

PLANES

MATERIAL
MAY BE
REPRODUCED

MATS OF ALL
CHARTS ARE
AVAILABLE

Official Publication of the
AIRCRAFT INDUSTRIES ASSOCIATION OF AMERICA, INC.

Publication Office: Shoreham Building • 15th and H Streets, N. W., Washington 5, D. C.

VOL. II, NO. 4

AUGUST, 1946

Schools Hold Key to Nation's Security

Written especially for PLANES

by Senator William F. Knowland,
of California

Are we neglecting a vital phase in education of the youth of America?

To the educator seeking to enrich his curriculum with the substance of modern existence, the airplane offers a world apart; a world as dramatic in its educational tones as aviation itself is dramatic in its continuing conquest of the high skies.

As of mid-1946, only about half of the nation's high schools had made an organized effort to introduce aviation into their curricula. The percentage of colleges adapting their curricula is even lower. But for other known facts, these aviation education statistics would indicate that less than half the youth of high school college age are interested in aviation, and in the changes it is producing in every phase of our lives. Actually, the statistics indicate that the reverse is true; that the schools are neglecting a phase of education that has urgent implications for the future.

YOUTH AIR-MINDED

In my own state, California, where many of the world's giant transport planes are built, the Department of Education has long had a very broad aviation program. Several hundred schools, on the secondary and collegiate level, have introduced special courses on aviation materials into their curricula.

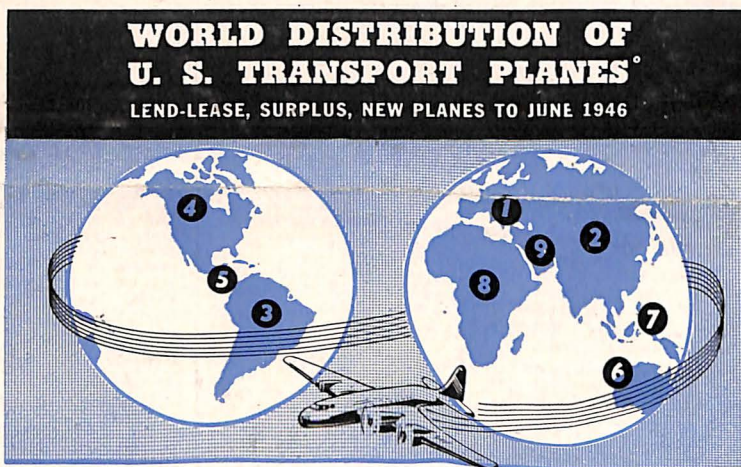
Many studies of public opinion have shown that the curve of aviation interest goes up as the age goes down. High school and college youth are the most air-minded age group in the population.

Increased air-mindedness in high schools and colleges follows large enrollment of war veteran students. Ex-servicemen and women either have had actual aviation training, or their war experiences have given them a sharp understanding of aviation's significance in the scheme of modern living. Aerial progress continually modifies concepts of space, time, distance, and human relationships.

AIR VOCATIONS

Adventure and emotional appeal aviation makes it a valuable source of material for enriching standard curricula subjects such as mathematics, geography, economics, sociology, science, etc.

As a choice of vocation, aviation



Region	Count	Visual Representation
1 EUROPE	1498	1498 small airplane icons
2 ASIA	893	893 small airplane icons
3 S. AMERICA	128	128 small airplane icons
4 CANADA	114	114 small airplane icons
5 C. AMERICA	82	82 small airplane icons
6 AUSTRALIA	49	49 small airplane icons
7 PHILIPPINES	45	45 small airplane icons
8 AFRICA	23	23 small airplane icons
9 MIDDLE EAST	13	13 small airplane icons

1 small airplane icon = 25 PLANES 1 large airplane icon = 250 PLANES

is demanding an ever more important standing in the schools. Aircraft manufacturing, during the war the nation's largest industry, could not by itself today employ all those who would want to work in it, except in the single category of engineers, but a roster of the factories and firms supplying planes, parts, or aviation services will run into the thousands of names.

There is a lot of progress yet to be made in this field of aviation education.

In this Atomic Age in which we live, the United States must keep ahead of the field in both civil and military aviation. There can be no resting on past laurels. The fable of the tortoise and the hare should not be forgotten. Out of our schools and colleges will come those who will make sure that we maintain our place of leadership.

World Buys U. S. Planes

Lend-lease, and sales of surplus and new planes since the end of the war have placed America in a commanding position of leadership, with most of the world's airlines now using U. S. transport planes.

Nearly 60 foreign airlines and governments in every continent are acquiring approximately 3,000 American transport planes. Most of these are war-surplus two-engine planes, but included are more than 100 new planes on order, predominantly the long-range, four-engine types. The illustration on the left shows how these U. S. planes are distributed about the world.

RUSSIA, ENGLAND LEAD

England and Russia each acquired more than 500 under lend-lease. The largest purchasers of surplus planes are India, the Netherlands, Netherlands East Indies, Brazil, Australia, Canada, the Philippines Republic, Ireland, France, China, and Venezuela, all with 20 or more. India and Canada have bought more than 100 each.

Our surplus and new planes are providing new air services and expanding old lines in 48 countries. These planes will place many areas of the world on the commercial air map for the first time.

Air Education Expands

Aviation education in the schools of the country has reached the highest level of interest since it was started in 1942 as a pre-induction program for high school students.

The latest figures released by the Civil Aeronautics Administration Office of Aviation Education Training show that 20 states now have comprehensive aviation education programs. One other is expected to have its program in full operation by September while in addition twelve states and Hawaii and Alaska have requested aid in the development of programs. CAA hopes that by

the time school gets underway one year hence the entire 48 states will have well-planned aviation courses in the high schools and elementary grades. Roughly half of the high schools in the country now offer aviation courses either in the science of aeronautics or in general aviation.

Twenty-seven aviation education teacher training workshops have been held this year in connection with summer sessions of teacher training institutions or other colleges. CAA has assisted in these workshop courses by furnishing instruction, study materials and course outlines.

Congress Studies U. S. Air Policy

As schools reopen this fall, Congress has pending a bill to establish a National Air Policy Board. The bill proposes a Board of nine leading U. S. citizens be appointed to conduct an intensive study of domestic and world aviation.

While legislators debate this bill, air policy will be in the news and many educators will find it an interesting, timely and vital topic for classroom discussion.

Passage of the bill introduced by Senator Mitchell (D., Wash.) has been recommended by the Senate Interstate and Foreign Commerce Committee. The study outline on this page includes suggestions on classroom use of the testimony gathered by the Senate Committee.

In an article soon to appear in "Skyways" magazine, Senator Mitchell has this to say about aviation education:

"Too often, as we know, education lags behind the realities of change, and to be really air-minded, the youth of the country must be fully acquainted with the potentials of aviation, with the way in which it has changed the geographic thinking of the world."

HISTORY REPEATS

Gist of this air policy question is that Congress, which makes the laws for the nation, requires a check of its air bearings, before writing long-range legislation.

History has repeated itself and the situation today is similar to that after World War I. In 1925, military aviation had demonstrated its value, and early "lone eagles" had people wondering about the commercial future of airplanes.

The question of air policy became a football. Then came General "Billy" Mitchell's startling charges of mismanagement in military aviation. In order to resolve the problem, President Coolidge appointed the so-called "Morrow Board," to study the whole question.

The Morrow Board's report, November 30, 1925, was the genesis of the Air Corps Act of 1926, the Naval Aviation Act of 1926, and the Air Commerce Act of 1926, all of which laid the groundwork for our present military air forces and aviation industry.

Guide To Current Aviation Materials

Outlined below is a wealth of timely aviation reports and surveys, offering educators the opportunity of a generation for incorporating current events into the study program.

Because of its vital relationship to world security, aviation is receiving intense study by the best minds in America. The distillation of these studies is contained in various reports.

Limited quantities of these publications will be supplied free by Aircraft Industries Association, 610 Shoreham Building, Washington 5, D. C.

SENATE REPORT ON U. S. AIRCRAFT INDUSTRY

S. Report No. 110, part six, Report of the "Mead Committee," Senate Special Committee to Investigate the National Defense Program

Résumé of U. S. war record in aviation research, development and production; recommendations for peacetime research and production planning. Thirty-nine pages.

Educational Applications: High school, College in business administration (finance problems in a rapidly expanding industry; production coordination—subcontracting and manufacturing problems; an industry expands 2500% and shrinks 2500%); mathematics (algebra, geometry problems); political science (a study of government-industry planning); economics (factors influencing peacetime reconversion and continued health of plane industry); sociology (war migration of workers; how war advances changed thinking of people).



NEED FOR NATIONAL AIR POLICY BOARD

S. Report No. 1909, Interstate & Foreign Commerce Committee Report on S-1639, a Bill to Establish a National Air Policy Board

Scientists, military, government, labor and industry leaders' verbatim testimony before Senate committee considering legislation to authorize thorough-going study of American air policy. Traces aeronautical progress to date. Bill now pending before Congress. 273 pages.

Educational Applications: High school, College courses in government and political science (role of government planning in promoting scientific progress); transportation; geography; vocational guidance (perspective on scope of aviation occupations); much material pertinent to business administration, economics, sociology (impact of air age on society); history; physics; aeronautical engineering; law; language and fine arts (influence of aviation on prose, poetry, world languages—through emphasis on streamlining and lightweight materials, its impact on art forms and design); physical education (growing interest in flying suggests greater appreciation of need for physical fitness); philosophy.

HISTORY OF AMERICAN AIR POLICY

Resume of development since World War I, tracing background for various federal laws and policies pertaining to aviation. Prepared by AIA staff as background on Senate 1639, the National Air Policy Board Bill. Thirty-one pages.

Educational Applications: High school, College courses in history; sociology; economics; geography; government and political science; transportation; business administration; law; aviation courses.

NATIONAL POLICY FOR AVIATION

Planning pamphlet No. 51-52, National Planning Association

Recommendations on long-range government policy for military and civil aviation. Prepared by special civilian committee after intensive study of aviation in the U. S. Sixty-eight pages.

Educational Applications: High school courses in government, sociology, and business (from those three aspects, why a definite government policy is necessary). College—political science (government planning; development of government policies; government responsibility for scientific advancement); business administration (development of a program of industry-government cooperation); economics; geography; sociology; much material pertinent to law.

AIR COORDINATING COMMITTEE REPORT ON PEACETIME AIRCRAFT INDUSTRY

Report of the Subcommittee on Demobilization of the Aircraft Industry

Joint recommendations of U. S. War, Navy and Commerce Departments on industrial aspects of air preparedness; program for maintaining nucleus of manufacturing facilities, rapidly expandable in event of war. Includes detailed suggestions and data on plant equipment, location, manpower, and production management. Fifty-two pages.



Educational Applications: Collateral for High school aviation courses. College: a must for ROTC classes; business administration (production planning; finance, personnel, and production problems of an industry so closely related to national security); economics (factors active in industrial expansion and contraction); political science (productive capacity in relation to national security as an instrument of national policy); engineering (production engineering); Thesis: Industrial maneuvers, like military and naval maneuvers, are essential to national defense; Responsibility of educational institutions for refinement of production techniques and processes.

WINGS OVER AMERICA

Public Affairs Pamphlet No. 114

One of the most concise, lucid discussions of aviation's impact on our lives, by John Stuart, aviation reporter for the New York Times and Chairman of the Board of Governors of the Aviation Writers' Association. Evaluates importance to national welfare of military, commercial and personal flying. Thirty pages.

Educational Applications: High school—economics; history; geography; government. College—collateral reading for business administration, history, sociology, geography, political science courses.

STRATEGIC BOMBING SURVEYS

Europe and the Pacific

Searching appraisals of our World War II bombing effort against Nazi and Jap cities and industries. Based on careful analysis by U. S. experts and testimony and documents taken from captive enemy leaders.

Educational Applications: High school social studies—sociology, history, economics; impact on world geography. College—political science (air power in world politics and diplomacy); psychology (individual and mass morale under aerial bombing); economics (factors contributing to disintegration of Axis war economies); sociology (impact of air war on social institutions); history; philosophy; a must for ROTC classes.

INDUSTRIAL MOBILIZATION AND DESIGN AND DEVELOPMENT OF AIRCRAFT IN NAZI GERMANY

Testimony of Albert Speer, Nazi Minister of Armaments and War Production

Verbatim testimony of top Nazi industrial czar, Albert Speer, under questioning by American Intelligence officers. Relates in detail the plans, problems, successes and failures of Nazi war production program, particularly their race to out-produce the Allies in military aircraft. Fifty-seven pages.

Educational Applications: High school and college courses in history (an intimate glimpse behind scenes of enemy war effort); government and political science (air war problems of Nazi form of government); sociology (free vs. controlled society in modern war); economics (forces contributing to Nazi defeat); business (impact of air war on industrial planning and production management).



INTERNATIONAL CONTROL OF ATOMIC ENERGY

A Report on the International Control of Atomic Energy—Department of State Publication No. 2498

Recommendations to the Secretary of State by a committee of scientific, military, industrial and Government experts. Includes simple discussions of nuclear mechanics and evaluates human factors involved in world atomic control. Sixty-one pages.

Educational Applications: Excellent High school science, physics, and sociology. College—political science (impact of atomic energy on world politics); social studies (great challenge to society; changes thinking and habits of people; need for redesign of communities?); physics; chemistry; mining and mineralogy; law; philosophy.

SUPERSONIC RESEARCH PROPOSALS

Recommendations of Army Air Forces and the Aircraft Industry on a program of research and development into speeds up to 7500 mph.

Educational Applications: High school mathematics, science, chemistry, and physics (recent aviation developments have dramatized anew the value of mathematics and science education—time, distance, weight, mass problems related to high speeds; puts a new light on standard laboratory projects in science). College biological, physical sciences and engineering (laboratory exploration and analysis of light, heat, magnetic and other forms of energy; psychological aspects of highspeed flight; analyses of design problems for projected high-speed planes, missiles, launching and test facilities); Thesis: Role of College and University Research in the National Supersonic Program.



PLANE FACTS

Brightly edited, pocket-size handbook of information on aviation in the United States. pages. To be published late in 1946.

Educational Applications: Any elementary, secondary, or college level educator will find this booklet invaluable as a ready reference. Students also will find it useful for any studies involving transportation comparisons, industrial development, military strength, or scientific progress.

Every State Must Develop An Air Education Program

Written especially for PLANES

by Howard W. Sinclair, Assistant Administrator, Training, Civil Aeronautics Administration

Educators at every level of instruction are becoming increasingly alert to the needs of students in this Air Age. Approximately one-half the states of the Union have already in effect, or are developing, state-wide programs of aviation education, and the Aviation Training Staff of the Civil Aeronautics Administration recently has received requests for help from additional states.

To serve this growing need, trained educational consultants are being placed in each of the CAA regional offices. These consultants, when called upon to do so, will assist committees planning state-wide aviation education programs. They will aid the state departments of education to implement such programs, will be available to lecture educational groups, and will supply instructional material to administrators and instructors. They also will help teachers prepare course outlines, and confer with college administrators who seek advice upon aviation problems.

Much progress already has been made in the program of assistance to our educators. One important advance is the preparation of suitable and adequate materials of instruction. The 20 titles in the *Air-Age Education Series, the Demonstrations and Laboratory Experiences in the Science of Aeronautics, and the Aviation Education Source Book*

are among those prepared under CAA sponsorship.

Until every state and territory of the United States embraces a state-wide aviation education program, concerted attention of the central and regional offices of CAA must be directed to the task of encouraging the formulation of such state-wide programs.

Paralleling these efforts will be those relative to preparation of the variety of instructional materials such programs require. Plans and materials will bear upon all aspects of aviation training from kindergarten through college; from trade school through the professional school; from pilot to aviation executive. Continuing long after plans have been adopted by each of the several states, implementation techniques will need to be devised and employed. Inspirational lectures, teacher and operations institutes, teacher training — pre-service and in-service — all these and other techniques will need continuous application and revision.

The expansion of this educational program is a task demanding much planning and preparation. In this the CAA Aviation Training Staff will endeavor to serve.

Sources of Free Teaching Aids

Many organizations offer free or inexpensive teaching aids for aviation. Some issue pamphlets and explanatory materials, while others lend or rent sound and silent motion pictures and strip films.

The Government offers surplus aeronautical equipment of all kinds to tax-supported or non-profit schools for the asking and upon payment of shipping expenses. Inquiries for such equipment should be addressed to: Educational Aircraft Division, War Assets Administration, Washington 25, D. C., or U. S. Office of Education, Washington 25, D. C.

Pamphlets, Explanatory Materials

Office of Public Relations, U. S. Army Air Forces, The Pentagon, Washington 25, D. C. — Pamphlets on military aviation.

Office of Public Information, Navy Department, Washington 25, D. C. — Pamphlets on naval aviation.

Aviation Education Service, Civil Aeronautics Administration, Washington 25, D. C. — Staff of qualified educational specialists to counsel groups and individuals; free outlines, pamphlets to aid educational groups and teachers; booklet, "Civil Aviation and the National Economy," 35 cents.

U. S. Office of Education, Washington 25, D. C. — Pamphlets, staff of specialists to counsel educators.

Aircraft Industries Association, 610 Shoreham Building, Washington 5, D. C. — Pamphlets on social, economic, and military aspects of aviation. Free mailing list for publication "Planes."

American Airlines, Inc., Air Age Education Research, 100 E. 42nd Street, New York 17, New York — Special advisory service for educational groups, teachers; books, maps, prints covering all

phases of flying and air transportation.

Air Transport Association, 1107 16th Street, N. W., Washington 5, D. C. — Free leaflets, illustrated booklets on air transport industry.

Institute of the Aeronautical Sciences, 1505 RCA Building, West, 30 Rockefeller Plaza, New York City — Will loan books for one week free, except for return postage, to anyone 18 or older who can demonstrate responsibility for return of same.

Trans-World Airlines, 10 Richards Road, Kansas City, Missouri — A special kit of maps, folders, color posters for classroom use; special advisory service for teachers.

United Air Lines, Park Avenue and 42nd Street, New York — Free folders, booklets, pictures, film strips, recordings (for those having 33 $\frac{1}{3}$ rpm turntables); specially-prepared teaching kits for grades 1-3, 4-6, and junior and senior high, 25 cents each.

Movies and Strip Films: Office of Public Relations, U. S. Army Air Forces, The Pentagon, Washington 25, D. C.

Pictorial Section, Office of Public Information, Navy Department, Washington 25, D. C.

Office of Aviation Information, Civil Aeronautics Administration, Washington 25, D. C.

Industry Plans Key to Security

Recent Government and industry actions reveal that out of World War II has come a new understanding of the relationship between industrial preparedness and national security. Some national planners assert that from now on we must have industrial maneuvers similar to our military and naval maneuvers.

The armed forces take such a serious view of this subject that special provision for industrial planning has been made in their budgets. The current Army Air Forces budget, for example, sets aside more than \$14,000,000 for industrial preparedness.

The Army and Navy are cooperating closely on some very detailed aircraft production investigations at Wright Field, the Army Air Forces center. Projects already under way involve underground plants, statistical control in production, location and operation of plants, stockpiling of machine tools and materials, production analysis techniques, and time-studies.

PLANE QUIZ

Seventy per cent score on this quiz is excellent. Sixty per cent is good.

1. What is the most expensive item of work in building an airport? (a) preparation of site; (b) paving; (c) lighting; (d) radio equipment and installation?

2. What per cent of U. S. high schools has introduced aviation into the curriculum? (a) 80%; (b) 50%; (c) 17%.

3. What percentage of Federal funds under the new airport program will go for small city airports and community airports? (a) 54%; (b) 83%; (c) 59%.

4. What's the safety record of U. S. airlines in miles per fatal accident? better than a million miles per accident; (b) 23 million per; (c) 52 million per.

5. It is accepted as a fact that Germany had outdistanced the world in the field of fundamental aerodynamic research. True? False?

6. The only U. S. jet planes thus far successfully flown are fighters. True? False?

7. During 1945 Air Express in the U. S. was a (a) million dollar; (b) \$700,000; (c) 15 million dollar business?

8. Recently a man stowed away on a U. S. Army plane in Europe. Is there any law against stowing away on U. S. airline planes? Yes? No?

9. A recent survey by an independent research agency showed what American men think about air travel comfort. What percentage prefers air to rail comfort? (a) 42%; (b) 46%; (c) 56%?

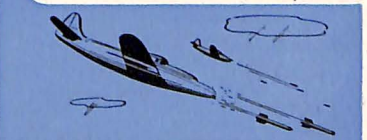
10. We have 91 wind tunnels in the U. S. How many of these are considered adequate for testing new super-speed military planes and missiles? (a) 3; (b) 25; (c) none.



BACKLOG OF ORDERS FOR U. S. PLANES THROUGH MAY 1946



Personal Aircraft • 45,468



Military Operational • 2,478



Civil Transports • 665

SOURCE • U. S. CENSUS BUREAU

"Flying Newsboys" Deliver Kansas Daily Paper

With the only special air delivery service of any newspaper in Kansas, the Winfield Daily Courier is now delivered to subscribers in Eastern Cowley, Western Chautauqua and Elk counties as soon as it is to Winfield residents. The Courier, with a circulation of nearly 6,000, is located in a city of 9,500 population.

The service was started in October, 1945, as an experiment in air express by the Winfield Air Service, Warren F. Jones, manager, in an effort to extend that type of service to South Central Kansas. It proved so satisfactory and patrons were so pleased with the early arrival of their Couriers that the service was extended to other towns.

The Couriers are now delivered to seven towns, including Atlanta, Dexter, Latham, Cedar Vale, Moline, Howard and Grenola. The route is 107 air miles, with one and one-half hours required for the trip. If the same route was covered by car, part of it over country roads, it would require five hours for the 175 miles by highway.

AERIAL DROP

When the presses start rolling off the first papers of the day's edition—and it is exactly the same paper as is printed for Winfield readers—the first papers are bundled up and taken by Courier car to the municipal airport east of the city. Out there, the pilot has the plane warmed up ready to go, and the bundles are piled into the plane.

Answers to Plane Quiz

1. (a). CAA expects to spend more than 51% of its funds under the new building program for preparation of sites.
2. (b). 50%.
3. (b). Preliminary CAA estimates on basis of 3,050 new ports show 3,008 would be small city airports or community airparks.
4. (c). As of January 1946, they were flying approximately 52 million miles per fatal accident.
5. (True). Planners have proposed nearly a billion dollars for new high-speed laboratories to surpass the Nazis.
6. (False). A twin-engine jet bomber has been test flown.
7. (c). Air Express Division of Railway Express Agency reported a \$15,145,753 gross for 1945.
8. (Yes). In 1944 Congress made it a misdemeanor, with \$1,000 fine or one year imprisonment.
9. (c). The survey also revealed that 64% of men and women will go by air when plane fare is the same as rail.
10. (c). AAF says our high-speed tunnels are too small.

Winfield Daily Courier Gets There Fast



Editor-manager Carl A. Rott, of the Winfield, Kans., Courier, shown with his aerial newsboys.

Papers are dropped at several of the towns before the home town carriers get their papers folded and start on their routes, and the residents in surrounding towns are reading the Winfield news before most of the Winfield folks are.

REGULAR SERVICE

The plane never touches the ground from the time it leaves the field until it returns. Each bundle is dropped from the air, with the plane about 100 feet in the air when the bundle is released. A safe place, some distance from the residential area of each town, has been selected as the dropping site. The height, and the method of wrapping the bundles were determined after considerable experimentation. Local carriers are on the spot to retrieve the bundles and distribute them to subscribers.

The idea of air service developed during the October flood when Couriers were delivered to towns "across the Walnut river" by plane. Since that time the plane has missed making the trip only 10 times, during heavy rain or snow storms.

ECONOMICAL

So punctual is the plane in its rounds that farmers and towns people in the area covered listen and look for the Aeronca trainer each day. The pilot has a number of friends along the route, who have never seen him, but who wave to him each day as he flies over their farms.

The service has proved very satisfactory and costs practically the same as car delivery would, say Carl A. Rott, editor-manager, and W. W. Keith, circulation manager.

Civic Groups Go Airminded

Typical of the expanding aviation activities of local business associations is an announcement by the Flushing (New York) Young Men's Board of Trade that they have established an aviation job-counseling bureau for veterans.

Flushing's commerce group is unique in the vocational guidance phase of aviation promotion, and already has steered a good number of men and women veterans to air jobs. Recent developments, however, show that local business groups are playing an increasingly important part in guiding U. S. aviation progress.

According to the U. S. Chamber of Commerce, chambers in 14 leading cities have special committees handling aviation matters. In dozens of other cities business groups are sponsoring various aeronautical activities for youth. And, as a testimonial to the growing interest of local businessmen, the Civil Aeronautics Board recently amended its rules of practice to permit chambers of commerce and similar civic groups to intervene in airline and other cases.

An unprecedented growth of airmindedness on the part of local business groups is seen as a result of the new airport building program, from which small cities and towns will receive major benefits.

Air Minded People

The Civil Aeronautics Administration reports an increase of more than 1,000% in civil pilots since 1939.

Facts and Figures

Teacher training programs and school curricula, like planes and airports, must be continually designed to match progress of the air age.

Dr. Einstein says mass and energy are equivalent. Thus, one kilogram of matter "atomized" would equal two months' output of the total 1939 electric power industry in the United States.

Approximately 1,000,000 lbs. of lead, used for control surface counterweights, is being recovered from scrapped war planes.

Since the Wrights' flight, aviation has been put to music for bands, orchestras, ballets, chorals, and instrumental solos, not to mention several dozen World War II popular songs.

Researchers, looking for an ideal design for the plane to travel over 1,000 miles per hour, lean to swept-back wings, and eventually, craft resembling schoolroom paper airplanes.

Five years ago altitude records were measured in feet. Now, however, researchers try for miles with each rocket altitude attempt.

Pilots are aided by nearly 5,000 farmers who voluntarily make daily observations for the Weather Bureau.

Several billion words each month pass over airline communications circuits handling passenger and cargo reservations.

Float-plane Boom Is Developing

Float plane enthusiasts see the new Federal Airport Act as a big boost for development of seaplane anchorages. Its \$500,000,000 building fund provides for construction of water as well as land facilities, and float plane fliers and manufacturers are teaming to make the most of it.

There's a boom ahead in seaplane flying, they say, and for proof they point to the fact that makers of float plane equipment have backlogs of orders that in some cases exceed their output for the last 15 years.

The surge of interest in flying is being organized and guided so that local groups will be able to obtain the kind of backing necessary for developing community anchorages.