need for prior authorization from the Canadian Government for flight in Canada provided the aircraft alight and report to customs and immigration inspectors at one of the following customs airports:

- Moncton, New Brunswick.
- Shediac, New Brunswick.
- Montreal, Province of Quebec (St. Hubert).
- Toronto, Ontario (Island or Malton).
- Hamilton, Ontario.
- Windsor, Ontario.
- Winnipeg, Manitoba.
- Lethbridge, Alberta.
- Vancouver, British Columbia (municipal).
- White Horse, Yukon Territory.

or at any of the following points after advance notice of arrival has been given by the pilot and permission received from customs inspectors:

- Montreal (Fairchild's) (seaplanes only).
- Ottawa, Ontario (landplanes only).
- Kenora, Ontario (seaplanes only).
- Ocean Falls, British Columbia (seaplanes only).
- Alert Bay, British Columbia (seaplanes only).

For other ports of entry, permission must be obtained in advance to enter and clear through customs and immigration. Application for this permission should be made by the pilot to the Department of Transport, Ottawa, Can-

(See CANADIAN DEFENCE REGULATIONS, Page 395)

Summary of Certificates ¹

Pilot certificates of competency active	41,006
Air line transport pilot certificates of competency active	1,242
Student pilot certificates active	35,183
Glider pilot certificates of competency active	161
Student glider pilot certificates active	384
Mechanic certificates of competency active	10,230
Parachute rigger certificates of competency active	404
Certificated aircraft active	13,878
Uncertificated aircraft active	481
Certificated gliders active	35
Uncertificated gliders active	89
Repair stations holding certificates of competency active	190
Ground instructors certificates of competency active	760
Air-traffic control-tower operators certificates of competency active	240
Air carrier dispatchers certificates of competency active	323

¹ As of July 1, 1940.

Civil Pilots on July 1 Double Total of 2 Years Ago

Reflecting sharp expansion in the air-mindedness of the American public, Civil Aeronautics Authority reports show that on July 1 this year, the number of pilots holding various grades of

C. A. A. certificates had more than doubled the total of 2 years ago. At the beginning of the second half of 1940, 41,006 pilots had been certificated. This compares with 20,076 on July 1, 1938.

(See AIRCRAFT AND PILOTS BY STATES, Page 395)

Status of Aircraft, Gliders, Pilots, and Glider Pilots by States as of July 1, 1940

State	Aircraft			Glider	Pilots						Glider pilots
	Certificated	Uncertificated	Total		Air-line transport	Commercial	Limited commercial	Private	Solo	Total	
Alabama	110	3	113	2	0	60	5	249	35	349	3
Arizona	85	4	89	0	0	38	1	146	49	234	0
Arkansas	96	5	101	0	0	44	3	175	15	237	0
California	1,383	59	1,442	32	162	1,114	88	3,187	1,275	5,826	14
Colorado	145	5	150	2	23	71	5	259	172	530	1
Connecticut	159	4	163	1	1	83	10	233	138	465	3
Delaware	75	0	75	0	0	24	5	71	13	113	0
District of Columbia	166	1	167	1	5	93	4	227	45	374	2
Florida	333	2	335	1	75	223	9	519	163	989	0
Georgia	176	5	181	2	57	113	7	338	128	643	0
Idaho	72	0	72	0	0	30	4	120	94	248	0
Illinois	822	10	832	6	163	406	52	1,147	551	2,319	10
Indiana	448	28	476	5	2	186	38	570	372	1,168	7
Iowa	311	10	321	1	3	116	23	421	229	792	0
Kansas	232	22	254	3	5	96	8	410	144	663	0
Kentucky	95	7	102	0	1	43	8	138	83	273	0
Louisiana	158	0	158	0	15	85	9	276	107	492	0
Maine	122	3	125	0	0	49	12	105	57	223	0
Maryland	165	9	174	2	6	98	10	311	77	502	1
Massachusetts	347	4	351	7	24	199	28	633	380	1,264	3
Michigan	608	14	622	14	24	261	46	925	456	1,712	31
Minnesota	321	32	353	1	51	142	32	436	126	787	3
Mississippi	116	4	120	0	0	37	2	144	26	209	0
Missouri	431	15	446	0	88	230	9	463	350	1,140	4
Montana	92	8	100	1	0	36	3	146	56	241	1
Nebraska	144	13	157	0	0	68	11	200	123	402	1
Nevada	42	3	45	0	1	15	1	42	24	83	0
New Hampshire	51	1	52	0	0	22	10	79	50	161	1
New Jersey	402	6	408	9	60	229	29	756	162	1,236	15
New Mexico	71	2	73	0	1	15	3	81	40	140	0
New York	1,153	13	1,166	10	155	696	74	1,683	763	3,371	33
North Carolina	279	16	295	1	0	85	17	355	249	706	1
North Dakota	80	13	93	0	0	30	3	134	25	192	0
Ohio	736	26	762	3	16	320	66	1,109	394	1,905	8
Oklahoma	279	9	288	0	1	130	14	445	116	706	0
Oregon	169	21	190	1	18	80	11	265	237	611	0
Pennsylvania	972	6	978	7	5	346	74	1,345	619	2,389	10
Rhode Island	116	1	117	0	1	17	4	65	47	134	0
South Carolina	115	1	116	0	1	46	5	198	68	318	0
South Dakota	78	2	80	0	1	28	7	143	36	215	1
Tennessee	174	3	177	1	18	87	12	455	27	599	0
Texas	721	46	767	3	133	454	19	1,150	470	2,226	3
Utah	55	2	57	1	31	41	1	132	25	230	0
Vermont	42	3	45	0	0	22	5	61	21	109	0
Virginia	220	2	222	1	20	127	12	432	89	680	2
Washington	242	6	248	5	36	161	26	503	309	1,035	1
West Virginia	129	3	132	0	1	53	10	234	123	430	0
Wisconsin	311	21	332	1	0	116	21	333	144	614	1
Wyoming	52	6	58	0	15	27	1	58	32	133	0
Alaska	122	1	123	0	2	91	2	39	18	152	0
Canada ¹	1	0	1	0	3	4	1	17	11	36	1
Canal Zone	1	0	1	0	2	20	0	15	0	37	0
Hawaiian Islands	30	1	31	0	1	46	6	115	35	203	0
Mexico ¹	1	0	1	0	0	1	0	7	1	9	0
Philippine Islands ²	0	0	0	0	0	9	0	7	2	18	0
Puerto Rico	18	0	18	0	1	5	0	17	3	26	0
Foreign, miscellaneous ¹	4	0	4	0	14	58	1	29	5	107	0
Total	13,878	481	14,359	³ 124	1,242	7,326	876	22,153	9,409	41,006	161
Percent					3.0	17.9	2.1	54.1	22.9	100.0	

¹ Figures for these countries are for aircraft and pilots registered by the United States.

² Civil aircraft in the Philippine Islands are now registered with the local government.

³ Includes 35 certificated and 89 uncertificated gliders.

⁴ Includes 1,336 women pilots divided as follows: 88 commercial, 27 limited commercial, 793 private, and 428 solo. The glider pilots include 2 women.

MANUFACTURING AND PRODUCTION

Summary of Certificates and Ratings

Schools Issued Certificates of Competency

Air Activities, Inc., municipal airport, Houston, Tex., approved June 28, 1940, as an advanced flying school (private and commercial).

Badgett Flying Service and School, municipal airport, Shreveport, La., approved June 11, 1940, as an advanced flying school (private and commercial).

Clent Breedlove Aerial Service, 2406 Twenty-seventh Street, Lubbock, Tex., approved June 28, 1940, as an advanced flying school (private and commercial).

Bridgeport Flying Service, Inc., Bridgeport Municipal Airport, Stratford, Conn., approved June 17, 1940, as a primary flying school (private).

Central Flying Service, Inc., Adams Field, Little Rock, Ark., approved June 18, 1940, as an advanced flying school (private and commercial).

Chapman Air Service, New Orleans Airport, New Orleans, La., approved June 26, 1940, as an advanced flying school (private and commercial).

Congressional School of Aeronautics, Inc., Congressional Airport, Rockville, Md., approved June 28, 1940, as an advanced flying school (private and commercial).

Cutter Flying Service, Post Office Box 274, Albuquerque, N. Mex., approved June 25, 1940, as an advanced flying school (private and commercial).

Eagle Air Service, Inc., hangar No. 3, Floyd Bennett Field, Brooklyn, N. Y., approved July 2, 1940, in conjunction with School of Education, New York University, New York, N. Y., as a primary flying school (private).

Lou Foote Flying Service, Grand Prairie Airport, Grand Prairie, Tex., approved June 13, 1940, as an advanced flying school (private and commercial).

Fort Worth Aviation School, division of Aircraft Sales Co., municipal airport, Fort Worth, Tex., approved June 14, 1940, as an advanced flying school (private and commercial).

Hangar Six, Inc., Stinson Field, San Antonio, Tex., approved June 22, 1940, as an advanced flying school (private and commercial).

Huchendorf & Lyle Flying Service, Inc., hangar No. 2, Clover Field, Santa Monica, Calif., approved June 14, 1940, as a primary flying school (private).

Hylan Flying School, Inc., Rochester airport, Rochester, N. Y., approved June 26, 1940, as an advanced flying school (private and commercial).

Iowa Airplane Co., Inc., municipal airport, Des Moines, Iowa, approved May 21, 1940, as an advanced flying school (private and commercial).

Los Angeles Aviation School, Inc., 7901 Woodley Avenue, hangar No. 5, Van Nuys, Calif., approved June 28, 1940, as an advanced flying school (private and commercial).

McKinley Pneumatic Floats, Inc., Babylon seaplane base, Babylon, Long Island, N. Y., approved May 8, 1940, in conjunction with School of Education, New York University, New York, N. Y., as an advanced flying school (private and commercial).

Ponca City School of Aeronautics, municipal airport, Ponca City, Okla., approved July 2, 1940, as an advanced flying school (private and commercial).

Raymond Aviation School, Inc., Herbert Smart Airport, Macon, Ga., approved June 11, 1940, as an advanced flying school (private and commercial).

Ritchey Flying Service & School of Flying, Meacham Field, Fort Worth, Tex., approved June 14, 1940, as an advanced flying school (private and commercial).

Frederick W. H. Schrom, Berwyn, Md., approved June 28, 1940, as an advanced flying school (private and commercial).

Southern Airways, Inc., municipal airport, Atlanta, Ga., approved June 17, 1940, as an advanced flying school (private and commercial).

Southern Airways, Inc., Greenville Airport, Greenville, S. C., approved June 27, 1940, as an advanced flying school (private and commercial).

Southern Airways Sales Co., Inc., municipal airport, Birmingham, Ala., approved June 13, 1940, as an advanced flying school (private and commercial).

United Flying School, hangar No. 3, Floyd Bennett Field, Brooklyn, N. Y., approved May 8, 1940, in conjunction with School of Education, New York University, New York, N. Y., as a primary flying school (private).

United Flying Schools of America, Inc., 729 Citizens National Bank Building, Los Angeles, Calif., approved June 17, 1940, as an advanced flying school (private and commercial).

White Flying Service, Caldwell Wright Airport, Caldwell, N. J., approved June 27, 1940, in conjunction with Essex County Vocational School, 209 Franklin Street, Bloomfield, N. J., as an advanced flying school (private and commercial).

Wichita Falls Air Transport Co., Inc., Post Office Box 84, Wichita Falls, Tex., approved June 14, 1940, as an advanced flying school (private and commercial).

Changes in List of Schools Issued Certificates of Competency

Change name of Baltimore Flying Service to Baltimore School of Aeronautics, Inc., Curtiss Wright Airport, Baltimore, Md.

Change rating of Buffalo Aeronautical Corporation Buffalo, N. Y., to an advanced flying school (private and commercial).

Change rating of Denny Daitz Flying Corporation, Mineola, Long Island, N. Y., to in conjunction with

School of Education, New York University, New York, N. Y., as an advanced flying school (private and commercial).

Change rating of Flying Service, Inc., Brooklyn, N. Y., to in conjunction with School of Education, New York University, New York, N. Y., as an advanced flying school (private and commercial).

Change rating of Graham Aviation Co., Butler, Pa., to an advanced flying school (private and commercial).

Change rating of Orlando Air School, Orlando, Fla., to an advanced flying school (private and commercial).

Change rating of Pittsburgh Institute of Aeronautics, Homestead, Pa., to an advanced flying school (private and commercial).

Delete Tom E. Smyer & Lawrence L. Haskins, Ponca City, Okla.

Change rating of Southern Air Service, Inc., Memphis, Tenn., to an advanced flying school (private and commercial).

(See CERTIFICATES AND RATINGS, Page 395)

Aircraft Radio Equipment Approved for Scheduled Air Carrier Use

During the month of June the following units of aircraft radio equipment were approved by the Civil Aeronautics Authority for scheduled air carrier use and issued type certificates.

Certificate No.	Manufacturer	Unit	Date
259	Western Electric Co.	5E quartz plate	June 24.
294	Thos. L. Siebenthaler Manufacturing Co.	Type 73 loop antenna	June 4.
295		Type 74 loop rotator	Do.
540	Transcontinental & Western Air, Inc.	TWA type 103B control box	June 24.

The following authorized modifications to type certificates approving aircraft radio equipment for scheduled air carrier use were issued during the month of June.

THOS. L. SIEBENTHALER MANUFACTURING CO.

Type certificate	Data sheet	Unit and modification	Modification authorized
26	58A	Type 103 switchbox. Add a toggle switch to control the audio output of the marker receiver; 2500 ohm resistor is placed in series with the switch to attenuate marker audio output.	June 17, 1940

PAN AMERICAN MANUFACTURING & SUPPLY CORPORATION

Type certificate	Data sheet	Unit and modification	Modification authorized
261	98A	50B-2 Aircraft radiotelegraph transmitter. Minor circuit changes to improve keying, and minor mechanical changes to improve reliability. Change the design of the 1638 kc. oscillator coil and its method of mounting to reduce interstage coupling.	June 6, 1940

WESTERN ELECTRIC CO., INC.

Type certificate	Data sheet	Unit and modification	Modification authorized
242	273A	29-A radio receiver. Minor mechanical changes to improve reliability and increase accessibility to certain components. Minor electrical changes to increase stability and provide greater functional flexibility.	June 11, 1940

RCA MANUFACTURING CO., INC.

Type certificate	Data sheet	Unit and modification	Modification authorized
232	216-E	MK-1 automatic radio direction finder. Remove 400-800 cycle power supply connections. Miscellaneous electrical and mechanical changes to increase reliability and operating efficiency. Provide greater accessibility for proper maintenance.	June 11, 1940

AIR TRANSPORTATION

Board Authorizes American Export European Operations

Deciding that the future importance to the United States of air service across the North Atlantic justified the addition of a second American air line, the Civil Aeronautics Board on July 15 granted two temporary certificates to American Export Airlines, Inc., for trans-Atlantic service. At the same time the Board dismissed for lack of jurisdiction the application for approval of the acquisition of control of the air carrier by American Export Lines, Inc.

One of the certificates to be issued will permit American Export to carry passengers, mail, and express between New York City and Lisbon, Portugal, using either or both Hamilton, Bermuda, and Horta, the Azores, as intermediate points and Baltimore, Md., as an alternate terminal, when weather conditions require.

The certificate is to be effective as long as the conduct of operations to France, England, and Ireland is rendered unlawful because of the Neutrality Act of 1939, and the Presidential proclamation issued thereunder, and for 60 days thereafter. If the carrier makes application during the 60-day period for removal of the time limitation, its temporary permit shall remain in effect until the Board shall take action on the application.

A second temporary certificate, good until September 1, 1941, was also issued the air line, for mail and express service only, between the same terminal points and naming Horta, the Azores, as an intermediate stop. This will allow use of the line's present equipment, a Consolidated Model 28 twin-engined flying boat, which was used for the three survey flights made in June and July last year. Exercise of option on three Sikorsky S-44 four-engined flying boats, delivery on which is expected to be made respectively in 11, 14, and 19 months after the present date, is expected to be made immediately. These aircraft are estimated by the manufacturer to be able to carry a crew of 11 and 12 passengers on nonstop flights between New York and Lisbon in 20 hours and 30 minutes east-bound or 24 hours and 45 minutes west-bound. This ship has never been used for commercial service, but is based on the Navy flying boat XPBS-1, now in use as a patrol bomber.

In issuing the certificates the Board said, "We are unable to find that the continued maintenance of an exclusive monopoly of trans-Atlantic American flag air transportation is in the public interest, particularly since there is no such public control over the passenger or express rates to be charged or over the standards of service to be rendered as is customarily provided in the case of

a publicly protected monopoly."

An important issue in the case was the contention of the intervener, Pan American Airways, until now sole operator over the Atlantic route, that granting of the certificate to American Export would prove economically harmful since competition of foreign government-owned air lines would have to be met when their operation begins. The intervener added that such competition would eliminate any element of monopoly which otherwise might be considered to exist.

"The record indicates," the Board decided, "that although it does not appear that the quality of the service now rendered by the intervener (Pan American Airways) is at present inadequate in any respect, benefits to the public in the shape of improved

Civil Aeronautics Board Denies TWA Petition To Buy Marquette

Stating that a certificate of convenience and necessity issued by the Government to an air line must not be used as a speculative security, the Civil Aeronautics Board on July 3 denied the application of Transcontinental & Western Air, Inc., for the purchase of Marquette Airlines on the basis that the price was excessive and not consistent with the public interest.

The decision involved a distinction between the desirability of making available adequate air service to the populous area served by Marquette on its 566-mile route, including the cities of Detroit, Toledo, Dayton, Cincinnati and St. Louis, and the advisability of preventing a purchase at a price that was shown by the evidence to represent in major part a consideration for the transfer of the privilege of operating under a certificate of convenience and necessity.

The Board declared itself convinced of the desirability of better air service over the route, not now possible because of Marquette's lack of proper operating equipment, which TWA was prepared to supply. However, the assets and going-concern value of Marquette were found to be worth much less than the contract price, and the Board disapproved of the inflation of this price to include a large sum for the Government-granted certificate.

The contract price for the Marquette assets and business was \$350,000, on the basis of a total investment of \$290,000. Very much the larger part of this investment had been made in meeting the operating deficit. TWA testified that the line's physical assets would not bring over \$30,000, and the balance, therefore, would cover intangibles such as good

service resulting from advances in the industry, would be accelerated by competition between United States air carriers on the North Atlantic route. The addition of new and improved equipment by foreign air carriers will, to be sure, result in the necessity of United States air carriers equaling or bettering such equipment if they desire to maintain their competitive position. However, unless and until the United States air carrier can match a given improvement in the service rendered by a foreign air carrier United States air transportation will not have been advanced. On the other hand, any addition to service or improvement of equipment by a competing United States air carrier will be an immediate and direct advantage to the air transportation system of the United States."

will, potential development of long haul traffic and the acquisition of the route's certificate of convenience and necessity.

The Board then stated its opinion that it did not consider that such a certificate should be viewed as a speculative security, since such transfer of certificates at inflated or speculative prices would lead to unsound economic conditions within the industry. It would not avert unfair or destructive competitive practices, but might serve instead to encourage the appearance of such practices. "We conclude," the Board stated, "that payments for the sole purpose of effecting a transfer of a privilege conveyed by public authority, with the expectation that they will be recovered by the purchaser from the users of the service or from the air mail compensation paid by the Government, are not in the public interest."

The application was accordingly denied.

All American Pick-up and Delivery Service Approved

Pick-up and delivery of air mail and express was approved on July 22 by the Civil Aeronautics Board in a certificate granted to All American Aviation, Inc., for a new service on five routes between the terminals at Pittsburgh, Pa., Jamestown, N. Y., Williamsport, Pa., Philadelphia, Pa., and two to Huntington, West Va., making a loop into the latter place. Similar operations have been conducted by the company under an experimental contract with the Post Office Department for a period of 1 year.

The service to be performed is unique in its use of apparatus that obviates the necessity for landings and take-offs at intermediate points, allowing the company to serve many towns situated close together while still maintaining a rapid

(See ALL AMERICAN, Page 395)

AIRWAYS AND AIRPORTS

Aeronautical Charts

New Editions Issued

During May the following new editions of aeronautical charts were issued by the United States Coast and Geodetic Survey. Pilots are warned that previous editions of the same charts are canceled and are now obsolete.

New Regional Chart

9-M.—May 1940. Size, 26 by 43 inches. Located in latitude 38°-44° N. and longitude 78°-90° W. covering an area of about 250,000 square miles. Includes an accumulation of changes since the last edition.

New Editions of Sectional Aeronautical Charts

Phoenix.—April 1940. Size, 20 by 46 inches. Located in latitude 32°-34° N. and longitude 108°-114° W., an area of some 55,000 square miles. Addition of Civil Airways and an accumulation of other changes since the last edition.

Twin Cities.—May 1940. Size, 19 by 39 inches. Located in latitude 44°-46° N. and longitude 90°-96° W. Covers an area of about 47,000 square miles. New radio range at Wilmar, beacons added on the new lighted airway, Huron to Minneapolis, and Civil Airways added.

Birmingham.—April 1940. Size, 20 by 46 inches. Located in latitude 32°-34° N. and longitude 84°-90° W., covering an area of about 56,000 square miles. Civil Airway added, and an accumulation of changes since last edition.

Copies of aeronautical charts may be obtained from the Coast and Geodetic

Survey, Washington, D. C., and from recognized dealers at major cities and airports. Regional and direction finding (DF) charts sell for 75 cents each and sectional charts for 40 cents. On orders grossing \$10 or more a 33½ percent discount is allowed.

Airport Projects Approved

In accordance with the provisions of section 303 of the Civil Aeronautics Act, the Administrator of the Authority has issued certificates of air navigation facility necessity authorizing the expendi-

Status of Landing Facilities by States, July 1, 1940

Airports and Landing Fields

Seaplane Bases and Anchorages

	Airports and Landing Fields							Seaplane Bases and Anchorages									
	Municipal	Commercial	C.A.A. intermediate	Auxiliary	Navy	Army	Miscellaneous Government, private, and State	Total	Partially or fully lighted	Base ¹	Anchorages ²	Navy	Coast Guard	Marine Corps	Army	Total	Partially or fully lighted
Alabama	7	2	5	14	0	2	2	32	12		1					1	
Alaska	1	8	0	118	0	0	1	128	2		9						
Arizona	9	6	11	17	0	1	0	44	17							0	
Arkansas	10	2	4	6	0	0	2	24	8		1					1	
California	48	53	17	31	5	5	27	186	59	3	2	1				6	
Colorado	9	4	2	18	0	1	0	34	7							0	
Connecticut	7	6	1	3	0	0	1	18	7		2					0	
Delaware	1	4	0	0	0	1	1	7	3		10		1			13	
District of Columbia	0	1	0	0	1	1	0	3	3							0	
Florida	32	10	4	66	3	2	5	122	31	9	23	2	2			2	1
Georgia	20	6	11	18	0	1	0	56	21	2						36	2
Idaho	14	0	8	15	0	0	11	48	13							2	1
Illinois	15	33	6	3	0	2	5	64	28		2					2	
Indiana	12	22	6	6	0	2	3	51	18							0	
Iowa	16	8	3	4	0	0	2	33	11							0	
Kansas	15	7	4	12	0	2	1	41	14							0	
Kentucky	5	1	3	6	0	1	3	19	4							0	
Louisiana	9	1	3	5	0	1	5	24	11	1	8					9	
Maine	9	3	0	5	0	0	1	18	5	3	18					21	
Maryland	2	11	1	1	0	2	2	19	10	2	1	1				4	
Massachusetts	7	24	1	3	1	0	2	38	11	1	32	1	1			35	1
Michigan	39	13	0	32	1	3	33	121	24		27	1			1	29	
Minnesota	12	5	4	6	0	1	0	28	12		4					4	
Mississippi	13	1	6	11	0	0	1	32	14		2		1			3	1
Missouri	9	6	13	5	0	0	5	38	19				1			0	
Montana	20	1	15	24	0	0	11	71	22							0	
Nebraska	16	5	4	6	0	3	0	34	15		1					1	
Nevada	2	3	8	8	0	0		21	12		1					0	
New Hampshire	7	3	0	2	0	0		12	4	1	5					1	
New Jersey	4	15	0	2	2	1	2	26	8	2	1	1				6	
New Mexico	7	6	12	8	0	0		36	17							4	1
New York	22	36	5	11	0	5	11	90	28	8	38		1			48	2
North Carolina	15	12	2	3	0	1	1	34	10		5					5	
North Dakota	9	5	8	18	0	0	0	40	12							0	
Ohio	28	41	11	16	0	3	12	111	28		5					5	1
Oklahoma	17	4	8	10	0	1	2	42	23							0	
Oregon	11	3	6	8	0	0	3	31	14	2	0	1				3	1
Pennsylvania	21	53	7	9	1	1	10	102	36	2	5	1				3	1
Rhode Island	0	3	0	2	0	0	1	6	1		2	1				3	
South Carolina	11	2	4	9	2	0	2	30	9	1	3		1			5	1
South Dakota	16	2	0	7	0	0	0	25	1							0	
Tennessee	7	1	8	5	0	0	0	21	13							0	
Texas	44	16	30	43	0	9	9	151	55	2	9					0	
Utah	2	1	11	7	0	0	0	21	15							11	1
Vermont	6	3	0	1	0	1		11	1		3					0	
Virginia	13	14	7	9	3	1	2	49	17		1					3	
Washington	15	4	7	16	1	4	4	51	17	3	3	2		1	1	5	
West Virginia	10	7	2	7	0	0	1	27	7	1	1					9	
Wisconsin	17	17	3	6	0	0	4	47	7	1	1					2	
Wyoming	5	1	11	11	0	0		28	15		13					14	
Total	646	495	282	653	20	58	191	2,345	761	46	235	16	9	1	3	310	14

¹ Equipped to render full servicing, including hangar, ramp, beach, repairs, aviation fuel, etc.
² Limited facilities for servicing, such as float and aviation fuel.

ture of Federal funds in the operation of the following projects:

Bourne, Mass.—\$531.30 for N. Y. A. project for clearing grubbing, and assisting in grading two landing strips at Bourne Airport.

Centerville, Iowa.—\$3,336 for N. Y. A. project for erection of a 60 by 60-foot wood frame and corrugated metal hangar, fabrication and placement of field boundary markers, and lesser grading and landscaping on the landing area and around the hangar at municipal airport.

Chicago, Ill.—\$228,109 for P. W. A. project for construction of a combination armory and hangar at municipal airport. (This supersedes authorization dated December 14, 1938.)

Evansville, Ind.—\$389,650 for W. P. A. project for razing of structures, clearing, grading, and draining to improve the whole of the landing area and to permit construction of three concrete runways; erection of a hangar; construction of taxiways, aprons, drives, walks, and curbs; removal of old asphaltic runways and boundary lighting; and installation of a completely new and revamped lighting system at municipal airport.

Gravelly Point, District of Columbia and Arlington County, Va.—\$421,900 for P. W. A. project for development of the landing area and other portions and facilities at the Washington National Airport.

Gravelly Point, District of Columbia and Arlington County, Va.—\$25,600 for P. W. A. project for development of the landing area and other portions and facilities (particularly hangars and administration building and office building for the C. A. A.) at Washington National Airport.

Hibbing, Minn.—\$49,930 for W. P. A. project for construction of a hangar with a shop and office lean-to, construction of stabilized gravel base courses for two new runways, and the widening of two existing runways. Appurtenant work incorporating grading and draining will also be accomplished at municipal airport.

Houlton, Maine.—\$45,805 for W. P. A. project for grading to lengthen N./S. landing strip, and the grading of a taxi strip 800 feet long for aircraft deliveries into Canada at Houlton Airport.

Little Rock, Ark.—\$222,490 for W. P. A. project for construction of a two-story administration building, erection of a one-story operations office building, improvement of the E./W. runway, grading of turf strips for proposed future runways, reconstruction of the field lighting system, relocation of fences and demolition of structures, perfection of field drainage, and the installation of concrete aprons, taxiways, walks, and curbs at municipal airport.

Millinocket, Maine.—\$89,725 for W. P. A. project for clearing, grubbing, grading, draining, and graveling the N./S. runway, with safety strips on each side at municipal airport.

New York, N. Y.—\$130,700 for W. P. A. project for extension of water lines, sewer lines, and electric lines from hangar No. 6 to proposed hangar No. 8, the construction of transformer vaults, grading and paving of apron, and the construction of roadways and parking space, including landscaping at La Guardia Field, N. Y., municipal airport.

Pascagoula, Miss.—\$4,459 for W. P. A. project for completion of the hangar, and grading and seeding of the landing area at Raby Municipal Airport.

Phoenix, Ariz.—\$4,458 for W. P. A. project for grading and leveling, transplanting trees, planting shrubbery, complete installation of water line for irrigation purposes, and the construction of a rock arch gateway with iron gates at municipal airport.

Reading, Pa.—\$151,126 for W. P. A. project for installation of drainage facilities, construction of retaining walls, seeding, planting shrubbery, lengthening runways, construction of an auto parking area and a roadway, and appurtenant and affiliated work at municipal airport.

Sergeant Bluffs, Iowa.—\$197,600 for W. P. A. project for construction of two concrete runways, installation of a field lighting system, and performance of affiliated and appurtenant work at Sioux City municipal airport.

Waynesburg, Pa.—\$1,324.80 for N. Y. A. project for landscaping of grounds around the administration building, repair of that building and painting thereof; the painting of hangars; the construction of sidewalks, three driveways, and one taxi strip, and the planting of shrubs and trees, together with appurtenant work at municipal airport.

Temporary Airports of Entry

Certain airports and seaplane bases are designated as airports of entry through which aircraft arriving from foreign countries may clear customs and immigration.

A complete list of such airports of entry appeared in the CIVIL AERONAUTICS JOURNAL, volume 1, No. 11, dated June 1, 1940. The following temporary airports of entry have been redesignated for another period of 1 year following the date given:

AIRPORT	DATE
Bangor Municipal Airport, Bangor, Maine	June 26, 1940
Burlington Municipal Airport, Burlington, Vt.	June 29, 1940
Niagara Falls Municipal Airport, Niagara Falls, N. Y.	July 2, 1940
Fort Yukon Airfield, Fort Yukon, Alaska	July 5, 1940

Aircraft and Pilots by States

(Continued from page 391)

Largest gains were shown in the private pilot classification, due in part to the Civilian Pilot Training Program. Other advances were registered in transport, commercial, and solo certificates.

The report also shows that on July 1, there was a total of 14,359 civil aircraft in the United States, which included 13,878 certificated and 481 uncertificated. This compares with 13,772 civil aircraft on January 1 of this year, which included 12,829 certificated and 943 uncertificated.

Certificates and Ratings

(Continued from page 392)

Repair Stations Issued Certificates of Competency

American Airlines, Inc., New York Municipal Airport, Jackson Heights, Long Island, N. Y., approved March 15, 1940, for repair of welded steel tube structure; wooden structure; fabric covering; wood covered wings, fuselages and control surfaces, and box and laminated spars; steel fittings; aluminum alloy structure; aluminum alloy fittings; assembly; aluminum alloy propeller blades and/or steel hubs; engines; and instruments.

Inland Air Lines, Inc., municipal airport, Cheyenne, Wyo., approved June 19, 1940, for repair of aircraft welded steel tube structure, steel fittings; aircraft aluminum alloy structure; aluminum alloy fittings; assembly.

E. W. Wiggins Airways, Inc., Boston Municipal Airport, East Boston, Mass., approved June 20, 1940, for repair of aircraft welded steel tube structure; aircraft wooden structure; aircraft fabric covering; aircraft wood covered fuselages, wings and control surfaces, and box and laminated spars; aircraft steel fittings; aircraft aluminum alloy structure; aircraft aluminum alloy fittings; aircraft assembly; and aircraft engines.

Changes in List of Repair Stations Issued Certificates of Competency

Delete from American Airlines, Inc., Chicago, Ill., for repair of aircraft wooden structure, excluding fittings; aircraft wood covered fuselages, wings and control surfaces, and box and laminated spars; aluminum alloy propeller blades and/or steel hubs; aircraft engines; and instruments.

Add to Apprentice Training School, Syracuse, N. Y., for repair of aluminum alloy structure; and aluminum alloy fittings.

Delete from J. H. Burke, Oklahoma City, Okla., for repair of wood covered fuselages, wings and control surfaces, and box and laminated spars; and engines.

Add to Inter-Island Airways, Ltd., Honolulu, T. H., for repair of wooden structure, excluding fittings; and wood covered fuselages, wings and control surfaces, and box and laminated spars.

Delete N. B. Rieh Co., Boston Municipal Airport, East Boston, Mass.

Change address of Snyder Aircraft Corporation to 5036 West Sixty-third Street, Chicago, Ill., and add for repair of engines.

Canadian Air Defence Regulations

(Continued from page 391)

ada, not less than 10 days in advance of the flight.

It is now no longer necessary to obtain a prior authorization from the Canadian authorities for the flight in Canada of United States registered aircraft, nor is it necessary to obtain from the Authority authorization for such flights provided that they do not proceed more than 250 miles into Canada, and further provided that only United States and Canadian citizens are carried on the flights.

However, attention is called to the list of prohibited areas in Canada which the Regulations provide shall not be flown over without the permission of the proper officer of the Canadian Department of National Defence. These prohibited areas are set forth in schedule A of the Regulations, copies of which may be obtained from the Authority.

All American Pick-up and Delivery Service Approved

(Continued from page 393)

schedule. The Board cited the previous successful operations of the company under the experimental contract as proof of the technical feasibility of the proposed service. The highly industrialized character of the country, absence of existing air mail service, difficulty of surface transportation and the size of mail loads carried during the experimental operations were considered to establish the public need for such transportation.

Carriage of air express was justified on the basis of the amount of such business now originating at outlying points and the probability of increased use of the planes where direct service was available. "Since operating costs would be substantially the same for express and mail together as for either alone," the Board said, "it would be contrary to the public interest to fail to provide for both classes of service on any route where either might be found justified."

The experimental nature of the proposed passenger operations, and the uncertainty regarding their nature, however, together with the delays incident to landing and taking off at many points instead of merely picking up the loads in flight, were held to be sufficient grounds for denying the right to carry passengers at the present time and under present circumstances. It was made clear that this dismissal was without prejudice and that the application might be renewed whenever the company finds it possible to present a more completely developed proposal.

Other routes requested by the applicant were denied on the basis that existing air services and satisfactory surface transportation made the additional service proposed less necessary there, and that the cost to the Government of a rapid expansion of this type of service, during a period in which the loads are still light, was not justified.

CIVIL AERONAUTICS BOARD

OFFICIAL ACTIONS

Abstracts of Opinions, Orders, and Regulations

FOR THE PERIOD JULY 1-15, 1940

ABSTRACTS

Order No. 576: United granted extension of time to file petition in Western Air purchase.

The Board on July 3 granted a motion filed by United Air Lines Transport Corporation for extension of time within which to file a petition for reconsideration and reargument in the matter of the proposed acquisition of control of, and of merger with or purchase of all of the assets of, Western Air Express Corporation.

Order No. 577: United granted time extension to file petition determining rates of compensation for transportation of mail over routes 1, 11, 12, and 17.

The Board on July 3 granted motion filed by United Air Lines Transport Corporation for extension of time within which to file a petition for reconsideration and reargument in the matter of the petition of said air carrier for an order fixing and determining fair and reasonable rates of compensation for the transportation of mail over routes Nos. 1, 11, 12, and 17.

Order No. 578: TWA denied application for approval of acquisition of Marquette.

The Board on July 3 denied application of Transcontinental & Western Air, Inc., for approval of a contract dated October 6, 1939, between Marquette Airlines, Inc., John E. McKelvy, and Transcontinental & Western Air, Inc., and of the acquisition by Transcontinental & Western Air, Inc., of all the issued and outstanding stock of Marquette Airlines, Inc., and of the assets and business of Marquette Airlines, Inc.

Order No. 579: Applications of Wien Alaska Airlines consolidated authorizing air transportation within Territory of Alaska.

The Board on July 9, consolidated applications of Wien Alaska Airlines,

Opinions of the Civil Aeronautics Board To Be Published Separately

Beginning with this issue the full text of opinions of the Civil Aeronautics Board no longer will be published in the CIVIL AERONAUTICS JOURNAL. In the future, all opinions in economic proceedings will be printed individually. Arrangements will be made to supply to subscribers of the JOURNAL copies of all such opinions up to the date of expiration of current subscriptions.

Opinions in cases of suspension, revocation, or denial of airman certificates will be made available in mimeographed form only.

As in previous issues, the JOURNAL will carry an abstract of all rules, regulations, and orders and a syllabus of all opinions issued by the board during the half-month period ending two weeks prior to the date of publication. Verbatim copies of these, with the exception of opinions in economic proceedings, may be obtained on request to the Publications and Statistics Division, Civil Aeronautics Authority, Washington, D. C. Persons other than current subscribers may obtain economic opinions by ordering copies directly from the Superintendent of Documents, Washington, D. C. Arrangements will be made with the Superintendent of Documents to provide for the separate subscription, at a flat fee, for each series which will complete a bound volume. Details will be announced when arrangements are complete.

Inc., for certificates of public convenience and necessity authorizing air transportation within the Territory of Alaska, into one proceeding.

Order No. 580: Depositions authorized for reconsideration of application for renewal of commercial pilot certificate of D. W. Alexander.

The Board on July 9 authorized the taking of depositions at Omaha, Nebr., and Kansas City, Mo., in connection with the petition of D. W. Alexander, Arlington, Va., for reconsideration of his application for renewal of commercial pilot certificate No. 6232.

REGULATIONS

Regulation No. 93: Adopted amendment No. 2 to Regulations, serial No. 16.

The Board on July 9 adopted amendment No. 2 to Regulations, serial No. 16 requiring compliance by air carriers with operation specifications prescribed by the Administrator.

Regulation No. 94: Adopted first revision of section 224.1 of the Economic Regulations.

The Board on July 10 adopted the first revision of section 224.1 of the Economic Regulations entitled "Filing, Posting, and Publishing of Tariffs by Air Carriers and Foreign Air Carriers."

Regulation No. 95: Adopted amendment No. 61 of the Civil Air Regulations.

The Board on July 12 adopted amendment No. 61 of the Civil Air Regulations providing for special issuance of mechanic certificates.

RULES OF PRACTICE

Rules of Practice No. 3: Adopted amendment No. 1 of section 285.1 of the Economic Regulations.

The Authority on May 24 adopted amendment No. 1 of section 285.1 of the Economic Regulations, adding thereto rule 10 entitled "Conference Procedure." (See story on p. 390.)