

Aviation Trades Association Seeks To Make N.C. Air-Minded

N. C. Federation Of Tar Heel Airport Operators Placing State In Lead

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As far back as a decade ago it became apparent to a small group of aircraft service operators in North Carolina that united effort would be essential before too long if North Carolina was to retain its enviable aeronautical position.

At that time a politically influential public servant was about to find himself without a job, and grasped the idea that perhaps he could introduce a law setting himself up as a state director of aeronautics, which would entail, among other things, the usual aviation gas tax and would empower him to further regulate aviation in North Carolina. This thing came so quickly and unexpectedly that only a handful of operators could be collared in time to rush to Raleigh and get the bill killed. That taught us all a lesson. We don't intend to intimate that state directors of aeronautics can not be a valuable asset to state aviation, but thus far we see more unsatisfactory results in other states than we do satisfactory.

From that time on serious consideration has been given to the establishment of what we now have, the North Carolina Aviation Trades Association. While this distasteful incident was instrumental in proving the need for the association, the killing of bills and lobbying is by no means the main purpose of the organization.

Organized June 20, 1946
During the summer of 1946 a small group of operators met on several different occasions to discuss the establishment of the organization and on June 20 the charter meeting was held. A large

number of operators from all parts of the state gathered in Winston-Salem to draw up the constitution and by-laws, to elect officers for the ensuing year, and to establish a work program for the association. In addition to a president, vice president, secretary-treasurer, eight other directors were elected to represent various sections of the state. It was decided at that time to establish several committees, each of which could concentrate on the particular activities of the association which would deal specifically with the respective committee. These committees are: repair and overhaul committee, flight activities committee, finance committee, public relations committee, program committee, aircraft sales committee, legislative committee and membership committee.

The constitution clearly outlines the object of the association as "to foster the interests of its members; to encourage and advance the spirit of unity and friendship among its members; to acquire, preserve, and disseminate valuable information; promote safety in aviation as a form of transportation; and to work for such other proper and lawful objectives as may be consistent with the public interest. The association shall be operated entirely on a non-profit basis."

As can be seen, this is a program covering a very broad field and requiring a great deal of activity.

Unfavorable Publicity
Let us consider for a moment the duty of fostering the interests of the members. Recently one of the operators expressed the feeling that a large newspaper in the state was playing up, to an unnecessary degree, aircraft accidents, and even went so far as to print the story of a man's reactions when flying over mountainous country. It sounded more like a nightmare than a flight over even the worst of mountains. This story certainly had no news value, but was merely a space filler, and to make it printable the reporter had to make it sound like a dime-novel thriller. This sort of thing certainly helps no one in the airplane business, and, in effect, does everybody a lot of harm. It further misleads the public, who are in dire need of "air-conditioning." Fear of flying is nothing more than ignorance of what it is. You remember when you were a tot you were afraid of the dark because some one told you there was always a "bogey-man" in the darkness. When you grew up and were educated to the fact that there was no "bogey-man," you were no longer afraid. The same thing applies to flying.

Another most important function of the association is that of disseminating up to date information among the membership. There has never been a business that changes so rapidly as the aviation business. Similarly, up to date and reliable information has a more immediate and drastic effect on the aviation business than perhaps that of any other. Many operators have said

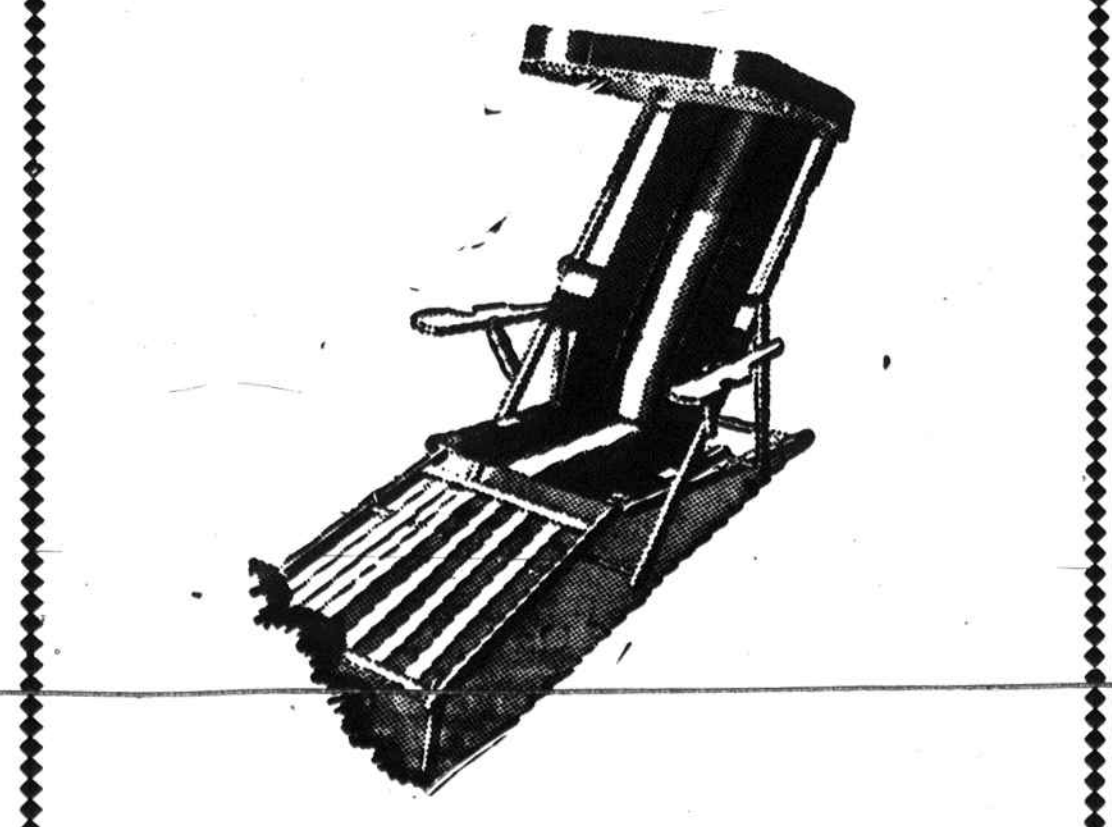


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Mascot Arrives By Parachute



AFTER BEING PARACHUTED from a high-flying plane during maneuvers near Ladd Field, Alaska, "Moe," the canine mascot of task force "Frigid," is released by two members of the airborne unit. At left, giving a hand to "Moe," who is an expert at chute jumping, is Pvt. Donald Straub, West Fargo, N. D., and, at right, Corp. Salvatore Musso, Gramercy, La. U. S. Army Signal Corps photo. (International Soundphoto)

Hero Found Slain



A HERO of the Italian campaign, Fiske Dellinger, 24, of Wakefield, Mass., was found beaten to death in a vacant lot, Elmhurst, L. I., New York. Held in the slaying of the son of a prominent Boston attorney is a 22-year-old unemployed war veteran of New York City. Young Dellinger was employed at LaGuardia Field. (International)

that they spend a large part of their time just finding out what's new. Otherwise they feel that their operating procedures would be outmoded over night with costly results. The association provides an ideal clearing house for valuable information, and by nature of its affiliation with the National Aviation Trades association all information of national importance is immediately made available to the membership.

The association has in many instances assisted operators in the preparation of curriculums and other details incident to the establishment of G. I. flight training schools. This service saves the members many costly hours and days of preparation only to have the proposals returned for further information in many cases. It further eliminates the necessity of many fruitless and costly trips to the nearest regional Veterans Administration office.

Only recently the CAM promulgated regulations requiring all charter operators to obtain an approved operating certificate. If the operator uses more than five single-engine aircraft in charter service or operates even one multi-engine aircraft he must prepare a voluminous operations and maintenance manual, which would require weeks to complete. The association is now endeavoring to have one standard manual approved which would be available to the membership.

In this connection it is well to point out that the North Carolina Aviation Trades Association expects to carry all of these activities on a very limited budget at a minimum of cost to the individual members. The present dues are \$4.00 per month for members having four or less persons fully employed, including administrative personnel; \$6.00 per month for those having more than four but less than 10 employees; and \$8.00 per month for operating members having 10 or more persons fully employed. The associate membership dues are \$100.00 per year. The state association pays annual dues of \$750.00 as its share in the support of the national association.

Eyes Legislation

Perhaps one of the most important functions of the association is that of keeping up to date on aviation legislation, both good and bad, state and federal. Only recently representatives of the association appeared before the House committee on counties, cities, and towns, of the 1947 North Carolina Legislature, strongly urging the

defeat of a bill which would empower county commissioners to regulate the establishment of airports and even to regulate the type and scope of operations conducted on airports. Undoubtedly there will be more attempts to put through bills which would tend to retard rather than encourage the development of aeronautics in this great state, and until adjournment of this session of the Legislature no stone was left unturned to keep posted on such developments.

The association is wholeheartedly behind the North Carolina Aeronautics Commission, which was established during the 1945 state legislature, and has been called on by the commission for advice on many occasions. With these three organi-

RETRAINING IN VA HOSPITALS DOES NOT AFFECT G. I. RIGHTS

Educational retraining given patients in Veterans Administration hospitals does not affect their educational eligibility under either the G. I. Bill or Public Law 16, the Veterans Administration Regional Office said today.

The educational retraining program includes 192 courses being offered through the United States Armed Forces Institute, and at many VA hospitals it also includes instruction in typing and in fine arts.

Veterans may also be eligible to attend college while they are hospitalized, pending final discharge, and have their tuition paid by the government, VA said. However, time spent in college training under the G. I. Bill or Public Law 16 will be charged against the

allocations, all of which have a sincere interest in the development of aeronautics in North Carolina, there can be little doubt that this state, the birthplace of aviation, will continue to excel.

Forty per cent of the locker plants in operation in the United States now provide for slaughter service, compared with only about five per cent in 1940.



Pieces of velveteen make an excellent substitute for chamois. Wash and use for polishing.

veteran's entitlement, he added. Veterans undergoing such training while still assigned to hospitals do not draw the subsistence allowance. On March 15, 1947, three million bushels of potatoes had been shipped abroad under the U. S. Department of Agriculture's potato export program.

RITZ THEATRE WEEKLY PROGRAM

Night Shows: 7:00 & 9:00 P. M.—Mat. Sat.—Late show Sat. 10:30
Adm.: Adults 35c tax incl.—Children under 12 yrs. 12c tax inc.

Thursday-Friday, April 10-11
THE LOCKET
LARAINE DAY and ROBERT MITCHUM

Saturday, April 12
PRAIRIE RUSTLERS
BUSTER CRABBE

Late Show 10:30—
FEAR
PETER COOKSON and WARREN WILLIAM

Monday-Tuesday, April 14-15
GALLANT BESS
MARSHALL THOMPSON and GEORGE TOBIAS

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VACATION IN RENO
JACK HALEY and ANN JEFFREYS

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Take it through the tangle of traffic and see how nimbly it maneuvers — check it at a boulevard stop and see how sure and positive its controls are. In all truth, here's a car that's any man's darling, every man's pride. A car that not only meets your needs for transportation, but satisfies your every hankering for size and power, style and room, solid worth and top-dollar value. Naturally, it's a much wanted car. America's most wanted automob-

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