

PRESIDENT JOHNSON . . .

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cluding the Allies as well as friends of the Allies, met to discuss the future of peacetime aviation. Before the war, international air travel had been cumbersome and impractical because of the limitations various nations placed on airspace. Special permission was required just to fly over a country and still more complicated negotiations were necessary before an airline could do business in a foreign land. The United States had the right to put down two planes per week in Britain, conditioned on our willingness to accept a similar number of British planes here. We had like rights in France and a right of transit away from France.

Although the United States had limited and generally temporary landing rights with some 60 countries, restrictions were such that we could do little more than touch the shores of the Old World. Other countries were in an even worse situation. Discrimination was leading to the creation of invisible walls around the world.

When the conference met on November 1, 1944, the air of every country was closed to every

other country. Every plane which passed its own national border was assumed to be an enemy one.

Roosevelt Sent Message

Thus the convening nations came together to provide an atmosphere of freedom throughout the world for peacetime aviation. A message from President Roosevelt read to the delegates at the opening session by the Convention's president, Adolph A. Berle, Jr., Asst. Sec'y of State, iterates the purpose of the meeting:

"You are fortunate in having before you one of the great lessons of history. Some centuries ago, an attempt was made to build great empires based on domination of great sea areas. The lords of the sea areas tried to close those seas to some to offer access to others, and thereby to enrich themselves and extend their power. This led directly to a number of wars both in the Eastern and Western Hemispheres. We do not need to make that mistake again. I hope you will not dally with the thought of creating great blocs of closed air, thereby tracing in the sky the conditions of future wars. I know you will see to it that the air which God gave to everyone shall not become the means of domination over anyone."

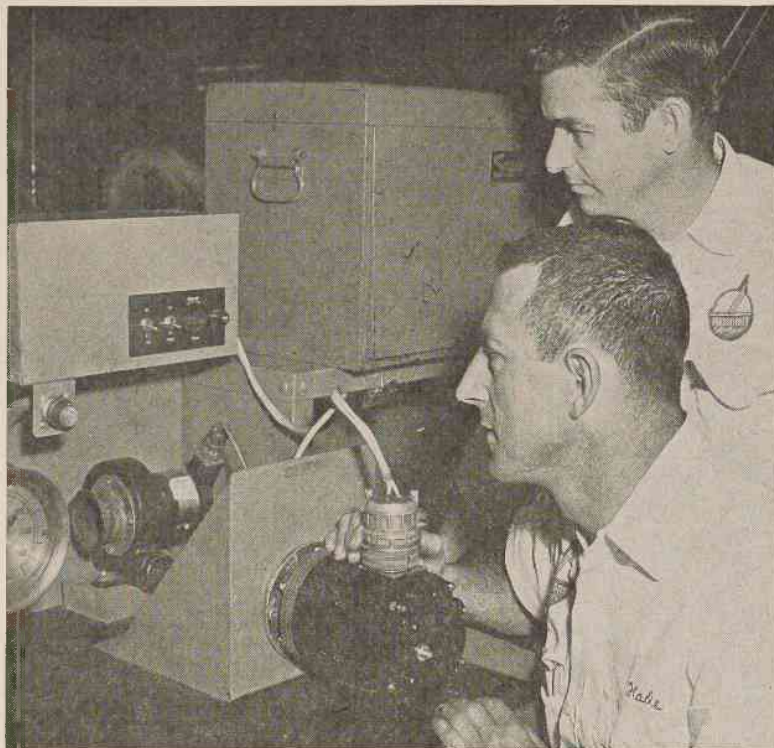
Disagreement Ensued

And so the convention began a month and a half of debating and planning, aimed at reaching agreements to facilitate international air travel. It was immediately recognized that methods heretofore used in regulating air travel on an international level were obsolete. All agreed that an international authority was needed. However, there was disagreement as to the areas over which such an authority should have jurisdiction.

Great Britain wanted an international control over both technical and economic affairs—in effect, an international CAB. The United States took the position that the powers of an international civil aviation council should be limited to the technical field with only consultative functions in the economic area.

The Canadian Plan, which was an attempt at a compromise, almost succeeded, but reached a deadlock over the issue of freedom to pick up and discharge traffic at intermediate points. The United States insisted that this was absolutely necessary for the economic stability of an airline operating a long international flight.

Mechanics Originate Timesaver



H. M. Watson and W. W. Wishon demonstrate the automatic device that they constructed to facilitate seating the brushes on a flap actuator.

Winston-Salem's accessory overhaul shop has long been bothered by a minor but time-consuming operation. The problem resulted in two INT mechanics getting together and coming up with an automatic device that saves about ten man-hours per unit.

Each time a flap actuator (motor that operates flaps on the airplane) came to the accessory shop for overhaul, an unwarranted amount of time was required to properly seat the brushes. The device formerly used was a reversible electric motor which had to be frequently switched by hand from forward to reverse. Thus, although the operation was a relatively simple one, it required constant attention.

H. M. Watson and W. W. Wishon, using scrap parts and 16 hours of labor, constructed an automatic switching device which enables the brushes to be properly seated with a minimum of attention. The device changes the motor from forward to reverse and back again at the appropriate times, requiring only initial set-up and a periodic check by the mechanic.

STATIONS REPORT U. F. CAMPAIGN RESULTS

Piedmont Aviation, Inc., successfully supported United Fund, United Appeal, and Community Chest efforts throughout the system.

Of those stations that returned their results, seven indicated 100% participation: Baltimore, Lynchburg, London-Corbin, Norfolk, Louisville, and Bluefield. Roanoke agents came close with 98% participation.

Station	Average Contribution	Total
ATL	\$ 7.15	\$ 600.00
CRW	7.20	108.00
INT	10.16	7851.06
ORF	8.80	887.00
ROA	7.15	1000.00
SDF	7.30	161.00

Special kudos go to Lynchburg and London-Corbin for not only 100% participation, but also for average contributions in excess of \$9.75 per employee. Lynchburg gave \$285.00, or an average of \$15 per employee. The three London-Corbin agents contributed a total of \$30.

Strides Made

Although compromise talks collapsed, the conference was by no means a failure. Significant strides were made enabling international aviation to take progressive steps. According to a contemporary evaluation of the conference in the December 11 issue of *Aviation News*, "... the five week meeting did most of the things for which it was called. It explored the possibilities of future international agreement on air transport and set up an interim organization to continue its work pending a final treaty."

The achievements of the conference may be summarized as follows:

1. a.) The Convention on International Civil Aviation was concluded. The Convention came into effect on April 4, 1947.
- b.) The constitution of the International Civil Aviation Organization (ICAO) was established.
2. An interim agreement on international civil aviation was completed and put into effect June 6, 1945.
3. The International Air Service Transit Agreement (the Two Freedoms Agreement) was concluded providing for the privi-

leges of peaceful transit and non-traffic landing to signatories.

4. The International Air Transport Agreement (Five Freedoms Agreement) was completed.

5. A world wide common basis was established for the technical and operations aspects of international civil aviation.

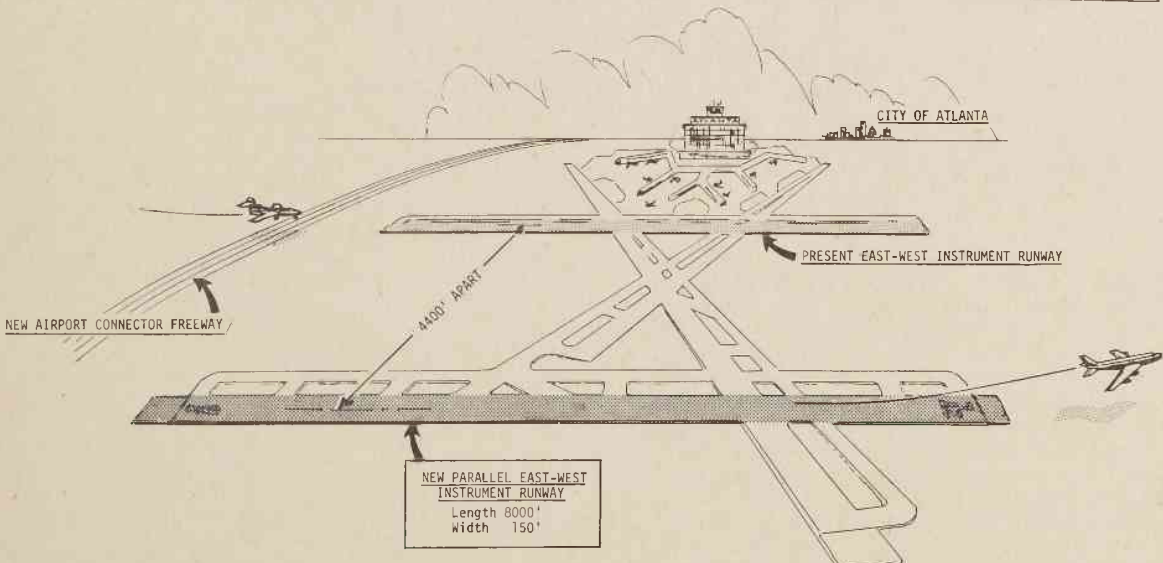
There is no doubt that the work of the conference directly influenced the course of world trade and commercial communications.

HAPPY BIRTHDAY'S . . .

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J. E. Pierce, Div. Chf. Pilot, DCA	20
Margaret Thompson, DCA	20
L. E. Beach, SDF	21
Edwina Blackwood, Stewardess, ORF	21
W. L. Dearing, JAMTO	21
W. A. Nurnberger, Jr., Capt., ILM	21
L. W. Salmon, INT-FB	21
B. E. Stover, DCA	21
J. L. Bell, ATL	22
Mary Coyne, CRW	22
C. E. Eanes, ROA	22
R. J. Matheny, INT	22
R. Ralledge, INT	22
E. P. Capps, ORF-FB	23
J. E. Hanner, GSO	23
M. L. Sims, DCA	23
R. F. Stewart, CPA	23

C. E. Wilson, INT	23
W. F. Work, Beech Sales Rep., INT-FB	23
E. W. Carter, INT-FB	24
J. R. Bullock, RDU	25
Mavis George, INT-A	25
Jane Griffith, CVG-C	25
D. C. McLeod, ROA	25
D. L. Atkins, INT	26
Nancy Carter, INT-C	26
F. S. Curtis, INT-FB	26
H. J. Kamps, Capt., ORF-FB	26
R. E. Kelly, CVG	26
G. F. Hendrix, INT	27
W. W. Smith, F/A, INT	27
Mary Bruney, Stewardess, DCA	28
M. A. Coltrane, GSO	28
V. B. Crisp, RDU	28
E. T. Jordan, INT	28
B. L. Shelton, INT	28
J. D. Arnold, ROA-M	29
Frances Dresser, LYH	29
J. W. Dean, AVL	29
J. F. Johnson, ILM	29
J. F. Johnson, INT-FB	29
J. K. Jordan, INT-M	29
P. W. Kelley, CRW	29
T. B. Major, DCA	29
Annegret Metzler, RIC	29
O. E. Parker, ILM	29
W. F. Spainhour, INT	29
C. H. Bodenheimer, INT	30
H. R. Libscomb, Jr., Sta. Mgr., SHD	30
R. E. Rice, CLT	30
A. L. Saver, ROA	30
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W. H. Mack, INT	31
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Above is Atlanta's new parallel runway dedicated December 2. The new runway is 150 feet wide and extends 8,000 feet in an east-west direction 4,400 feet south of and parallel to the present east-west runway. With this addition, it is expected that the delay time of 37 minutes for an aircraft landing or taking off from the Atlanta Airport will be cut to a bare minimum. Since aircraft must land into wind, the direction of the parallel runways is determined by the direction of the prevailing winds, which is west to east in the Atlanta area. Other runways are designed to handle traffic when X wind conditions depart from normal. Included in the runway project are two complete FAA air navigational aid systems—an approach lighting system, complete with sequence flashing lights for night landings and the most modern instrument landing system available. These systems will assure safety and allow aircraft to land in most weather conditions.

Around The System

NEW EMPLOYEES

- Frances Roarke, Jr. General Clerk, INTA
- W. R. Tieke, Util. Serviceman CVG
- B. L. Porter, Cleaner INT-M
- R. L. Malcomb, Part-Time Cleaner TYS
- M. J. Morris, Agent—Res. CVG
- W. C. Matheis, Agent—Opers. DCA
- Wallace Gregg, Cleaner—INT
- F. C. Quesenberry, Agent—Operations HSP
- M. R. Dinkins, INT—A Jr. Gen. Clerk.

TRANSFERS

- C. D. Gordon, INT to ILM
- R. R. Price, HSP to RDU
- E. B. Fields, RMT to TRI
- Bobby Eatmon, RDU to RMT
- J. L. Tate, ATL to ILM
- J. K. Combs, INT to ORF
- P. S. Beeson, INT to ATL
- M. F. Moses, ORF to DCA.

PROMOTIONS

- T. E. Snow, INT promoted to Sr. Non-Destructive Specialist
- F. J. Horton, INT promoted to Radio Tech.

- D. R. Sizemore, INT promoted to Mech.
- O. F. Webster, promoted to Jr. Secretary INT-PC.

ALPA CITES WATSON

The Air Lines Communications Council recently adopted a resolution recognizing L. A. Watson, Superintendent of Communications for Piedmont Airlines, for his work as ALCAC Chairman for 1964. The resolution read, in part, as follows:

"In recognition of his unselfish dedicate and efficient service to the Council during his term of office. Now therefore be it resolved that it is the sense of the Air Lines Communications Administrative Council that recognition shall be given and thanks, appreciation and good wishes of the Council be hereby expressed to Mr. L. A. Watson of Piedmont Airlines for his service to the Council during his term of office as Chairman of ALCAC for the year 1964."

Mr. Watson's chairmanship ends December 31, 1964, when his successor assumes office.