BIBLIOGRAPHY

CURRENT LITERATURE ON AVIATION

Submitted by Agnes A. Gautreaux, Librarian Civil Aeronautics Administration.

This annotated list was prepared especially for the JOURNAL by members of the Transportation Group, Washington Chapter, Special Libraries Association. Annotations and listings were furnished by Mrs. Estelle Holland, American Airlines, Inc., Miss Hollis Piatt, Air Transport Association, Miss Marion S. Turley and Dr. Fred B. Tuttle, of the Civil Aeronautics Administration.

BOOKS AND PAMPHLETS — A SELECTED LIST


A compilation that deals with the following subjects: Aircraft industry and security, the future of guided missiles, the vital role of air transport, freight by air, the helicopter, personal planes and industrial mobilization. Includes statements from twenty-four leaders in the industry.


The story of how a rubber company in time of emergency converted and expanded its plant and became one of the twelve principal aircraft manufacturers in the country.


See review by Virgil D. Cover, page 117 supra.

College of Advanced Traffic. TRANSPORTATION AND TRAFFIC MANAGEMENT. Chicago, 1947. 1 v. (to be published in 4 vols. of which this is vol. 1). $7.50.

Includes an analysis of the American transportation system, developments leading to the regulation of railroads and other carriers, origin and development of classification and rate territories, principles of freight classification and an analysis of classification rules.


This booklet tells the story of the development of trans-Pacific air routes and its probable expansion. It outlines the change in relationships between countries involved and the travel and trade possibilities.


See review by Virgil D. Cover, page 117 supra.

Provides for the layman the necessary background to understand the nature, organization and task of the President's Commission and Congressional Board established in the summer of 1947 to study and report on the state of America's military and civil aviation in terms of national security. This pamphlet outlines the major questions facing the two groups in military aviation, research and civil aviation, and concludes with an historical sketch of the nation's principal efforts to define air policy from World War I to the middle 1930's.


This tells of the triumph of American aviation and of the men who contributed to the field of aircraft development; prepared by surveying the files of Wright Field; introduction by General Doolittle.


Lilley, Tom and others . . . PROBLEMS OF ACCELERATING AIRCRAFT PRODUCTION DURING WORLD WAR II. Boston, Harvard Univ., Graduate School of Business Administration, 1947. 112 p. $1.50.

See review by William R. Spriegel, page 121 supra.


Included in this book on the development of air transport are pioneer transport-in-air experiments, early air mail trips, passenger and freight growth, the epic of the Air Transport Command in World War II and various other important phases of the history of transportation in the air.


The third of a series of publications on "the ground school subjects"; the other two, Realm of Flight and Path of Flight, deal with meteorology and navigation. This booklet is a non-technical, easy to read discourse on flying the light aircraft; it touches on the theory of flight and the operation of aircraft and engines and devotes considerable attention to what the pilot should not do in flying the aircraft. Discusses procedures at airports, explains light signals and radio instructions, and emphasizes correct ways to land and take-off.


Subject dealt with in broad elementary way, with matter of particular interest to shippers dealt with in some detail. Written for the rate man, traffic manager or the general lawyer. Chapter on tariff bureaus and rate conferences. Based on course at University of Kansas City.

This is one of a series of industry studies designed to supply overall information about the 75 basic industries and the jobs they comprise. This booklet includes an analytical index of air-occupations and a list of CAA approved flight and mechanic schools.


Reprinted in full in Summer 1947 Issue, 14 J. Air L. & Com. 266. Submitted at the request of President Truman for the use of his Air Policy Commission, this report outlines the government's present policies in aviation. For the layman it provides a brief, easy to read basic statement of the existing pattern of America's civil and military air establishment. Controversial issues such as the "chosen instrument" and multilateral and bilateral agreements are included.


For the pilot who flies for pleasure this little booklet provides a distillation of the cross-country flying experiences of many expert flyers. Discusses nature of terrain, air currents, hazards to avoid, procedures to follow, things to do and not to do, and features to enjoy in many areas of the U.S., Alaska and Mexico.


Section IV on Civil Aviation reprinted in full, page 69 supra.


The basic findings of the courts as to the rights and duties of transportation services under the Interstate commerce act and related administrative orders. Appropriate opinions and facts covering the whole range of the act are collected within a single volume for easy reference and comparison.

PERIODICAL ARTICLES — A SELECTED LIST


Is 5.6 billion ton-miles of air cargo at a 12-cent rate a probability of the next ten years? Dr. Frederick analyzes air cargo potential and estimates that 75 million ton-miles of freight and express were handled in 1946 by all forms of air transportation.


Airport Honky-Tonk, Fortune, Sept. 1947, 36:120.


Capital needs for next 12-18 months estimated at $250-$300 million; some depreciation reserves dissipated to carry operating deficits.


Aviation Medicine, by B. Groesbeck, M.D. Air Affairs, Autumn 1947, 2:68-78.


Government body lines up on side of scheduled lines as rate war looms.


With these expenses running around 20 per cent of total operation expenses, careful "metering" of maintenance is a must. Called for are comparative yardsticks applied with simplicity and speed, and preferably in graphic picture form—to tell "How well we are doing," "What we have done," and "How much we still have to do."

"It is possible that . . . aviation will serve to convince men that air transport will best be served by re-statement of the rules of private international law—giving one answer to a question everywhere . . ." (From article).


The National Transportation Picture, by John H. Frederick. Distribution Age, Jan. 1948, 47:27.


Final installment in series concerning history of TWA pilot strike.


Soviet has more air route miles than the U.S., but fares are higher and passengers fewer. Airlines do crop dusting, fertilizing, and seed sowing, also operate ambulance and other special services.

Safety First, Dependability Second; Airway-aid bill to taxpayer is reaching high proportions, by C. Hinshaw. Air Transport, Dec. 1947, 5:43-44.

Shall We Have Airplanes? Fortune, January and February 1948.

If yes, the aircraft industry must have some orders. At present, it is producing less than 3 per cent of its great 1944 volume and dying on its feet. Who will save it, and on what terms?


