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A Quarterly Forum for Aviation

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EDITORIAL

A QUARTERLY FORUM FOR AVIATION

When it began publication in January 1930 the JOURNAL recognized the need for a quarterly publication in the field of air law. Nine years later the scope of discussion was widened to include air commerce. In this the fourteenth year of its quarterly forum devoted to the legal and economic phases of aviation, the JOURNAL is dedicated to the policy of open discussion of the many controversial problems confronting the world of wings.

Readers are invited to submit articles and thereby participate in this quarterly forum. Aviation today as in 1930 needs enlightened leadership. Many policies and procedures are still in the embryo stage. Facts and figures are accumulating which need to be analyzed and discussed. We need more light on many subjects. All of us will not agree with the conclusions reached by the authors of various articles which are published. Very often there will be two schools of thought on current issues.

In this issue we have printed C. R. Smith's unmincing words on "Air Transportation, Its Status, Trend and Prospect," full well realizing that some readers will find room to differ with at least a part of it. After reading it, one of you may wish to take up your pen in defense of the C.A.B. route allocation policies since 1938 which Mr. Smith freely criticizes. Some may not see eye to eye with C. A. Elggren on the part freight forwarders should play in the air freight industry, nor with John C. Cooper on the proposed Multilateral Agreement on Commercial Air Rights. If you do not agree, get out your typewriter.

A wide range of current problems is suggested as the basis for leading articles. For pressing legal subjects, attention is invited to the American Bar Association Committee Report on the "Current Status of Aviation Law" which is published in the Federal Department of the present issue. Some of the pressing problems of international aviation are shown by the crowded agenda of the ICAO Assembly. Among general economic questions, the following suggest the desirability of early consideration: aviation financing; cost studies; the whole question of landing fees, fuel taxes and other user charges; market research and the evaluation of community needs; private or lightplane economics; airport management; passenger and cargo rates; mail pay; feeder airlines; helicopter services; accounting and statistical controls for scientific management. These and many other subjects of current importance to aviation are appropriate for consideration in the JOURNAL's quarterly forum. You are invited to assist in the solution of these problems by submitting your manuscripts or by calling to our attention items which should be published in future issues.