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the aid of one other — that strange little fellow, the American customer — and he is here. There is no economic ill — in the construction and operation of aircraft, in the investment or operation costs of airports, in the provision of airways and their control, or in the devisement of new ways to improve the product — which the customer's desire to purchase and to pay for cannot solve.

His arrival on the scene as I have described it to you in figures enables us to go to the Congress of the United States with *his* powerful voice behind us. That voice will back you today and tomorrow when you go to your own legislatures. Neither you nor we are any longer crying in the wilderness in the hope of things to come. John Q. Customer is here. And his arrival makes aviation economically safe and useful to this nation and its people as it has long been technically safe through the efforts of men like you.

EDITORIAL

NINTH ANNUAL MEETING, N.A.S.A.O.

From the formation of the National Association of State Aviation Officials this Journal has been its official publication. The assignment has been a proud and effective one because of the never failing good and wide-range papers on aviation subjects, the discussions with which these have been interlarded, and the official reports and resolutions which have summed up the year's work of the organization. To our notion an annual meeting of the N.A.S.A.O. attracts a generous portion of the pick of top flight aviation personnel, and the Ninth Annual Meeting held at New Orleans October 14-16, 1939, was no exception.