

The AIRCRAFT INDUSTRIES ASSOCIATION of America, Inc.

AIA



ITS ORGANIZATION AND FUNCTIONS

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AIRCRAFT INDUSTRIES ASSOCIATION OF AMERICA, INCORPORATED



The United States aircraft industry consists of scores of individual companies, large and small, located in almost every state in the union.

On these companies rests the responsibility for furnishing, on schedule and at the lowest possible cost, the high-performance aircraft required to maintain American leadership in the air—both in the civil and military fields.

The AIRCRAFT INDUSTRIES ASSOCIATION OF AMERICA is the national trade association of the manufacturers of aircraft, aircraft engines and accessories, parts and materials used in the construction and operation of aircraft. All major airframe and engine manufacturers, and virtually all major suppliers of aircraft equipment, are members of AIA and participate in its activities.

This booklet outlines the operations of AIA and the methods by which the association approaches the cooperative solution of Government and industry problems in aircraft design, development and production.

D. C. Ramsey

DEWITT C. RAMSEY
Admiral, USN, Retired
President



**LOCATION OF AIA
MEMBER COMPANIES' FACILITIES**

★ AIA Offices

WHAT IS THE AIRCRAFT INDUSTRIES ASSOCIATION?

139 MEMBERS INCLUDING—

40 manufacturers of aircraft and aircraft engines

50 manufacturers of accessories, parts or materials used in aircraft construction or operation

49 other companies or individuals affiliated with the aircraft industry

THE AIRCRAFT INDUSTRIES ASSOCIATION is concerned with the industry-wide aspects of aeronautical research, development and production.

It represents the industry's viewpoints and interests to the Government, the Congress, the military services, allied and other industries, and to the many segments of the public.

It is vigilant of legislation and regulations that might affect the aircraft industry.

It attempts to work out cooperatively among its members and cognizant agencies and organizations the common problems that arise through the complexity of operations in the industry.

Through seven Services and 23 committees, composed of representatives of member companies, the Association provides facilities for handling the multitude of technical, financial, legal, tax, public and industrial relations, patent, traffic and other problems that confront the various segments of the industry and military services.

THE AIRCRAFT INDUSTRIES ASSOCIATION

is an important medium through which the industry operates in the team of

GOVERNMENT • SCIENCE • INDUSTRY

All AIA activities are guided by committees and councils representing every phase of aircraft production and aircraft industry management. Each committee consists of high level company representatives especially qualified in the various fields of responsibility.



A basic concern of AIA is the establishment of a realistic National Air Policy—one which provides an adequate base for the security of the country. The Association has consistently asked that the nation's minimum air power needs be established and that long-range planning on the part of the Government be initiated to the end that maximum efficiency and economy in the production of aircraft may be attained.

AIA FUNCTIONS

GOVERNMENT-INDUSTRY LIAISON

To foster a Government-industry relationship directed toward the development, at the lowest possible cost and with the least effort and delay, of the most advanced military and commercial aeronautical products required by the nation.

COORDINATION OF INDUSTRY ACTIVITIES

To coordinate engineering, manufacturing, inspection, and administrative activities of the aircraft industry in areas where co-operative endeavor or uniformity of procedures and processes contributes to productivity and efficiency of individual members.

INTERCHANGE OF INFORMATION

To promote, through exchange of ideas and information, the solution to the industry's problems; and to keep the industry advised of Government trends and regulations affecting design, performance, manufacture and procurement of aircraft.

REPRESENTATION OF INDUSTRY POLICIES

To help establish policies and standards leading to the most efficient and economical industry practices, and to promote the recognition and application of such policies with cognizant Government agencies and other organizations.

ASSISTANCE TO GOVERNMENT

To serve and assist civil and military agencies of the Government in the development of policies, standards and regulations for aeronautical products.

COOPERATION WITH COMMERCIAL AVIATION

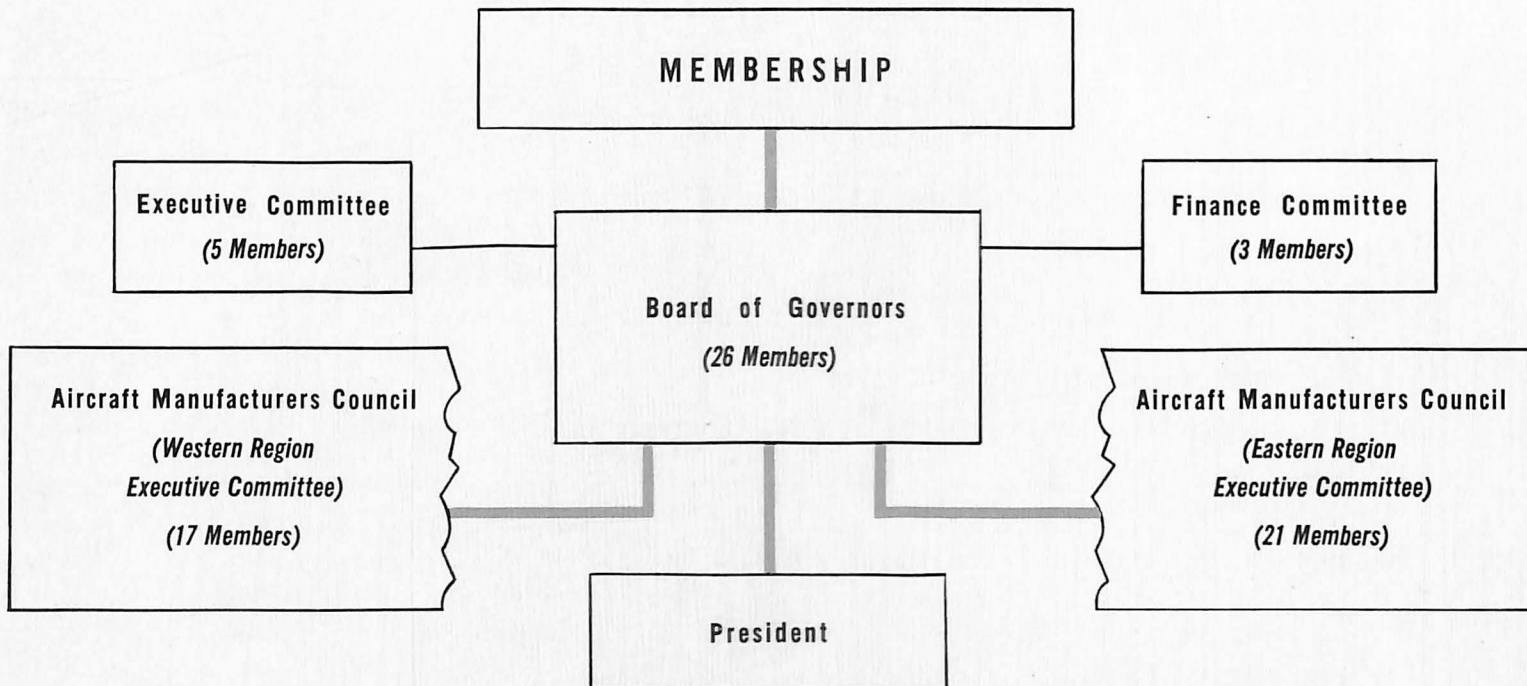
To work out solutions to common problems with the airlines and other branches of commercial aviation.

INFORMATION TO THE PUBLIC

To inform the branches of Government, other industry, the press and the public regarding the accomplishments and problems of the aircraft industry, and the industry's capability of fulfilling its assigned role in national defense; and to encourage nationwide aircraft usage, aviation education, and public air-mindedness.

THE ORGANIZATION

Policy Direction

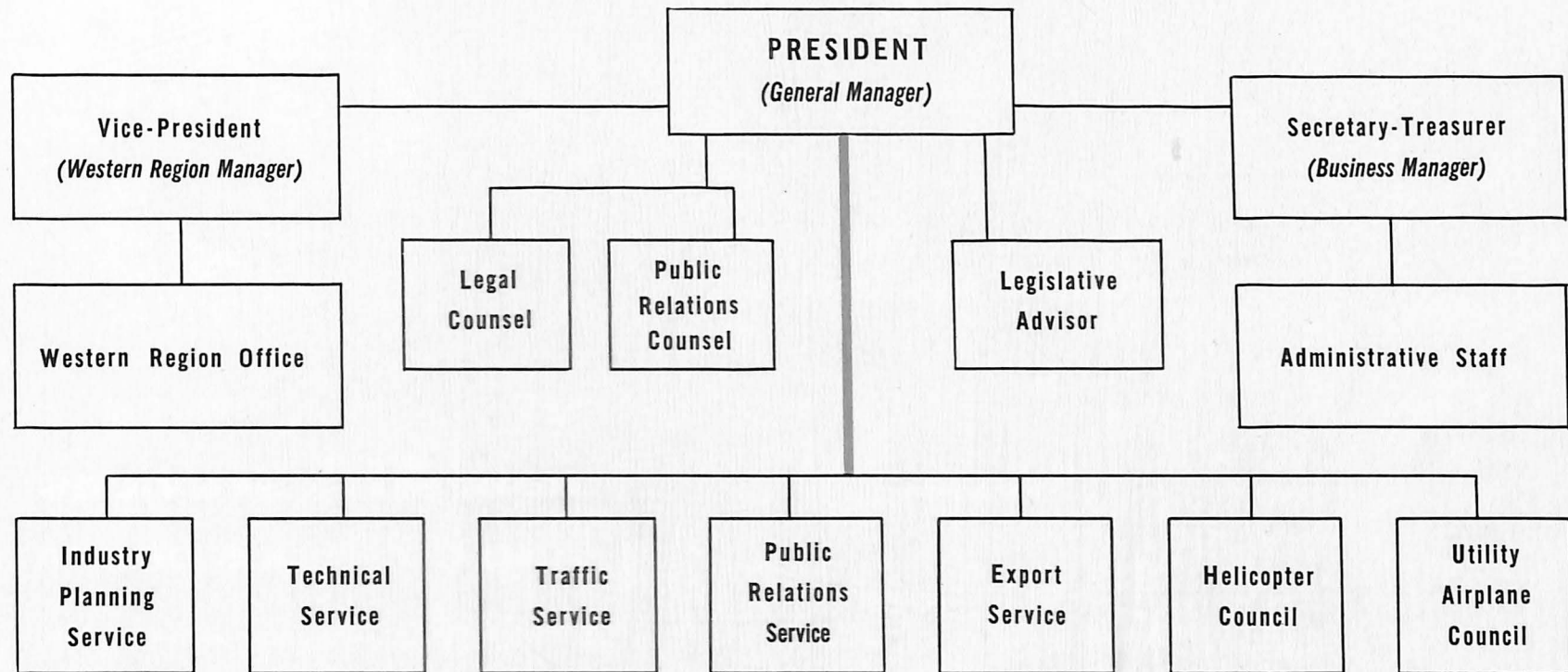


Policies of the Aircraft Industries Association are determined by the membership, represented by a Board of Governors consisting of the chief executives of 26 major aircraft companies.

This Board meets twice yearly, in May and December. The companies represented on the Board also are members of the Aircraft Manufacturers Council.

An executive committee of the Board of Governors and a finance committee are constantly available to the AIA administration for consultation and advice. Activities of the Association are financed by the dues of its members.

THE ORGANIZATION AIA Staff



Administrative direction of the Association is vested in a President, who is a member of the Board of Governors, and whose headquarters are in AIA's principal offices in Washington, D.C.

The President is assisted by a manager of the West Coast Office, in Los Angeles, who is a Vice-President of the Association.

Activities of AIA are handled by Service groups, which coordinate and are guided by committees functioning in the various fields of interest. In addition, two Councils, organized and directed by manufacturers of utility airplanes and of helicopters, operate in these specialized fields.

A I A
SERVICES

The diagram features a central blue circle on the left containing the text 'A I A SERVICES'. Eight white lines radiate from this circle to eight white, rounded rectangular boxes arranged vertically on the right. Each box contains a service or council name in white, uppercase letters. The services are: INDUSTRY PLANNING, TECHNICAL, PUBLIC RELATIONS, TRAFFIC, EXPORT, UTILITY AIRPLANE COUNCIL, and HELICOPTER COUNCIL. There is an additional line at the bottom of the diagram that does not connect to any text.

INDUSTRY PLANNING

TECHNICAL

PUBLIC RELATIONS

TRAFFIC

EXPORT

**UTILITY
AIRPLANE COUNCIL**

HELICOPTER COUNCIL

HOW AIA SERVICES AND COUNCILS OPERATE

'Investigation, study and determination of best solutions for industry-wide problems in aircraft engine, propeller, accessory and guided missile production.'

INDUSTRY PLANNING SERVICE



The Industry Planning Service deals with all important problems affecting the business and administrative operations of the aircraft industry.

It maintains close liaison with the military services and with other Governmental agencies in connection with the multitude of laws, regulations, directives and specifications which affect the business activities of the industry.

The various committees of the Industry Planning Service work together on business and administrative matters of mutual concern. They also assist in the solution of common Government-industry problems.

The Industry Planning Service's activities are conducted through the following 10 committees:

- **Accounting and Controllers Committee, page 12.**
- **Industrial Relations Committee, page 12.**
- **Industrial Security Committee, page 13.**
- **Inspection Committee, page 13.**
- **Legal Committee, page 14.**
- **Materials Committee, page 14.**
- **Patents Committee, page 15.**
- **Spare Parts Committee, page 15.**
- **Statistics and Reports Committee, page 16.**
- **Tax Committee, page 16.**

INDUSTRY PLANNING SERVICE



Approximately 1,000 different kinds of skilled and semi-skilled jobs, not including professional or supervisory skills, are required to produce a modern aircraft.

Accounting and Controllers Committee

The Accounting and Controllers Committee deals with financial accounting, Government procurement and Federal tax matters which affect the aircraft manufacturing industry. Of principal concern are the Government procedures and regulations relating to the financial, contractual and accounting operations of member companies. A sub-committee coordinates and presents industry opinion on existing and proposed procurement regulations issued by the military services.

Membership eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors.

Industrial Relations Committee

A central and authoritative source of information on manpower and industrial relations problems in the aircraft industry, the Industrial Relations Committee is primarily concerned with problems relating to Federal statutes and military contractual requirements in the industrial relations field.

Membership eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors

Industrial Security Committee

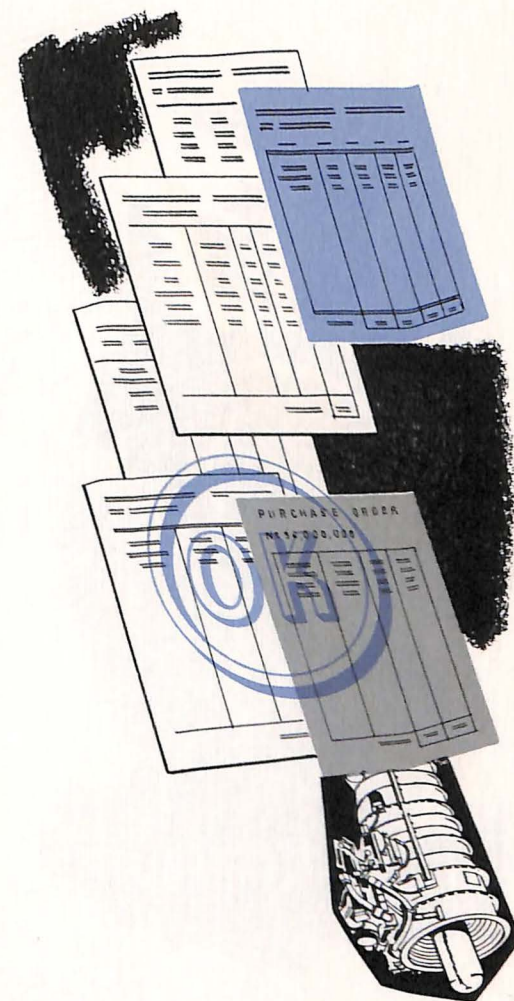
Established to deal with security matters, including civil defense, the Industrial Security Committee acts on problems concerning plant protection policies and operational procedures in the security field. The Committee formulates industry recommendations to various Government agencies and, when appropriate, to other committees of the Association.

Membership eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors. All companies represented on the committee must have a recognized plant protection and industrial security organization.

Inspection Committee:

The Inspection Committee is an authoritative source, and coordinating group, for industry opinion on Government procurement regulations and procedures relating to inspection and quality control. It provides the industry, the Armed Forces, and other Government agencies with a channel through which they can transmit, and exchange, inspection and quality control information affecting the manufacture and delivery of aeronautical products.

Membership eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors.



In a single year, one jet engine manufacturer purchased and inspected 56 million engine pieces.

INDUSTRY PLANNING SERVICE



Almost 2,000 different types and sizes of metals are used by aircraft manufacturers in the construction of modern airframes.

Legal Committee

Acting on behalf of the entire aircraft industry, the Legal Committee keeps under constant surveillance all developments of a legal nature pertaining to the manufacture of aircraft, and provides a coordinating agency for opinions on legal matters of importance to the industry.

Membership eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors.

Materials Committee

The Materials Committee acts on common materials and supply problems. It serves as a channel through which the armed services, other Government agencies, and member companies can exchange materials and supply information affecting the manufacture and delivery of aeronautical equipment.

Membership eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors.

Patent Committee

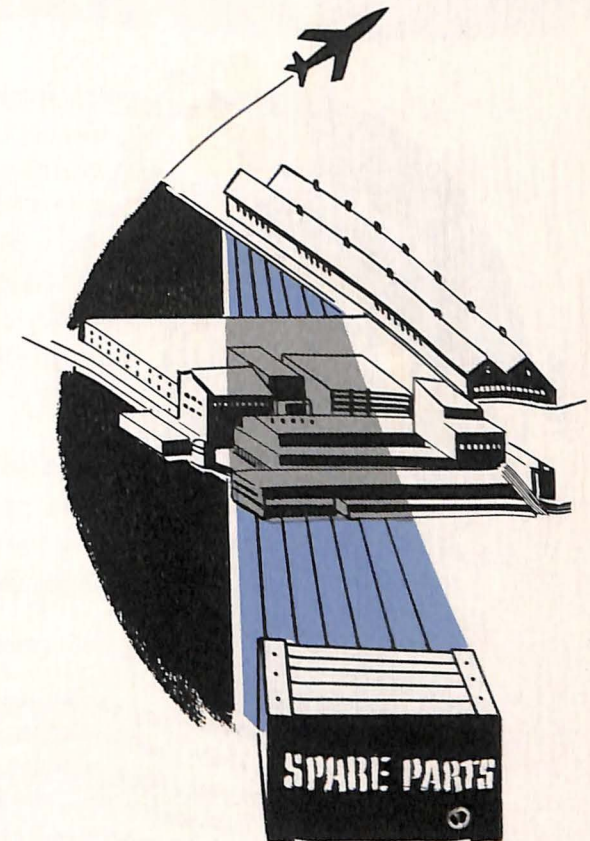
Proposed patent legislation and all Government procurement regulations relating to inventions and patents are reviewed by the Patent Committee, which coordinates and represents industry views on these matters. The Committee evaluates the probable effect of such legislation and policies on the aircraft industry, and serves as the coordinating agency for formulation of industry opinion in this field.

Membership eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors.

Spare Parts Committee

The Spare Parts Committee deals with common problems on end-item support, such as spare parts, special tools, test and ground-handling equipment, provisioning, training aids and equipment, handbooks and parts catalogs. It represents industry opinion on these subjects, and serves as a channel through which the armed forces, other Government agencies, and member companies can exchange information.

Membership eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors.



In a single year, a major aircraft manufacturer produced 34 million pounds of spare parts for commercial and military customers.

INDUSTRY PLANNING SERVICE

Statistics and Reports Committee

The aircraft industry's efforts to keep the requirements of costly Government reporting to a minimum are conducted by the Statistics and Reports Committee. It provides the Government with advice and assistance necessary for simplification and consolidation of reporting systems.

Membership eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors.

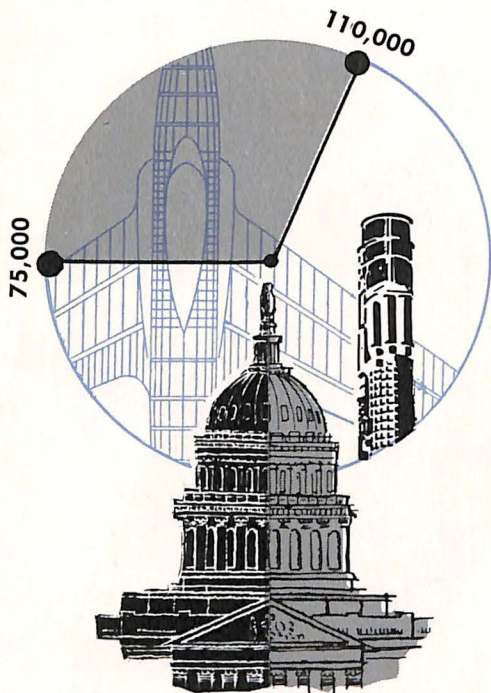
Tax Committee

The Tax Committee deals primarily with State and local tax problems peculiar to the AIA Western Region Companies and affecting the manufacture of aircraft.

Membership eligibility: Representatives of AIA Western Region companies which are members of the Aircraft Manufacturers Council, and such others as may be approved by the Board of Governors.

Preservation and Packaging

Although not organized as an AIA committee, company representatives responsible for general supervision of preservation and packaging are kept informed of developments in this field through a continuous mailing service. When problems arise, the AIA staff coordinates, through these company representatives, industry opinion on packaging requirements. A West Coast Specialists' Panel, composed largely of representatives of aircraft manufacturers, assists in coordination of opinion on problems common to the airframe industry. Membership on the Panel is obtained by application to the Panel chairman, via AIA. Companies represented on the Aircraft Manufacturers Council may designate representatives on the mailing list.



Necessary reporting procedures between aircraft manufacturers and the Government required between 75,000 and 110,000 manhours last year at the average airframe or engine plant.

TECHNICAL SERVICE



The aircraft industry's cooperative technical activities are concerned primarily with the research, engineering design, development, construction, testing and operating safety of civil and military aeronautical products. Continuous attention is given to the engineering procurement specifications of the armed forces and the civil air regulations of the CAA and CAB, with special emphasis on cost reduction, standardization, airworthiness and operating reliability.

AIA technical committees provide a convenient medium for Government-industry cooperative efforts in all engineering, research, design and production fields.

Five committees, composed of company engineering executives, deal with industry technical policies on aircraft, engines, guided missiles, propeller and equipment engineering problems. Eight subordinate working committees undertake specific engineering projects in these fields.

The Technical Service operates through the following committees:

- **Aircraft Technical Committee (ATC), page 18.**
- **Airworthiness Requirements Committee (ARC), page 18.**
- **Aircraft Research and Testing Committee (ARTC), page 19.**
- **Engineering Contract Requirements Committee (ECRC), page 19.**
- **National Aircraft Standards Committee (NASC), page 20.**
- **Accessory and Equipment Technical Committee (AETC), page 20.**
- **Electronic Equipment Committee (EEC), page 21.**
- **Engine Technical Committee (ETC), page 21.**
- **Guided Missile Committee (GMC), page 22.**
- **Manufacturing Methods Committee (MMC), page 22.**
- **Noise Control Committee (NCC), page 23.**
- **Propeller Technical Committee (PTC), page 23.**
- **Rocket Technical Committee (RTC), page 23.**

TECHNICAL SERVICE

Aircraft Technical Committee (ATC)

An engineering policy committee established to promote efficiency and productivity, the ATC acts on problems relating to research, engineering design, development, construction, testing, and operating safety of civil and military airplanes and helicopters. Particular emphasis is placed on representation of coordinated industry views regarding design producibility, Government research policies, possible consolidation of Government regulations, and methods of preventing duplication in technical data requirements.

Membership eligibility: Representatives of companies engaged in the design and manufacture of complete airplanes or helicopters.

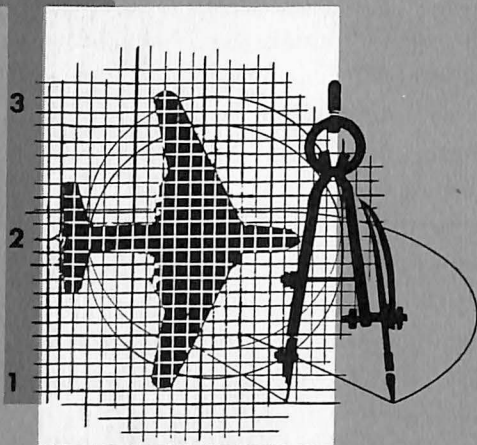
Airworthiness Requirements Committee (ARC)

A working committee of the Aircraft Technical Committee, ARC concentrates on problems of airworthiness design and safety, including (1) Civil Air Regulations, (2) ICAO standards on airworthiness, operations, search and rescue, (3) Air Force-Navy-Civil design criteria (ANC bulletins), (4) AF-Navy general design and test requirements for aircraft, and (5) military (MIL) specifications on helicopter design and testing. Specific activities are directed toward attaining uniform military design criteria, development of flight manuals, provision of accurate safety levels for performance, improvement of airworthiness design regulations, elimination of unnecessarily high flight test certification costs and delays.

Three ARC divisions deal with separate areas of industry interest—transport, helicopter, and utility airplanes.

Membership eligibility: Representatives of companies engaged in the design and manufacture of complete airplanes or helicopters.

Millions of Engineering Hours



More than 3,000,000 engineering man-hours went into design of a late-model bomber.

Aircraft Research and Testing Committee (ARTC)

A working committee of the Aircraft Technical Committee, ARTC deals with problems of technical development offering possibilities for cooperative endeavor in applied research and testing. Particular emphasis is placed on elimination of undesirable duplication of effort in company laboratories through providing a means for exchange of technical data among aircraft companies, and through cooperative testing of new structures, new materials and new processes.

Membership eligibility: Representatives of companies engaged in the design and manufacture of complete airplanes or helicopters.

Engineering Contract Requirements Committee (ECRC)

A working committee of the Aircraft Technical Committee, the ECRC works on common problems related to the format, content, and maintenance of engineering contract requirements, including subjects such as engineering change negotiation procedures, and technical data requirements.

Membership eligibility: Representatives of companies engaged in the design and manufacture of complete airplanes or helicopters.



A typical modern aircraft test laboratory contains 2,500 to 3,000 pieces of technical equipment and instruments.

TECHNICAL SERVICE



The fixed equipment in a modern heavy bomber weighs 20 times as much as the equipment in a typical bomber of the mid-1930's.

National Aircraft Standards Committee (NASC)

A working committee of the Aircraft Technical Committee, the NASC concentrates on (1) standardization and specification problems related to aircraft and guided missile parts, systems, installations, components, materials and processes, (2) development, issuance and promotion of the use of National Aircraft Standards, and (3) participation in, and assistance to, the military services in their joint airplane, guided missile and helicopter standardization programs.

Membership eligibility: Representatives of companies engaged in the design and manufacture of complete airplanes or helicopters.

Accessory and Equipment Technical Committee (AETC)

The AETC, an engineering policy committee acting in behalf of equipment manufacturers, is concerned with matters of research, engineering design, development, production and testing (as well as military qualification acceptance and civil approval) of aeronautical equipment and accessories.

Membership eligibility: Representatives of companies engaged in performance of contracts for design and manufacture of aircraft accessories and equipment.

Electronic Equipment Committee (EEC)

Representing manufacturers of electronic equipment, the EEC deals with specific projects related to problems of research, engineering design, development, construction, testing and operational reliability (as well as military qualification acceptance and civil approval) of electronic equipment and systems. A working committee, the EEC's activities are of direct interest to the Accessory and Equipment Technical Committee, Aircraft Technical Committee, and Guided Missile Committee.

Membership eligibility: Representatives of companies engaged in the design and manufacture of electronic equipment.

Engine Technical Committee (ETC)

An engineering policy committee acting on behalf of engine manufacturers, the ETC handles problems related to research, engineering design, development, construction, type testing and qualification acceptance of civil and military reciprocating, turbine and ram-jet engines.

Membership eligibility: Companies engaged in performance of Government contracts for development or production of complete engines of their own design (excluding rockets) for the propulsion of aircraft or guided missiles, or which have received a CAA type certificate for at least one active model of aircraft engine of their own design.



A recently-developed method for testing jet engines will save the U. S. taxpayer approximately \$2,000,000 a year.

TECHNICAL SERVICE

Guided Missile Committee (GMC)

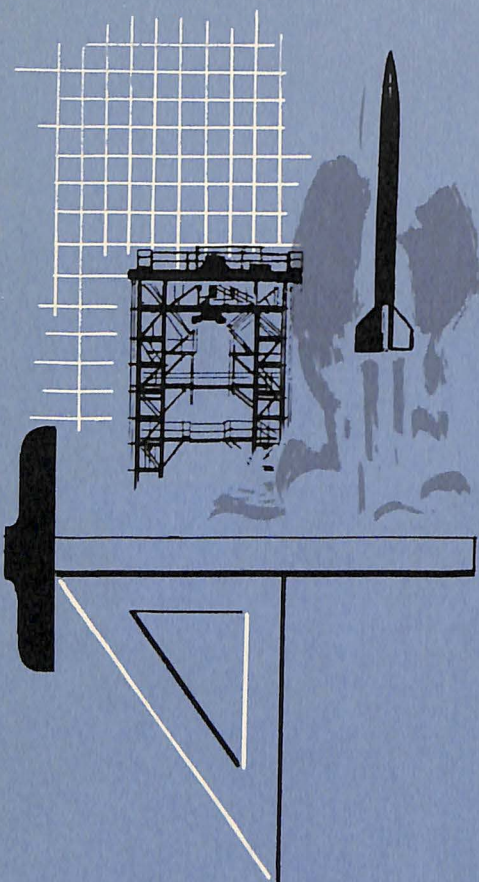
An engineering policy committee acting in behalf of the guided missile manufacturers, the GMC takes collective action on common problems in the guided missile field and assists the military services in the development of suitable procurement specifications and requirements. It works on problems related to research, engineering design, development and construction of guided missiles.

Membership eligibility: Representatives of companies engaged in the design and manufacture of complete guided missiles.

Manufacturing Methods Committee (MMC)

Acting for aircraft, engine, guided missile, propeller and equipment systems manufacturers, the MMC works on industry-wide problems such as those relating to fabricating techniques, manufacturing methods, machining operations, material forming, assembly operations, production tooling, joining methods, and development or use of equipment required to perform these operations.

Membership eligibility: Representatives of companies engaged in the design and production of aircraft, guided missiles, powerplants or equipment.



The Defense Department today spends approximately the same amount of money for research and development of Guided Missiles as it does for research and development in aircraft.

Propeller Technical Committee (PTC)

An engineering policy committee acting in behalf of propeller manufacturers, PTC deals with problems related to research, engineering design, development, construction, type testing, and qualification acceptance of propellers for civil and military aircraft use.

Membership eligibility: Representatives of companies engaged in the design and production of complete aircraft propellers.

Rocket Technical Committee (RTC)

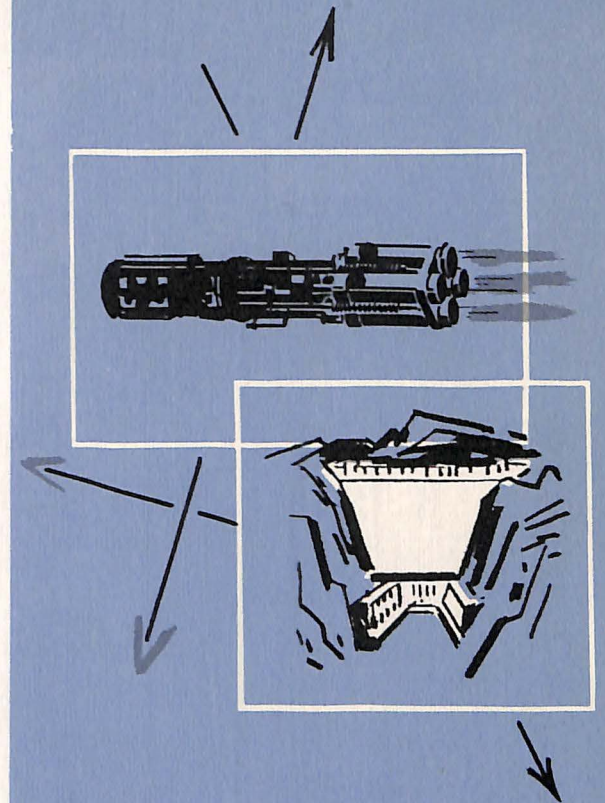
Acting on behalf of rocket engine manufacturers, the RTC works on problems connected with research, engineering design, development, construction, type testing and qualification acceptance of rocket powerplants.

Membership eligibility: Representatives of companies engaged in the performance of Government contracts for development or production of rocket engines of their own design.

Noise Control Committee (NCC)

The NCC is a working committee concerned with sound-control problems, particularly engineering aspects of noise problems related to manufacture, testing and operation of such products as jet engines, after-burners, rockets and propellers. It works on problems incident to the control and suppression of noise affecting plant personnel, as well as noise affecting areas external to the plants, and engages in cooperative efforts in this field with other interested aviation agencies.

Membership eligibility: Representatives of companies which are members of the Aircraft Technical Committee, Engine Technical Committee, Propeller Technical Committee, or Rocket Technical Committee.



An American manufacturer has built and tested a rocket engine that can deliver, over a short period of time, more horsepower than the total output of Boulder Dam.

PUBLIC RELATIONS SERVICE



Air power problems, both in commercial aviation and in the military field, are public problems. Their solution depends, to a great degree, on informed public opinion. This requires dissemination of accurate information.

Primary functions of the Public Relations Service are to foster a better public understanding of air power and the requirements essential to preservation of American leadership in the air, and to illustrate and explain the special problems of the aircraft industry and its vital role in our national security.

The Service operates in Washington, New York and Los Angeles offices as the information center for AIA, fulfilling requests for information from the press, Government agencies, the Congress, financial institutions and a miscellany of organizations and individuals. In addition, topical information on the industry is developed and distributed in a continuing program.

PUBLIC RELATIONS SERVICE

The Aircraft Industries Association has publicly urged the establishment and adoption of a National Air Policy providing for a long-range program of aircraft research, development and procurement. Necessary to such a policy and programming are—

1. Maintenance of a strong and active program of research and development, irrespective of periodic fluctuations in the international situation. Such a program should use the full competitive values of a resourceful aircraft industry.
2. Maintenance of a sufficiently broad production base within the industry to permit rapid expansion in the event of emergency.
3. Maintenance of a going rate of production sufficient to hold together an important nucleus of engineering and production teams and to provide the military services with the latest and best weapons.
4. Recognition of the vital importance to national security of a healthy, stable, private aircraft industry.



AIA publishes the Aircraft Year Book, official reference work of American aviation.

**PUBLIC
RELATIONS
SERVICE**



PLANES, official AIA publication, is the nation's most widely-quoted industrial publication.

AIA publications explain and interpret the aircraft industry's activities, accomplishments, problems and policies.

Planes official monthly bulletin of the Association, is distributed to 60,000 readers throughout the nation, including press and radio-television. The publication is widely quoted in the press and on radio and television.

The Aircraft Yearbook the standard reference book of American aviation, is the aviation industry's official annual record of activities and accomplishments.

Aviation Facts and Figures provides ready reference in the form of facts, statistics and trends covering the recorded years of aviation industry operations.

Year-End Statement by the President of the Association gives an annual report on the aircraft industry's operations and a forecast for the coming year.

Booklets on major activities and problems of the industry are published at frequent intervals.

Background Memoranda on matters of current significance to industry operations or air preparedness give detailed information on specific activities of the industry.

Aviation Education

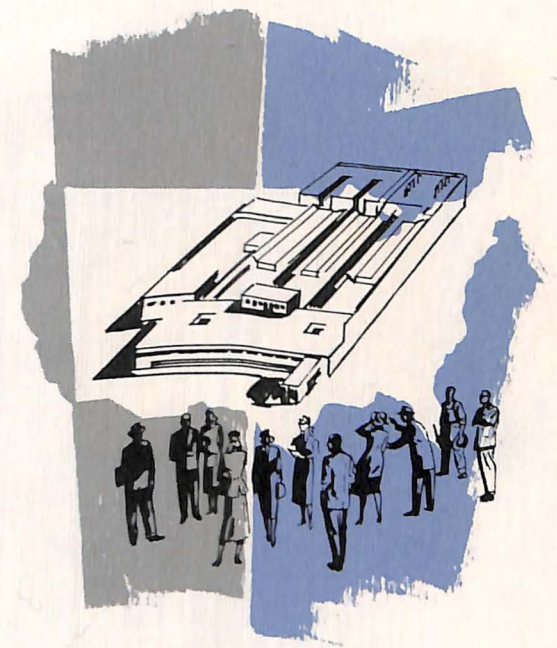
In cooperation with the National Aviation Education Council, teacher-prepared aviation education materials are published and distributed to the nation's schools, answering a long-recognized need for inclusion of aviation subjects in school curricula. AIA provides financial support for NAEC's materials of instruction program.

Public Relations Advisory Committee

The Public Relations Service operates under programs approved by the Public Relations Advisory Committee. In so doing, it serves as a spokesman for the Association, and is the channel through which the industry's policies, programs, accomplishments and problems are interpreted to the public.

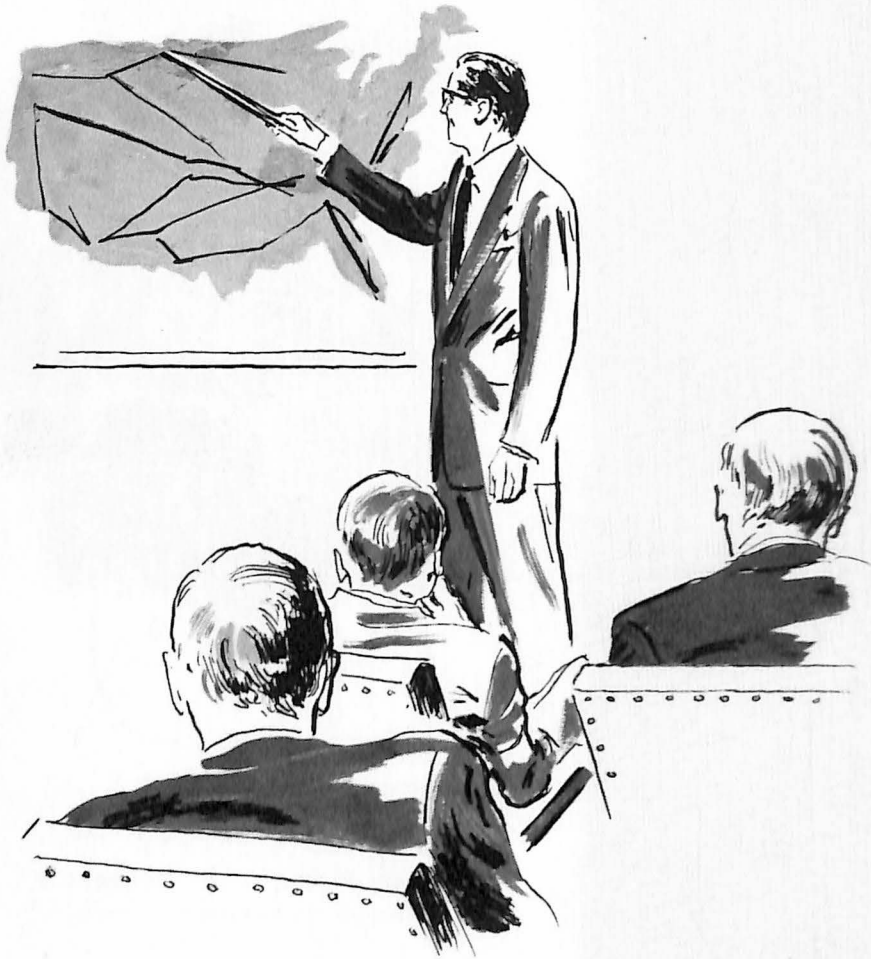
The PRAC, consisting of the top public relations executives in the industry, is divided into Western and Eastern regional groups.

Committee eligibility: Representatives of companies which are members of the Aircraft Manufacturers Council.



The aircraft industry is the nation's second-largest manufacturing employer.

TRAFFIC SERVICE



Concerned with traffic and transportation matters, including Government regulation of freight rates and services, the Traffic Service maintains constant vigilance over transport agencies and carriers to avert trends that would increase industry and Government costs to an excessive degree.

Effective representation of the industry's traffic problems by the Traffic Committee has saved both industry and Government millions of dollars through reductions in freight rates and through forestallment of proposed rate increases.

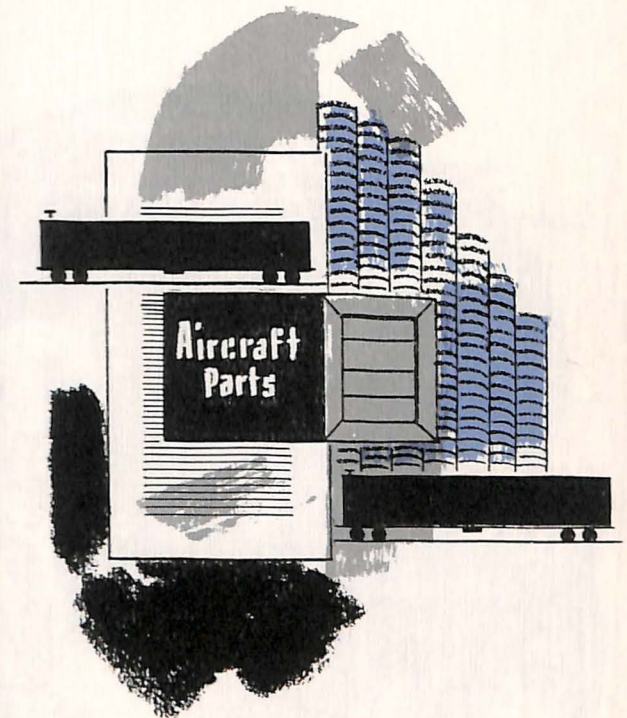
TRAFFIC SERVICE

Traffic Committee

The Traffic Service is responsible to two regional Traffic Committees—the Eastern Regional Traffic Committee and the Western Regional Traffic Committee.

Serving identical functions, the two regional committees of the Traffic Service recommend traffic policies of the Association.

Membership eligibility: Representatives of companies engaged in the manufacture of aircraft, engines, airframes, accessories, parts or material used in aircraft construction or operation.



Representations by the AIA Traffic Service in early 1954 averted an increase in the railroad freight rates on aircraft engines—and saved the American taxpayer approximately \$2 ½ million annually.

EXPORT SERVICE



The AIA Export Service promotes and facilitates the conduct of the industry's export business. The Service appraises relative markets in foreign countries, and distributes informational memoranda concerning export trends and opportunities to member companies. These memoranda include information received from U. S. Foreign Offices, the Federal Reserve Bank, the International Monetary Fund, the Bureau of the Census, other aircraft associations in England, France and Japan, and from other foreign sources.

The Export Service interprets industry viewpoints to such agencies as the Export-Import Bank and other foreign financing facilities.

A basic function of the Service is to encourage establishment of sources of information on export possibilities, and to stimulate their reporting.

EXPORT SERVICE

Export Committee

The Export Service is responsible to an Export Committee, established by the Board of Governors to study export business possibilities. The Committee holds frequent meetings, aimed at the solution of mutual problems, and maintains liaison with U. S. Government agencies and with representatives of such groups as the State, Commerce, Defense, Air Force and Navy Departments, as well as the Export-Import Bank, World Bank, Foreign Operations Administration, and others. Liaison is also maintained with Air Attaches and other foreign nationals.

Membership eligibility: Representatives of companies engaged in the manufacture of aircraft, aircraft engines, airframes, accessories, parts or materials used in aircraft construction or operation, which are interested in the export field.



Customers in 55 different nations have purchased American-made aircraft in the past five years.

UTILITY AIRPLANE COUNCIL

The Utility Airplane Council, representing the manufacturers of light airplanes and engines, operates in the field of civil non-airline aviation, including the use of civil aircraft in business, industry and agriculture, as well as for instruction, sport and pleasure.

Its principal fields of interest include:

- The regulatory activities of the Federal, state and local governments as they affect the design, manufacture and use of aircraft.
- The airport system of the nation and the airways and other aids to navigation, the constant improvement and increase of which will broaden utility of general aviation.

The Council serves as a source of authoritative information and education on the role of general aviation as a part of the nation's transport economy, mobilization reserve, and civil defense.



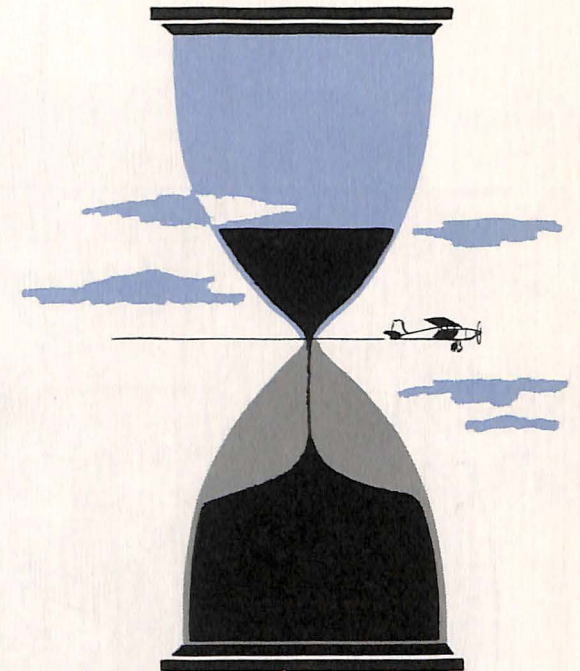
UTILITY AIRPLANE COUNCIL

In an advisory role, the Council works continuously with agencies of the Government on problems affecting civil and defense uses of light airplanes. It coordinates its activities with those of other aviation organizations, and has become a recognized source of information on general aviation.

The Council draws on the various services of AIA in its specialized activities.

In its promotion of the use of light airplanes for transportation, and as tools of business, industry and agriculture, the Council participates in meetings of national associations, Government groups, university seminars, teacher aviation institutes and other audiences.

Membership eligibility: AIA members active in the production of light airplanes and engines. (The Utility Airplane Council chairman, elected annually by the Council from its members, serves as a member of the AIA Board of Governors.)



America's fleet of civil utility airplanes flew over 8 million hours in a single year—the equivalent of more than 900 years of flying.

HELICOPTER COUNCIL



The helicopter is vastly different from other airborne vehicles, and by its nature presents problems which require special solutions. This is particularly true of regulatory considerations, but is also of major importance in fostering public acceptance and application of the helicopter.

The Helicopter Council deals with the specialized problems inherent to manufacturers of helicopters, including Governmental policies, military developments, and commercial utilization affecting the manufacture and sales of rotary-wing aircraft. The Council currently has a membership of nine companies.

The Council works closely with CAB, CAA, State and local aviation officials in the promulgation of regulations appropriate to the flight characteristics of the helicopter.

It conducts a continuing campaign to secure legal recognition of the helicopter's performance characteristics, with the objective of relieving this type of aircraft from such regulations as would hamper, if not block, the fulfillment of its adaptability to operate in and out of small areas, an important factor in its integration into regular airline mail, passenger and cargo operations.

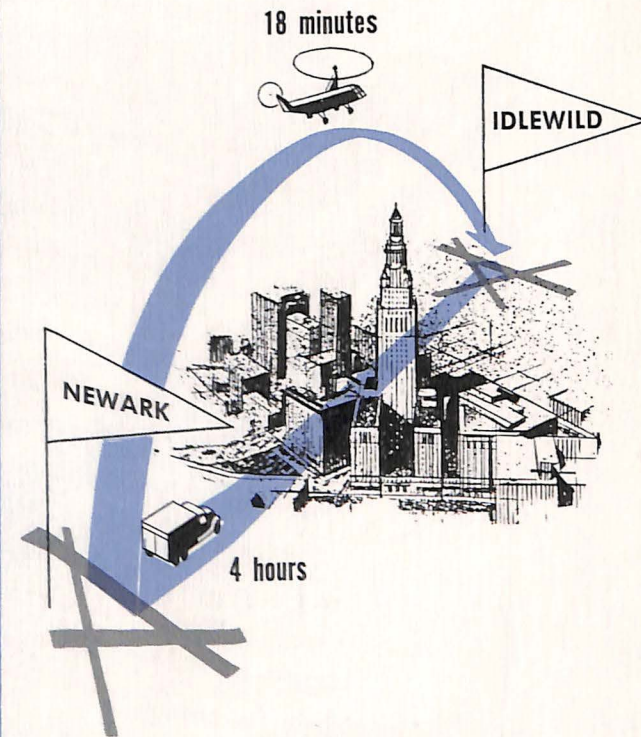
HELICOPTER COUNCIL

The Helicopter Council disseminates educational and promotional material on helicopter manufacture and use to the military, Federal and State agencies, the press, educational institutions, civic planning groups, airport and airline interests, and other interested segments of the public.

It serves as a central source of data on the helicopter industry, and of background data on the helicopter's steady penetration into military, commercial and civil fields.

Frequent meetings of the council permit discussion and formulation of industry position on mutual problems affecting the production of helicopters and their use.

Membership eligibility: Companies with experimental or production contracts for helicopters, or companies which have successfully built and flown a helicopter and which have decided to enter the helicopter field.



Helicopters in the New York area can move freight between Newark and Idlewild airports in 18 minutes, compared with four hours' transit time by truck.

A BRIEF WORD ABOUT AIA'S HISTORY

The Aircraft Industries Association and its predecessor organizations have represented U.S. aircraft manufacturers in unbroken line since the industry was first mobilized for national defense in 1917. It functioned in various roles, in the early days as a patent cross-licensing group, later as an aeronautical chamber of commerce, and finally as an association of manufacturers.

Efforts to produce 25,000 airplanes in World War I were hindered initially by lack of a cross-licensing agreement among airplane builders. There were, at that time, about 130 airplane patents. Others were pending.

Some of these patents were basic, without which no real airplane could be built. Others were of doubtful value. But each patent could cause a lawsuit. In those days, when a builder turned out a flying machine, he invariably was threatened with court action for infringement of an airplane patent.

Under the leadership of the Navy and War Departments and with the impulse of the war spirit, the aircraft companies eventually drew up a cross-licensing agreement. Under that agreement, everybody could use all patents. An organization from the industry, known as the Manufacturers Aircraft Association was formed to administer this agreement.

The plan proved workable, and through teamwork the aircraft companies were able to produce the needed planes for World War I.

The Manufacturers Aircraft Association was a forerunner of AIA. It not only performed cross-licensing functions during the war years, but also acted as a spokesman for the industry on

problems connected with wartime mobilization.

Shortly after the end of World War I, the aircraft industry became virtually bankrupt and unable to continue broad-scale activities through the MAA.

Although the MAA continued (and still does today) to administer the industry's cross-licensing agreements, a new organization—embracing all elements of aviation—was established to promote aviation and to serve as a voice of the aviation industry.

It was the Aeronautical Chamber of Commerce, organized in 1922, which marked the real beginning of a national aircraft industry trade association.

The Aeronautical Chamber of Commerce was dedicated to two major propositions:

First—that there can be, in reality, no adequate military aviation in this country unless there also is developed commercial aviation, and—

Second—commercial aviation must be developed in this country in order to sustain the aircraft industry's economic and commercial independence.

The Aeronautical Chamber continued to function as the industry's national trade association until 1945 when it was reorganized and renamed, the Aircraft Industries Association.

During World War II, the aircraft industry proved again, even more conclusively than before, that it was capable of the teamwork required to produce quality warplanes in exceedingly large quantities dictated by all-out war. In 1944, the industry was

turning out planes at the rate of 8,000 per month. It became the largest industry in the history of the world.

In 1944, the industry produced more military planes than had been built by any country in one year in world history, and more than had been built in the entire world prior to 1940.

During those war years, industry representatives staffed Aircraft War Production Councils on the East and West Coasts, providing for an interchange of industry information on aircraft production. Through these channels, aircraft manufacturers bared their trade secrets—pooled every known bit of information, every idea on engineering, design and tooling, and every patent. They even worked out the exchange of materials and parts when necessary in order to get the war job done. And they accomplished their task.

Of course, these councils were wartime emergency measures, and with the end of the war they were immediately disbanded.

During the Korea conflict, similar all-out emergency production was not called for by the Government, but the AIA served as the central aircraft industry agency in seeking the solution to myriad problems connected with mobilization requirements for tooling, materials, manpower, and other essential elements of aircraft production.

The Aircraft Industries Association is so organized today that its services and committees could perform all the functions of the now extinct Aircraft War Production Councils, should this nation again be involved in a global conflict.



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