

1938

Annual Report of the President

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Recommended Citation

Floyd E. Evans, *Annual Report of the President*, 9 J. AIR L. & COM. 614 (1938)
<https://scholar.smu.edu/jalc/vol9/iss4/3>

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ANNUAL REPORT OF THE PRESIDENT*

FLOYD E. EVANS†

It is indeed with trepidation that I attempt to render a report which will be in keeping with that rendered by my very able and eminent predecessors. I hope, however, to present to you, as clearly as possible, an outline of the accomplishments of the Association during the year just past and leave with you definite recommendations for future activity.

CIVIL AERONAUTICS AUTHORITY

During the past twelve months we have seen a great improvement in federal aviation legislation by the adoption of the Civil Aeronautics Act of 1938 and the deletion of the obsolete Air Commerce Act of 1926. Likewise during this period a number of states have modernized their state laws and there has been established a number of aeronautic departments in our various states all of which are putting their shoulder to the wheel in an effort to do those things that should logically be done by each state in the furtherance of the promotion of this great aviation industry.

It is indeed with great pride that our Association can point to the activity of several of its individual members in the sponsorship and in the aiding of the passage of the Civil Aeronautics Act of 1938, likewise these same individuals were very closely associated in the work of revising the former Bureau of Air Commerce regulations which, during the past year, have been finally brought up to date and reworded in the most modern legal language. The two individuals most closely associated with this work were Professor Fred Fagg, former Secretary of our Association, and Mr. Howard Knotts, our present very able Secretary. Both are justly entitled to great credit for their contributions to the splendid work done.

It is also with pride that we now find two former presidents of our Association, namely, Mr. Fred Smith and Mr. Richard Boutelle, heading two very important departments of the new Civil Aeronautics Authority.

As we review resolutions adopted by our Association in past

* Address presented at the Eighth Annual Convention of the National Association of State Aviation Officials, Oct. 13-15, 1938.

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years we find that gradually one by one these resolutions are beginning to be fruitful. Probably one of the earliest resolutions adopted by our Association was the recommendation for the establishment of a permanent Federal Aviation Commission. A very complete study report was submitted to the President of the United States on this subject by our Association and it is certain that many of the recommendations included in this report are now a part of the Civil Aeronautics Act of 1938.

Recognition of state aeronautic departments was very definitely given in this aeronautical act wherein its states "The Authority is empowered to confer with or to hold joint hearings with any State aeronautical agency, or other State agency, in connection with any matter arising under this Act, and to avail itself of the cooperation, services, records, and facilities of such State agencies as fully as may be practicable in the administration and enforcement of this Act."

FEDERAL AIRPORT AID

Federal aid for airport construction and maintenance has long been an aim of our Association and certain recognition was given to our recommendations in the Civil Aeronautics Act of 1938 wherein the Authority has been directed to make a thorough study of the airport problem and report back to Congress not later than February 1, 1939, with a survey, plan and definite recommendations for federal participation in the construction, improvement, operation and maintenance of a national system of airports. *Our Association took the lead in the sponsorship of the provisions of the Act requiring this survey and report.*

A meeting was held in Washington last week of the National Airport Advisory Committee called by the Civil Aeronautics Authority. The aggressive manner that the Authority is attacking the airport problem indicates very definitely that we have an especially receptive commission who is ready and willing to make a very fair and unbiased report which, I am sure, will result in accomplishing, at least in part, the objective that this Association has long since advocated. Those of us close to the airport picture realize the crying need and necessity for federal assistance in addition to that which we have been so liberally provided with through the medium of our several relief administration programs.

Local communities can no longer carry the entire burden of airport maintenance nor can they any longer provide the necessary

local contribution for the sponsorship of airport relief projects. It is surely as much a responsibility of the federal Government to aid in airport maintenance and construction as it is to aid in highway construction and in the construction and maintenance of harbors, channels and other marine facilities. The national defense aspect of aircraft landing facilities alone demands federal recognition, and in addition, these facilities are a vital part of a national air transportation system that will place all of our manufactured products next door to their market, has already and will continue to speed up our mail delivery and will increase the radius of business activity of our citizens many fold. Any federal investment in landing and air navigation facilities at this time will pay dividends and our Association should continue our efforts to get liberal allocations of funds for these purposes. It behooves our Association to keep up our fight for this federal airport aid and render every possible assistance to the Civil Aeronautics Authority in their very serious and conscientious effort to lay before Congress a logical plan for federal aid for the development of a national system of airports.

I would like at this time to express the appreciation of the Association to the present Works Progress Administration for its most splendid cooperation with state aeronautical officials and local airport officials in the construction and improvement of our many landing facilities throughout the nation. The accomplishments under this program have resulted in the advancement of our aviation industry many years, and were it not for this aid it is certain that air transport operation particularly would be stifled at this time due to the former inadequacy of the majority of our major airports.

STANDING COMMITTEES ON AERONAUTICS

One matter that our Association has long since advocated, and which has not as yet materialized, is our recommendation for a standing committee on aeronautics in each house of Congress. Our present system is deplorable in that any bill pertaining to aeronautics in any manner may be referred in either house to any one of a half dozen committees depending on the attitude of the President of the Senate or Speaker of the House. Now that we have a fine permanent aviation commission we should back them up by further demands for standing aviation committees in order to prevent recommended vital aviation legislation from becoming side tracked into an unreceptive disinterested and probably unqualified committee.

STATE AERONAUTIC DEPARTMENT FINANCING AND ORGANIZATION

Our Association officers are continually being asked for advice from states contemplating the establishment of a state aeronautic department on the form of organization and most particularly in the method of financing such a department. On the former matter we are not vitally interested except that we would like such organizations to be as near bi-partisan in nature as possible and so established that they will fit best into the general scheme of established departments within each respective state. In some states a commission form is most adaptable, in others a director with advisory board may be most suitable, while in others it may be best to establish the aeronautic department as a part of an existing department such as the State Highway or State Conservation department. The form of organization is not important for results will depend entirely on the personnel selected to do the work.

As to the financing of a state aeronautic department there is one of three ways that it can be done. Number one would be for the financing to be secured entirely from the general state fund. Number two would be for the department to be financed entirely by the aviation industry and number three would be for the department to be financed in part by the industry and in part from the general fund. It seems the latter is most fair.

Little as the aviation industry can afford more taxes to add to the already high cost of operation I believe that the results that can be obtained by an aggressive state aeronautic department will more than repay the industry their investment. A well established state aviation department can and will combat detrimental legislation and regulations that might cost the industry many fold the amount that would be required to finance in part such a department. A state aeronautic department can secure, with little cost to the industry, from federal sources and from various political subdivisions of the state, funds for airport and airway development the equivalent of many fold the cost of the operation of such a department to the industry.

Aviation gasoline taxes are surely a tremendous burden on the industry, and this Association has never, at any time, advocated such a tax. I do feel, however, that the industry must be fair in their consideration of gasoline taxes as well as other taxes. They must be willing to assume a small portion at least of the cost of the construction and maintenance of the facilities that they of necessity require. It is surely with shame that we view the tax in several

of our states that is being levied on aviation gasoline, and in some of these states this tax is not used for the promotion of aeronautics, but is diverted to other purposes. I believe one of our first objectives should be to see that *if* there is a gasoline tax levied on aviation gasoline that same is a *very nominal tax* based on the landing and navigation facilities provided by the state and that this tax *be utilized for no other purpose than for the development and the promotion of the aviation industry.*

COOPERATION WITH THE TRANSPORT SERVICES

Our Association's contacts with the transport industry is not as close today as it will be in future years when there will be a network of feeder air mail and passenger services established, most of which will be entirely intra-state in character. We now are, however, in a position to do many things for the transport industry that are beneficial. Primarily at this time our problem is to develop our terminal facilities to such a point that the transport operators may have no hesitancy in advancing their business by the development of larger and faster aircraft requiring larger and better developed landing fields with its accompanying accessories. We can likewise aid the business by the establishment of auxiliary radio range stations, airway beacons, and weather reporting stations, also in the promotion of their passenger, mail and express traffic by the sponsorship of Air Mail Week, National Air Travel Week and other occasions where time and energy is required for such promotional activity. We can combat any legislation that will be an unwarranted burden to the transport industry.

At the present time we should get firmly behind a national movement for the establishment of a great network of feeder air mail routes which are vitally necessary in order to bring in the traffic required for our existing air mail and passenger services to operate at a profit, also these routes will provide an outlet for the use of the equipment that is now used on our transcontinental and longer routes as it becomes obsolete and is replaced by larger, finer and faster equipment.

PRIVATE FLYING PROMOTION

In the promotion of private flying the state aviation official has his greatest opportunity at this time for constructive service. First, it is the duty of the state aeronautic commission or director to promulgate such state aviation laws and regulations that will be a

minimum of inconvenience to the private flyer and at the same time provide a maximum of safety. Our State Association has consistently recommended the adoption of such air laws as will conform strictly with the federal air commerce regulations. Duplication of licenses of aircraft and airmen have been frowned on by our Association.

In the enforcement of state air laws and regulations the state aviation official should act wisely and with good judgment. Hasty conviction of violators and extreme penalties will retard aeronautic progress in any state.

The next effort in the promotion of private flying and incidentally, at the same time, aid the transport industry is in the promotion of the establishment of airports and landing fields at every community in the state, also to get local and federal funds allocated for a continuing program of improvements at all existing fields in order to make same more safe for use and more attractive to the local citizens, all of whom are prospective private plane owners and airline passengers. Each state aeronautic department should develop a state airport plan keeping in mind present and future airways over which scheduled airlines now travel or will travel in the future. These airways should, of course, be coordinated with the airways of adjoining states.

The state aeronautic department should have in its employ such airport engineers as are necessary to aid communities in the selection and design of their local airport. Aerial photographs should be made of the local airport or proposed airport site showing the surrounding area at least one mile on all sides and a study made of this site for determining the logical location of runways, hangers, administration buildings, shops and parking areas. A complete topographic survey should be made of the entire landing area and a plot plan developed showing the ultimate development together with cross sections and profiles both existing and proposed of the runways to be developed. Recommendations should be made for surfacing, drainage, lighting and of buildings required. With this information provided by the state aeronautic department it has indeed contributed materially to the local community in an effort to construct a landing facility that the community will be well proud of and will be aiding very materially in providing a fine airport for the use of the private flyer. Until we have these landing facilities at every community the private airplane will indeed not be a very useful means of transportation.

After aiding in the establishment and improvement of landing fields the state aeronautic officials opportunity for service in the promotion of private flying has merely started. We are today to a point where we have many usable and many excellently developed airports that are barren of operators, and in many cases have no locally owned planes making use of them. We must develop a plan of state promotion of private flying. During the past three years the light low powered planes that we once scoffed at have proven their worth. They are reliable, safe, comfortable and economical to operate and cruise at a speed comparable with our best higher powered private plane of five years ago. We can now all justifiably get wholeheartedly behind the promotion of flying of this light type craft.

The State of Tennessee has been outstanding in its effort to aid light plane flying and even though they may not have the ultimate solution for the problem of promotion they have at least made a very serious effort and are to be highly commended for their activity. I believe that with state sponsorships, flying clubs can be formed at every community where there is an airport and a good number of local citizens given an opportunity to fly a very reasonable rate, probably less than \$3.00 per hour. Flying interest exists everywhere and in every community there are dozens of receptive enthusiasts who would fly if the cost was not prohibitive. We have in Michigan a plan developed that we feel will work and propose to put it into effect within a few weeks on somewhat of an experimental basis. With a dealers discount on a club plane, tank wagon gasoline prices, free hangar storage, living quarters for the instructor we are assured of extremely low cost flying that we feel will attract many members. I believe the time is ripe for all states to adopt a definite policy of flying promotion that will best fit the state picture. This promotion will not only stimulate activity on the local airport but will stimulate sales and manufacturing, increase employment, increase air travel on the airlines and aid in developing pilots who will be a material asset to the national defense of our country.

In summary and conclusion I recommend that our Association and its individual members cooperate to the utmost with the Civil Aeronautics Authority in the development of a great national program of aeronautic development, that they continue in their effort to secure federal airport aid for the development and operation of a national network of airports, that an effort be made for the establishment of a state aeronautic department in every state,

that they continue to seek a standing committee on aeronautics in each House of Congress and that they make every effort to reduce the aviation gasoline tax burden, continue to cooperate with federal relief agencies in the improvement of our airports to a point that they will be safer for use by our transport services, and do every thing possible to stimulate private flying.

I am indeed happy to have been honored by having been President of this Association during the past year and will continue in the future to do everything possible for the advancement of the objectives of the Association as an individual member.