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Editorials

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EDITORIALS

HINCKLEY AND WARNER

Robert H. Hinckley, member of the Civil Aeronautics Authority from its beginning, has succeeded Edward J. Noble as its chairman. Mr. Noble becomes the first incumbent of the newly created office of Under Secretary of Commerce, a job which should be well suited to his particular abilities and, therefore, we feel certain of his successful administration. In commenting on the newly appointed Authority in the October, 1938, issue of the JOURNAL, we characterized the new appointees as seasoned men likely to become expert very quickly on matters to which they applied themselves. Mr. Hinckley has fulfilled this prediction. He has become the new chairman with the approval of the aviation industry and in a few weeks has increased the prestige of both the office and himself.

Edward P. Warner succeeds Mr. Hinckley as a member of the Authority. His background as an aeronautical engineer, as a student of the economics and of the law of aviation, as an Assistant Secretary of the Navy for Aeronautics, as a former editor of *Aviation* and as the vice-chairman of the Federal Aviation Commission of 1934 proclaim him as one of the best fitted men in America for Authority membership. We were disappointed that he was not named at the time the Authority was created and we now sincerely hope that his tenure will be much longer than the short-term vacancy to which he has just been appointed. His scrupulous and precise weighing of all of the facts of each aeronautical problem is just what government in aviation needs.

H. C. K.

THE I. A. T. A. IN NEW YORK IN SEPTEMBER

The XXXIXth General Meeting of the International Air Traffic Association will be held in New York City during the latter half of September, 1939. This is the first time that the I. A. T. A. has met on American soil, and it has the following very interesting Agenda: 1. Revision of the Warsaw Convention. 2. Papers for aircraft crew. 3. Documents of Pan American Airways Inc. 4. Report of the Code. 5. Traffic Committee Report. 6. Technical Committee Report. 7. Postal Committee Report. 8. Report of the Legal Committee on questions of liability resulting from high altitude flights.

As yet Pan American Airways Inc. is the only American-flag air carrier having membership in this group. Whether or not the

domestic air carriers intend to belong, we earnestly commend to them a study of what I. A. T. A. has been doing and the Agenda of its New York meeting. Obviously with round-the-world air travel now a reality, uniform traffic documents for such purpose should be of even greater interest to the domestic lines than to Pan American. If not, air travel across North America can be expected to be almost exclusively via Trans-Canada Air Lines.

Furthermore, the present pressure for aviation liability legislation should cause all American air carriers to view with great concern any revision of the Warsaw Convention. That something more is in the wind than a mere revision of form can be ascertained from the 26 points filed by the British Delegation at the C. I. T. E. J. A. meeting in Paris in January, 1939 (see 10 JOURNAL OF AIR LAW AND COMMERCE 172) and from the interpretations and proposals appearing in *National Air Legislations and the Warsaw Convention* (1937) by Dr. D. Goedhuis, Manager Central Office, I. A. T. A.

H. C. K.

1939 N. A. S. A. O. ANNUAL MEETING

The ninth annual meeting of the National Association of State Aviation Officials has been announced for October 12, 13 and 14, 1939, at the Roosevelt Hotel, New Orleans. The tentative program indicates a set-up of discussion periods and panels under the three general headings, Training and Education; Airports, Airways and Traffic Problems; and Cooperation and Coordination. President Morris believes that such discussion periods with picked panel leaders will bring about the active participation of each person attending and produce a much better result than the old type of program. The success of the National Aviation Forum is enough proof that the plan will work well.

FRED D. FAGG, JR.

Northwestern University has recently made public the appointment of Fred D. Fagg, Jr. as vice president and dean of faculties. Dr. Fagg will succeed Dr. Franklyn Bliss Snyder who will become president of the university next September upon the retirement of President Walter Dill Scott. Dr. Fagg has been successively at Northwestern an associate professor of economics, a professor of law, the founder and manager of the Air Law Institute and the first editor-in-chief of THE JOURNAL OF AIR LAW AND COMMERCE, and dean of the school of commerce.

He has been our fellow-worker in the field of aviation ever since he was honorably discharged from the United States Army Air Corps at the end of the World War, and his contributions to the fields of aeronautical law and economics have been many and major, including that as Director of Air Commerce. We of the JOURNAL have been very grateful that he could continue as associate editor during his deanship of the school of commerce and we hope that this new appointment will bring no change in his very useful service in this respect. We congratulate Dr. Fagg on his elevation and we likewise congratulate Northwestern University.

H. C. K.