

1940

## National Association of State Aviation Officials: Ninth Annual Convention, New Orleans, October 14-16, 1939

Follow this and additional works at: <https://scholar.smu.edu/jalc>

---

### Recommended Citation

*National Association of State Aviation Officials: Ninth Annual Convention, New Orleans, October 14-16, 1939*, 11 J. AIR L. & COM. 41 (1940)  
<https://scholar.smu.edu/jalc/vol11/iss1/6>

This Speech is brought to you for free and open access by the Law Journals at SMU Scholar. It has been accepted for inclusion in Journal of Air Law and Commerce by an authorized administrator of SMU Scholar. For more information, please visit <http://digitalrepository.smu.edu>.

# NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

NINTH ANNUAL CONVENTION, NEW ORLEANS,

OCTOBER 14-16, 1939

The following are the officers for 1940:

President .....D. O. LANGSTAFF  
*Director of Aviation, State of Louisiana*  
First Vice-President .....RAYMOND R. STAUB  
*Portland, Oregon*  
Second Vice-President .....DEXTER C. MARTIN  
*Director of Aeronautics, State of South Carolina*  
Third Vice-President .....ASA ROUNTREE, JR.  
*Director of Airfields and Developments, State of Alabama*  
Secretary-Treasurer .....GEORGE C. ROBERTS  
*Secretary, Illinois Aeronautics Commission*  
Legal Counsel .....GEORGE B. LOGAN  
*St. Louis, Missouri.*

## Regional Vice-Presidents

NE —CHARLES L. MORRIS, *Commissioner of Aeronautics, Connecticut.*  
SE —HERBERT W. WHITNEY, *Director, Aviation Division, Florida.*  
EC —SHELDON B. STEERS, *Assistant Director, Department of Aeronautics, Michigan.*  
NC —I. V. PACKARD, *Secretary, Nebraska Aeronautics Commission, Nebraska.*  
SC —WALTER B. JOHNSON, *Commissioner, Dept. of Public Safety, Oklahoma.*  
SW—W. D. HAMMOND, *Chairman, Utah Aeronautics Commission, Utah.*  
NW—W. H. HILL, *Director of Aviation, Idaho.*

The following resolutions were adopted:

## RESOLUTION NO. 1

WHEREAS, Past efforts of this Association towards the obtaining of Federal grants for airport construction has been unsuccessful, except to the extent of obtaining a report of the Civil Aeronautics Authority recommending same, and

WHEREAS, This Association is unanimously of the firm opinion and belief that commerce by air can never be fully "encouraged and developed" to the full extent necessary to establish a "system of transportation by air adapted to present and future commerce, the national defense, and the needs of the postal service" until the Federal Government aids in the construction of airports,

THEREFORE BE IT RESOLVED, That the National Association of State Aviation Officials militantly organize itself for the obtaining of such Federal author-

ization and appropriation, and to that end, be it resolved that the President of the National Association of State Aviation Officials appoint a committee authorized to draft an amendment; either to the Civil Aeronautics Act of 1938, or to existing highway legislation, or an independent appropriation measure as this committee shall deem best, the effect of which legislation shall be to authorize the Federal Government to appropriate the necessary funds, to construct and to aid in the construction of airports, and further authorizing and directing the Federal Government in such program to cooperate with the authorized state aviation agencies to this end in such states where these agencies exist.

### RESOLUTION NO. 2

WHEREAS, The Civil Aeronautics Authority now carefully examines and investigates repair stations and certificates such repair stations as meet its stringent requirements, and

WHEREAS, In granting such certificates to the repair stations the Authority is expressing its opinion as to the ability of such repair stations to make repairs in accordance with the Authority's regulations and specifications, and

WHEREAS, Even though such repairs are now made by a certified station and in accordance with the Authority's regulations and specifications, the owner of such aircraft is not permitted to operate it until such aircraft is inspected by an inspector of the Civil Aeronautics Authority, and

WHEREAS, This frequently results in serious delay and loss of use and expense to the owner awaiting the examination of such inspector, and

WHEREAS, True encouragement and development of aviation is best served by permitting the unrestricted use of proper aircraft and by removing hardships and impediments which are unnecessary,

THEREFORE BE IT RESOLVED, That upon the completion of any repairs to a properly certified aircraft by a certificated repair station and the certification by such certificated repair station that such repairs are made in accordance with the regulations and specifications of the Authority, said aircraft should be permitted to operate for a period of at least thirty (30) days, during which time it shall be the duty of the owner to present his aircraft for inspection to a proper Civil Aeronautics Authority inspector to secure final approval for continued operation of such aircraft.

### RESOLUTION NO. 3

WHEREAS, In the past there has been great difficulty in securing satisfactory cooperation between Federal agencies and State agencies, and

WHEREAS, The Civil Aeronautics Authority is attempting to solve this lack of cooperation by the appointment of a State Coordinator in the Division of Regulations, in accordance with a resolution formerly adopted by this Association,

THEREFORE BE IT RESOLVED, That this Association approve the appointment of such Coordinator by the Civil Aeronautics Authority and particularly approve Mr. Elwood B. Cole, who has been appointed Coordinator, and respectfully urges that the Civil Aeronautics Authority give earnest attention and heed to the information gathered and to any recommendations made by the State Coordinator.

### RESOLUTION NO. 4

WHEREAS, The National Association of State Aviation Officials has per-

formed a major service to Civil Aeronautics by enthusiastically supporting the current Civilian Pilot Educational Program of the Civil Aeronautics Authority, and

WHEREAS, State agents have personally induced many educational institutions to join in this educational effort and to apply for the allocation of student pilots, and

WHEREAS, Said State Aviation Officials have been largely responsible for the general acceptance by educational institutions of the proposed plan, and

WHEREAS, The Civil Aeronautics Authority has not seen fit to communicate its decisions with respect to the acceptance of educational institutions in the several States or its decisions with respect to the allocation of such students to such educational institutions with the various state officials, and has not seen fit to consult with these officials prior to reaching such decisions,

THEREFORE BE IT RESOLVED, That the National Association of State Aviation Officials deploras the failure of the Civil Aeronautics Authority to communicate or consult with the various state officials, and they completely disapprove of the failure of the Authority to keep the state agencies informed of the progress of the program which failure has been a great embarrassment to the state officials and a disadvantage to the educational program.

#### RESOLUTION NO. 5

WHEREAS, The Civil Aeronautics Act of 1938 was enacted largely through the support of the various State agencies charged in their respective States with the fostering and developing of aviation, and

WHEREAS, The individuals occupying these positions within the several States worked diligently and effectively with their Congressmen and Senators for the passage of such legislation, and

WHEREAS, By the terms of the Act the members of the Civil Aeronautics Authority were authorized to cooperate in the administration of the Act with agencies in the several States, and

WHEREAS, It was the clear intention of Congress that, although not directed to do in so many words it was, nevertheless, intended and understood that the Civil Aeronautics Authority would so cooperate, and

WHEREAS, It appears to be the interpretation of the Act on the part of the members of the Civil Aeronautics Authority that same grants to the said Authority the exclusive jurisdiction over all aviation to the exclusion of any jurisdiction on the part of the States,

THEREFORE BE IT RESOLVED, That unless a clear interpretation can be secured of the function of the several States with respect to aviation within their boundaries, and unless full cooperation can be secured between the Civil Aeronautics Authority and the State agencies with respect to the fostering, encouragement, control and regulation of aviation within the States, that the National Association of State Aviation Officials and each individual state official request his Congressmen and Senators to bring about such amendments to the 1938 Act as will define the functions of the State and Federal Government with respect to aviation and provide a definite requirement for the cooperation and coordination of these separate functions.

#### RESOLUTION NO. 6

WHEREAS, It is the contention of the National Association of State Aviation Officials that the Civil Aeronautics Authority should make an immediate

declaration as to the essential length of a runway for the safe operation of airplanes of all types, and

WHEREAS, The present regulations which govern the landing and take-off characteristics of airplanes as promulgated by the Civil Aeronautics Authority that they not exceed a distance of one thousand (1,000) feet to rise and not exceed a speed of sixty-five (65) miles per hour to land, and

WHEREAS, A runway length of three thousand five hundred (3,500) feet constitutes under said regulations a safety factor of over 300 per cent, and

WHEREAS, Certain existing planes have been allowed a provisional overload,

NOW THEREFORE BE IT RESOLVED, That the National Association of State Aviation Officials go on record in opposition to any change in said regulations which would increase take-off distances or landing speed or would allow "provisional overloads" and also recommend a specific declaration by the Civil Aeronautics Authority that runways of three thousand five hundred (3,500) feet in length, having clear approaches, based on a glide ratio of twenty to one (20 to 1), constitute an adequate and safe facility for the operation of any type of airplane under normal sea level conditions.

#### RESOLUTION NO. 7

WHEREAS, The Civil Aeronautics Authority has authority to issue certificates of public convenience and necessity with respect to the establishment of scheduled air transport routes, and

WHEREAS, To date the so-called Feeder Line type of operation appears to have received little, if any, consideration, and

WHEREAS, This Association is of the opinion that this type of air transportation is necessary for the orderly development of aviation in the towns and cities not justifiably served by the present scheduled air lines, and

WHEREAS, This Association also is of the opinion that this type of service is necessary for the continued operation and maintenance of certain existing airports,

THEREFORE BE IT RESOLVED, That this Association urge the Civil Aeronautics Authority to issue at least one certificate of convenience and necessity to a so-called feeder line in order to determine the feasibility of this type of operation.