

DISCUSSION

In the discussion which followed the formal addresses Col. Hartney endorsed the viewpoints of the speakers, commended the "fine spirit of cooperation evidenced by the National Safety Council" and expressed the opinion that an official resolution from the Council, supporting the Federal Government in a progressive policy of adequate appropriations for airway aids in the best interests of public safety and better business, would be most timely.

Earl F. Ward, of the Bureau of Air Commerce, Washington, D. C., suggested that the state aviation officials cooperate with the Federal Government in educating and encouraging the private pilot to use the airways traffic control system. He emphasized that this system is a directing rather than a policing agency and that it can function satisfactorily only if everyone cooperates.

He expressed the belief that much might be accomplished by the establishment within each state of an advisory council as an auxiliary to the State Aviation Board. This council would be composed of experienced pilots, one from each section of the state. The members would cooperate on a non-remunerative basis with the state officials for the advancement of safety in aviation. Each member

would be of sufficient prestige to discourage hazardous flying in his section of the state.

Col. J. C. Cone, of the Bureau of Air Commerce, Washington, D. C., discussing the direction finder, expressed the belief that the ultimate solution would be a combination of the radio direction finder on the ground and the radio compass. He emphasized the need of obtaining public interest in supporting the establishment of additional aids.

Jerome F. Lederer, of the Aero Insurance Underwriters, New York City, supported Lieut. Barker's contention regarding the safety of air transportation and pointed out that even the non-traveling public is benefited by the more rapid exchange of ideas, goods and people. He stated that air transportation accelerates the creation of wealth for everybody.

The session unanimously approved Col. Hartney's suggestion that a resolution be prepared and submitted to the Executive Committee of the National Safety Council for its official approval, with the suggestion that copies be sent to the incoming members of the Senate and House of Representatives. Mr. Lederer, Mr. Aldworth and Mr. Ainsworth were authorized to prepare the resolution, which was drafted as follows:

Resolution

WHEREAS, Safety is the foundation of public confidence in air transport; and WHEREAS, The Federal Government, along with the several States, can, by the maintenance of proper navigational aids and the adoption of an adequate airport program, along with wise regulation and vigorous promotion, guarantee safety to the flying public; therefore

BE IT RESOLVED, That the Federal Government be urged to materially increase the present inadequate navigational aids and inaugurate an airport program based on service to the public and national safety requirements; and, That the United States Department of Commerce increase its personnel and provide necessary transportation in order that an adequate inspection service can be rendered, together with such promotional development as will point the way toward simplification of flight procedure; and,

BE IT FURTHER RESOLVED, That the various States be urged to promote uniformity of regulation, the development of air marking projects, state planning of airport facilities, and the dissemination of accurate information concerning aeronautical development.

A motion picture on cloud formation and dispersion was shown by Dr. D. M. Little, Chief of Aerological Division, U. S.

Weather Bureau, Washington, D. C.

After re-election of officers the meeting was adjourned.

ADJOURNMENT

American Society of Safety Engineers—Engineering Section

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S. E. WHITTING, Liberty Mutual Insurance Co., Boston, Mass.

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* Deceased.