SAFETY AND DEVELOPMENT OF COMMERCIAL AVIATION IN LATIN AMERICA, AND RELATED SUBJECTS

DECEMBER 17, 1941.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed

Mr. Nichols, chairman of the Select Committee to Investigate Air Accidents, submitted the following

REPORT

[Pursuant to H. Res. 125]

SECTION 1

Following a series of disastrous air crashes in the United States, which resulted in death or injury to a great number of persons, the House of Representatives, on March 3, 1941, by the passage of House Resolution 125, created the Select Committee of the House of Representatives to Investigate Air Accidents.

Section 2 of said resolution reads as follows:

It shall be the duty of the committee to make a full and complete investigation of air crashes and other accidents in the United States in 1940 and 1941, occurring on commercial air lines, with the view to ascertaining all pertinent facts relating to the construction of flying and ground equipment and facilities, the management and operation of such air lines, the laws and regulations, and the administration of laws and regulations, relating to operation and inspection of airplanes and safety equipment and devices, the liability of such air lines on account of loss of life or injury to persons or property, and any other matters which such committee may deem it necessary to investigate, for the purpose of obtaining information to enable it to recommend action.

The committee has heretofore determined that the scope of the resolution embraced the operations of every air line based in the United States or its possessions, and under the control and jurisdiction of any agency of the United States Government.

Pursuant to said resolution, the committee has made a thorough investigation of every serious commercial aircraft accident occurring in the United States and its possessions during 1940 and 1941, with but one exception. In addition, the committee has conferred with,
DEVELOP SAFE AVIATION IN LATIN AMERICA

As a result, it has been the duty of the committee to determine what detrimental effect, if any, the operation of foreign commercial air lines in Latin America was having on our hemispheric relations. In an effort to secure, if possible, the safe and healthy growth of commercial aviation, the committee has applied itself in the operation of German and Italian commercial air lines in Latin America to do anything possible to promote the safety of United States citizens or, as a matter of fact, the safety of any citizens of the United States.

The continent of South America, and, further, that those lines flew 8,737,000 air-miles, which was the largest proportion of the air-miles flown in any of the inter-American countries. In this respect, conditions in South America are typical of those throughout Latin America. That continent has the smallest total population and the lowest density per square mile of any continent. While in South America to do anything possible to promote the safety of United States citizens, the committee has applied itself in the operation of German and Italian commercial air lines in Latin America to do anything possible to promote the safety of United States citizens. In an effort to secure, if possible, the safe and healthy growth of commercial aviation, the committee has applied itself in the operation of German and Italian commercial air lines in Latin America to do anything possible to promote the safety of United States citizens or, as a matter of fact, the safety of any citizens of the United States.

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The committee learned in the course of its investigation at the Navy Department, and the Department of Commerce, in the hopes of maintaining the production of airplanes by the builders of airplane plants, in order that additions can be devoted to the further development of air commerce. Truly, the obvious answer to the problem of a growing demand for airplane space is that more planes be purchased by the men who give direction to the airlines, and that experimental work and prototype construction of new aircraft plants of the country that the men who give direction to these new industries are genuinely anxious to continue building transports at a sensible rate.

Inasmuch as the committee was aware of the serious accidents which have occurred, and will continue to release reports until the investigation is complete. Several legislative recommendations have already been made to both the Navy Department and the Department of Commerce, in the hope of attaining this goal. Several legislative recommendations have already been made to the United States Department of Transportation, and the Federal Aviation Agency, in order that the problems of air safety, and related fields, and to recommend to the Congress legislative action to improve the competencies of the Board, and to ensure that the airlines maintain a properly equipped and experienced personnel.

The committee has, within the last few months, closely observed the growing danger that flows from taxing the full capacity of the aircraft plants of the country that the men who give direction to the airlines are genuinely anxious to continue building transports at a sensible rate. Truly, the obvious answer to the problem of a growing demand for airplane space is that more planes be purchased by the men who give direction to the airlines, and that experimental work and prototype construction of new aircraft plants of the country that the men who give direction to these new industries are genuinely anxious to continue building transports at a sensible rate.

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DEVELOP SAFE AVIATION IN LATIN AMERICA

The builders of commercial aircraft have, within the last year or two, discovered many new ... of those who fly the air lines of the country today, but it is also of extreme importance in the transport of troops.

We come, however, to another factor, as we look at the question of plane production. Where the war and the demand for military planes come to an end, there will be an acute dislocation ... and facilities. The natural question, then, arises as to whether or not this prospective dislocation can be met.

At the end of the war this Nation will probably be on a production basis of 50,000 planes per year. Other nations are continuing to build and improve aircraft. When the war ends they, too, ... will be confronted with the problem of dislocation of manpower employed in this industry and competition will be keen.

Even a partial continuance of the manufacture of aircraft after the war is over will require a market. It is obvious that expensive airplanes for transport purposes cannot be constructed ... there is but one place to look for a market, and that is in the field of hemispheric, foreign, and transoceanic flying.

European competitors will certainly be in this market as quickly as the aircraft industry of the United States. One need but indicate that there is already operating in the South American ... line, as an indication that other nations are closely watching the hemispheric and transoceanic field of flight.

It may be said that the competitive race is already under way. Added to all this is the fact that every nation will be equipped with thousands of capable pilots, with thousands of ... economic problem within the confines of the nations which have made greatest progress in the field of air transportation.

It is obvious, also, when one contemplates the conditions and the distances which prevail in the sister continent to the south, that South America will be one of the first areas in which the various nations will undertake to develop air transportation more fully. It has been a long-neglected continent. It will become the immediate objective of the leading commercial nations of the world. And so it becomes the question, now, as to who will win the skyways and the air mark of South and Central America.

One can conclude this part of the statement by saying that a United States of America, its aircraft manufacturers, and everyone identified with the air industry, are now keenly aware of the possibilities in South America.

At this point one should add that the people of Latin America are far more air conscious than the people of the United States. This is true for many reasons. As early as 1902, and ... become air conscious.

In 1920, which is nearly a generation ago, the first successful commercial air line in the Americas was established in the Republic of Colombia. It was known as the Scadta line. This air line was operated by Germans, and ran from Barranquilla to Girardot, which was the railhead for Bogota. As early as 1920 this line made the journey in approximately 7 hours, whereas the journey by surface transportation, which includes both rail and steamship, was made in 14 days. The committee had the opportunity to fly over this route. It traverses high mountains, dense jungles, and swampy areas. Colombia is now traversed by a network of air lines.

In 1925 another German-dominated line was initiated in the Republic of Bolivia. It operated from the city of Cochabamba to the city of Veracruz. While this was only a 200-mile run, it was a significant step forward. The journey was made by air in 3 hours, whereas it was covered by surface transport in 4 days.

Two years later, in 1927, another German line was initiated in the Republic of Brazil. It became known as the Condor line, and operated in Brazil from Rio de Janeiro to Rio Grande do Sul via Porto Alegre. The Condor line became the basis and pattern for German air line operations throughout the continent of South America.

There have been other developments in the field of air transport by different interests in South America at a time when the United States was first becoming air conscious. By 1927 there were 5,700 miles of airways in South America, in comparison with 8,900 in the United States.
Let us consider for a moment the country of Brazil. In geographical area it is 200,000 square miles larger than the United States, and has a population of 44,000,000. While it is larger in area, the United States has a greater population. These facts may be significant in that the airplane can pierce the atmosphere and adapt itself to any land or water surface. The airplane can transcend and is wholly independent of all surface obstacles.

The Republic of Argentina, with an area of 1,079,965 square miles is approximately one-third the size of the continental United States. Its approximate length is 2,150 miles, and its greatest breadth is 600 miles. A population of Argentina is 12,762,000, of which nearly one-quarter, or approximately 3,000,000 live in the capital city of Buenos Aires and its suburbs. The famous pampas country of Argentina, the economic heart of the country, extends fanwise from Buenos Aires, a distance of 300 to 400 miles and it is devoted to cattle raising and cereals. Argentina is traversed by the largest railroad network in South America, comprising 25,804 miles, and it is traversed also by more than one-half the entire highway mileage in South America is traversed.

The country is highly developed and is more akin to the Middle West and West of the United States than any other country in South America in its economic development and characteristics of its population.

Consider also the Republic of Chile. Its average width is probably 150 miles. And yet it has a 3,700-mile coast line. The entire length of Chile is composed of barren and forbidding mountains and deserts. Chile is a land of mineral wealth and has a population of 8,900,000. The railroad mileage is 3,775 and the highway mileage is 3,333 miles. Chile has an area of 296,264 square miles. Chile is a land of contrasts, and its people are industrious and thrifty.

There are additional reasons why they have become air conscious. One might cite, for instance, the matter of air mail. Scattered throughout South America are American, Canadian, French, and British air mail stations. The mails of these countries are handled by American, Canadian, French, and British post offices in Buenos Aires, Santiago, and Lima. Telephone and cable communications are extremely expensive. They, therefore, have resort to air mail, and already the poundage of air mail has increased.

At this point, a few statistics on distances may be of interest, as indication of the reason why air commerce between North and South America will grow by leaps and bounds, both for purposes of business. It will be noted that from New York to Buenos Aires, the distance is 4,600 miles. By air express, it takes 87 hours, in total elapsed time, which effects a saving of 1434 days. From New York to Lima, Peru, is approximately 4,200 miles. The journey by air takes 66 hours, in total elapsed time, which effects a saving of 10 days. From New York to Mexico City, a distance of 2,500 miles, it takes 60 hours, in total elapsed time, which effects a saving of 9 days.

But what of the safety of United States citizens who will fly to South and Central America in ever-increasing numbers in the near future? The committee proceeds on the theory that a United States citizen who is a passenger on an air line operating from the United States is entitled to the same degree of safety as if he were traveling by ocean liner. It is the policy of the mail express and particularly air express of an urgent nature. Already an enormous air express business is being done in South America.

In view of these possibilities of annihilating space, whether people fly for business or for pleasure, it must be manifest that air commerce to South America holds untold possibilities. The possibility of a trip to South America at a moment's notice, at a cost that is negligible in comparison to the cost of a trip to Europe, makes the trip feasible for the average traveler. As flight conditions improve, many people will journey to South America to spend a vacation.
DEVELOP SAFE AVIATION IN LATIN AMERICA

States to South America and who crashes in San Juan, P. R., or in the jungles of Brazil or on the mountains of Peru, is just as dead as one who may have crashed in Cincinnati, Chicago, or New York. The world understands that reliable air transport between the United States and Latin America. They are the particular solicitude of this committee.

Air transport to and within South America should be carefully differentiated. One must make the distinction between international lines which fly to and across the borders of the United States, and domestic or internal ones which remain within the country. The name of this line is the Linea Aerea Transcontinental, and is popularly known as LATI. It is a subsidiary of the Italian Government-owned national air line. It is flying this run at the present time.

The second international airline operating in Latin America—the Pan American Airways, Inc., is based in the United States. It operates from Miami, Fla., via several routes to South America. It flies to and beyond Panama and thence via the capital cities of the Central American republics to Mexico City. At Mexico City connections are made with the United States at Brownsville, Tex., and through a Mexican subsidiary with the United States at Los Angeles, Calif. However Pan American's principal South American international line extends from Miami, Fla., via San Juan, P. R., and Port of Spain, Trinidad to Belem do Para at the mouth of the Amazon in Brazil, and thence overland direct to Rio de Janeiro and thence via Porto Alegre to Buenos Aires, Argentina.

The third international line, Pan American-Grace Airways, Inc., known as Panagra, operates from Buenos Aires north to the Canal Zone via Santiago de Chile, and thence along the Pacific slope of the Andes, with an alternate route departing at Cordoba, Argentina. Here passes the line to the Argentine capital, Buenos Aires, from where a transfer is made with Pan American of passengers, mail, and express to and from Central American countries and the United States. An effort is now being made to revive a fourth international air line which formerly operated between Paris, France, via Dakar in Africa and Natal or Recife in Brazil to Rio de Janeiro and then thence to Buenos Aires. This latter line, the Argentine-American International Airways, was organized in 1926 as a subsidiary of the Pan American Airways system. It was liquidated in 1935.

Interior lines within the boundaries of individual countries are now in most instances closely controlled by the Government of the country concerned. The Republic of Colombia is well served by a number of lines, the most important of which is the Linea Aerea Nacional Colombia, or LAT. This company was started by a United States citizen named Elmer Faucett, who journeyed to Peru as a missionary and later formed an airline for the transport of mail and passengers. Faucett Line is now controlled by the Government of Colombia and operates under the management of a Peruvian citizen.

The Germans organized the first successful air lines in South America in the early 1920's. These enterprises were primarily commercial in nature and remained so until shortly after the ascension of the National Socialist government. At that time German air transport policy underwent a fundamental change, and German activities in South America were suspended. The Allied Powers then occupied German colonies in South America, and it was decided to establish air service between the nations of the Allied Powers. This was done, and the duration of the German air transport policy in South America was ended on March 10, 1923.
DEVELOP SAFE AVIATION IN LATIN AMERICA

The large-scale expansion program was begun early in 1935, the spearhead of which has been the Brazilian-incorporated Syndicato Condor. Condor is to all intents and purposes an arm of the German-Government-owned Deutsche Luft Hansa. Its operation, however, is in the hands of the Brazilian Government, and in the last 2 years, and are entirely under South American management. There are no Axis controlled or -influenced air lines in Central America, Mexico, the West Indies.

In Central America, and particularly in the Republic of Honduras, air service is now afforded by the Transportes Aemos Centro America, popularly known as TACA. This company was organized in 1930 by the Honduran Government and the Pan American Airways Corporation. It operates a network of approximately 5,000 miles in and through Central America, and does an enormous express business.

The principal interior operation in South America is that known as the Condor line. It is partly German owned but Brazilian incorporated, and was first established in 1927 between Rio de Janeiro and Brazil. It was operated first by the Syndicato Condor, but is now entirely in the hands of the local Government. The Condor line, its operators, and its aircraft are entirely under Brazilian control. The Condor line is the only air line to operate to Peru.

In a number of countries its operation was taken over by the local Government, so that today the bulk of the operation of the Condor line is in Brazil, although it has substantial operations in Argentina, Chile, and Peru. It operates a network of approximately 5,000 miles in and through Latin America, and does an enormous express business.

The safety record of lines operating to South America in the years 1936 to 1940 are rather interesting, because they represent a reasonably high safety factor. In this period the Pan American system had 8 fatal accidents where passengers were involved; the other airlines, it is true, had more, but they were less serious. In any case, the safety record of the Pan American system is a matter of considerable importance, because it is the main line of communication between the United States and South America.

The following is a summary of air-line operations in South America for the year 1940, which will indicate the importance of operations on the basis of nationality of company.

<table>
<thead>
<tr>
<th>Nationality</th>
<th>Route Percentage and Total Miles flown</th>
<th>Route Percentage and Total Miles flown</th>
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<tbody>
<tr>
<td>United States and United States affiliates</td>
<td>30.700</td>
<td>40.2</td>
</tr>
<tr>
<td>German and German affiliates</td>
<td>15.500</td>
<td>23.7</td>
</tr>
<tr>
<td>South American lines</td>
<td>7.403</td>
<td>11.1</td>
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<tr>
<td>South American, Mail only</td>
<td>10,400</td>
<td>15.8</td>
</tr>
<tr>
<td>Other lines</td>
<td>2,080</td>
<td>3.2</td>
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The total miles flown in South America in 1940 were 15,255,000, of which 45.2% were flown by the United States and United States affiliates, 23.7% by the German and German affiliates, 11.5% by the South American lines, and 15.1% by the South American, Mail only lines. The remaining 5.5% were flown by other lines.

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DESCRIPTION OF FLIGHT

DEVELOP SAFE AVIATION IN LATIN AMERICA
CONCLUSIONS FROM FLIGHT EXPERIENCE

Monday, November 10, we departed Mexico City at 9 a.m. and arrived at Guatemala City, although we were supposed to have made the trip from Mexico City to Guatemala City, in the State of Veracruz, Mexico, at 11:15. At this time we were 3 hours and 15 minutes out of Guate-

The arid condition persists until nearing Guayaquil, when the ocean appears on the horizon and the coast line of the ocean, where it was anticipated that the high cloud formations would break up. We broke out over the ocean at 1:35 p.m., the capital of El Salvador, population of 102,000.

We were the only passengers. Ship was loaded with express, includ-
ing 300 pounds of gold in ingots and about 600 pounds of orchids des-

At Barranquilla, Colombia, the committee rested over the week-end and so forth, that the ultimate development of safe flight on the inter-

At 8:30 p.m., cruising at about 12,000 feet. This 6-hour trip was entirely

DEVELOP SAFE AVIATION IN LATIN AMERICA
develop safe aviation in latin america

AVIATION IN LATIN AMERICA

DEVELOP SAFE AVIATION IN LATIN AMERICA

DEVELOP
It is adequate in size, and while runways are not surfaced and im... where weather is frequently a disturbing factor to air commerce.

Andes Mountains, the airport is being improved at the present time. This airport is, however, not lighted. This airport can be used for both civil and military operations with complete safety.

This airport is being constructed in close proximity to the city. Prose... into the present Montevideo airport.

Repeated inquiry by members of the committee elicited the information that many of our most adverse and disastrous weather conditions are generated over water, and if a better and more coordinated weather service from ship to land stations in the Atlantic, the Caribbean, and the Pacific were devised, it would serve to forewarn not only air-... that type of observation, forecasting, and reporting which will keep every flight constantly advised of the development of weather conditions in all seasons of the year are quite good. Lighting is necessary.

From the standpoint of obstructions and surrounding hazards, the area is entirely satisfactory, but should be enlarged. A greater area should develop safe aviation in Latin America.

As mentioned in the front of the report, air commerce is one of the most modern sciences. It is one of the achievements of the twentieth century which have contributed the most to the progress of mankind. The development of aviation has been rapid and steady.

The adequacy of airports and landing strips in Latin America is of extraordinary importance, first, because of the maturity and experience of the air transportation industry which has developed in the United States to the South American Continent are fully cognizant of this fact, and have already taken steps to build up a capable and independent air transportation system.

In uncovering the plot of the Nazis to dominate the world, one must understand that airplanes have annihilated distances and that the barriers of sea and land have been broken. The time has come when the Axis countries at home.

Airports and landing strips are essential to the development of aviation. The importance of airports and landing strips in Latin America cannot be overestimated. They are the cornerstone of safe aviation in Latin America.
DEVELOP SAFE AVIATION IN LATIN AMERICA

It should be recommended that when the flight plan is being prepared, the weather in the area should be carefully considered. The most important factors to be considered in the selection of air routes are the weather conditions, the topography, and the presence of obstacles. In general, the weather conditions are more difficult to predict in the tropics due to the influence of the equatorial jet stream. The topography is often rugged and presents many obstacles, especially in mountainous regions. Therefore, it is recommended that the flight plan be prepared with careful consideration of these factors.

1. Santiago, Chile.—Landing facilities at Santiago are reasonably good. They could be improved. The airport could be enlarged and lighting facilities should be installed. The airport lies in a region subject to adverse weather conditions, low ceilings, and limited visibility during a considerable portion of the year.

2. Antofagasta and Arica, Chile.—Fueling stops between Santiago and Lima are provided by these airports. They are not adequate.

3. Peru.—At Lima, facilities seem entirely inadequate as to size. There are no serious hazards or obstructions. Lighting facilities are not available. Surfaced runways should be extended. The runway is situated on very soft ground, which is mostly under water. Surface runways should be extended and maintained. It is therefore imperative, in the interest of safety, that the most modern airport facilities be installed and maintained.

4. Arequipa, Peru.—The airport at Arequipa admits of some difficulty of approach, since the course takes its way in and around high terrain before one can make the approach to this port. It is reasonably satisfactory, and improvements are going forward.

5. Guayaquil, Ecuador, and Cali, Colombia—At Guayaquil and at Cali the approaches to the airport offer no particular difficulty or hazard. The terrain is quite flat, and the airport facilities are reasonably good.

6. Bogotá, Colombia.—The airport at Bogota is at an elevation of 8,600 feet and lies in the midst of surrounding mountains which attain an altitude of many thousand feet over the field. Letting down and taking off at this airport offers considerable difficulty under low ceilings, and runways need to be extended.

7. Barranquilla, Colombia.—At Barranquilla, which is on the coast of the Caribbean, the terrain is quite flat, the approach is without difficulty, the facilities offer no hazard or obstruction. An airport has recently been built, and the facilities are considerable. The airport is now in a position to be of service to the United States, and will be one of the very best, when completed. At the present time it is unlighted.

8. Cristobal and Balboa, C. Z.—Airports at Cristobal and Balboa in the Canal Zone are of course extensively used for military purposes, and airport facilities are therefore being provided. The airport at Cristobal is well adapted for the purpose of the galaxy. The approach is quite easy, and the field is well suited for the purpose.

9. The flight from the Canal Zone to Guatemala City is approximately 7 hours, and operates over Costa Rica, Nicaragua, Honduras, El Salvador, and Guatemala. It might be said generally that the airport in the capital of Mexico will be one of the best from the standpoint of size and all other facilities.
The Embassy in Buenos Aires operates its own printing plant, and on international lines in South America, plus such aid and assistance. The committee knows that the German training planes in the Argentine air force, the German fighters manufactured at Cordoba, Argentina. It is quite obvious that with the aid of these planes, who, in a time of crisis, would not only serve civil aviation, but mutual defense aviation as well. The committee has been reliably advised that Buenos Aires, which is a city of more than 2,000,000 people, has 250,000 inhabitants. It has been indicated to the committee that the Italian line called Sea Cable in the Republic of Colombia, which began as a part of the Condor line in Ecuador. The largest foreign operation, however, was the German operation in 1920. One can point out also the operation of the Condor line in Brazil and which has continued without interruption since that time. This line itself is an integral part of South America's air force, and German agents have been subsidizing newspapers, radio, movies, and magazines, in order to keep the Nazi story constantly before these countries. The Argentine Republic: One can but indicate certain highlights in the Argentine Republic's program of aviation development. The Argentine Republic has been divided into 56 districts, with 1250,000 people living in them. The Argentine Republic's operations are described as this country can render in the development of civil aviation within the various republics of South and Central America, under their own supervision and control, will automatically eliminate the air activities of the various republics. The Argentine Republic has given a large contingent of pilots and other personnel to help with the training of the various republics. The Argentine Republic has given a large contingent of pilots and other personnel to help with the training of the various republics. The Argentine Republic has given a large contingent of pilots and other personnel to help with the training of the various republics.
DEVELOP SAFE AVIATION IN LATIN AMERICA

DEVELOP SAFE AVIATION IN LATIN AMERICA

only recently it printed the speeches delivered by a United States Senator and by Charles A. Lindbergh, compiled these speeches in order to bring the attention of the American public to the presence and activities of the Committee in Argentina. The Committee knows, also, that the immunity of the diplomatic pouch has definitely been violated, and that on one occasion a diplomatic pouch from Germany, which contained 500 pounds of prohibited material, was seized in Argentina by members of the Argentine Congress, and was found to contain a complete short-wave broadcasting unit.

German propaganda and organizational activities are carried on on a self-sustaining basis. The Gestapo agents fix quotas and levy contributions on every Nazi and every German in South America on the basis of ability to pay. It is known also that the international Italian air line, known as LATI, has been repeatedly engaged in printing and distributing literature of a Fascist nature, and that in a crisis they could probably establish an operating base in Argentina and cause considerable difficulty.

In Mexico City and two newspapers, the Excelsior and the Omega, there are more than 22,000 registered Japanese in the city of Lima, and there is reason to believe that the number of such persons is still increasing. These Japanese, who have been

DEVELOP SAFE AVIATION IN LATIN AMERICA

C. CHILE

Chile is interesting geographically because its average width is but 150 miles with a 3,700-mile coast line which extends from the middle of western South America to Cape Horn. The northern part of the country is the richest and most self-sufficient portion of the entire republic. There is reason to believe, that storm troopers are drilling in Chile. The very best diplomats from Germany, Spain, and Italy are now coordinating their activities in order to break down the cordial relations which have existed between Chile and the United States. Chilean Army officers, over a period of many years, have been engaged in preparing for a possible war, and they are now receiving special training in preparation for such an event. In this work, they are being assisted by American experts.

The navies of the South American countries are not highly effective comparatively speaking, and one can only reasonably infer that in the over-all problem of defense the United States must at the very outset of a crisis determine that it must defend South America at sea and in the air.
Belem do Para, the seaport of the Amazon Basin, is approximately 1,000 miles westward and the center of the rubber-gathering industry. The committee knows that one of the leading hotels in Guatemala City is operated by a subchief of the German Gestapo, and that violators of Nazi law, Nazi regulations, and of Nazi philosophy are tried and punished. The committee is given to understand that 5 of the 18 serviceable airports which would accommodate bombing planes, as well as combat and other types of military aircraft, are owned by the Republic of Guatemala. Attached to the Neal Legation in Guatemala is a subchief of the German Gestapo, and that nothing has been done in the matter of confiscation, with a wire fence which is electrically charged. An investigation has been made to verify the actual existence of material of war in the area.

The committee knows that over the years pilots were alternated with a number of highly skilled military pilots who have flown the coast of Colombia seeking the immediate confiscation of materials of war and destruction of fuel dumps. It was represented to the committee by American authorities that 60 percent of all fuel dumps have been destroyed. There is no central trunk stream—but rather it is a number of great rivers which join and intertwine into a main stem that is more akin to a twisted mass of grapevines than to being the center of the coffee and cotton industries, is a beehive of industrial activity. The State of Minas Geraes contains fabulous mines of various highly strategic metals. Rio Grande do Sul is a fine cattle country, and incidentally is the home State of Brazil's President. In addition to its coffee exports, Brazil is the leading producer of tobacco in the world. The State of Sao Paulo, in addition to its coffee exports, is a major producer of tobacco and cotton. The State of Minas Geraes contains fabulous mines of various highly strategic metals.

Janeiro was so unhealthful that two out of every three white immigrants died within 6 months after their arrival, and usually of the yellow fever. A young Brazilian doctor who had been trained in the United States led the fight to eradicate the yellow fever. He is rightly a national hero. Since that time the cities have become healthful places to live and have grown into splendid modern metropolises. The cities of Rio and Sao Paulo, in addition to being the center of the coffee and cotton industries, are a beehive of industrial activity. The State of Minas Geraes contains fabulous mines of various highly strategic metals. Rio Grande do Sul is a fine cattle country, and incidentally is the home State of Brazil's President. In addition to its coffee exports, Brazil is the leading producer of tobacco in the world. The State of Sao Paulo, in addition to its coffee exports, is a major producer of tobacco and cotton. The State of Minas Geraes contains fabulous mines of various highly strategic metals.
DEVELOP SAFE AVIATION IN LATIN AMERICA

While there is strong evidence of German efforts and influences in Brazil, and considerable organization in progress, those influences are not in such apparent strength as in some other countries of Latin America. In fact, in the United States, there appears to be a real determination not to become the puppet state of any power, European or otherwise.

SECTION

CONCLUSIONS

1. At war's end, when the United States and other competitive nations like Great Britain, France, and Germany will be on a plane-production basis of such proportions as to impel those nations to make a competitive drive for the sky-ways of Latin America and transoceanic service.

2. It behooves the United States Government, its agencies which are identified with the development of civil aviation, and the aircraft manufacturers of the United States, to cooperate with Latin American countries in the development of their air-transport systems. The time has arrived for the United States to realize that this is a mutual interest, and that it is in the best interest of the United States to develop these air-transport systems.

3. International air-line service, whether for tourist or business purposes, will grow in direct proportion as it is made safe and convenient.

4. Safe air-line operation from the United States to Central and South America requires planes that are of sufficient capacity and of sufficient motor power to provide convenience, speed, and the ultimate in safety over rugged and sparsely settled terrain.

5. Next to the competency of the plane, one might rate the competency of the flight personnel, and it is suggested that, in consideration of the legal restrictions which may be placed upon the operation of aircraft in foreign countries, the flight personnel of international air-carriers be given the very best training and thorough training, so that they may become not only competent pilots but wed to the traditions of this hemisphere.

6. In view of the fact that South American republics have made relatively little progress in the field of weather observation, weather forecasting, and weather reporting, the matter of providing international air-operations with adequate weather service should receive early and careful attention.

7. The cause of safety is not served until a plane traversing the skyways is brought safely to the land. This means airports that are

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adequate in size for the larger planes which can be expected in international air line operations. Such airports must be equipped with every modern facility conducive to safety. The committee is not insensible of the fact that the budget allowances of South American countries for airport development will not permit of extensive development. It is entirely possible that, through the instrumentality of loans, a joint program can be worked out for the development of airports, which will have due regard for the sovereignty of Latin American countries. The elements of nationalism, sovereignty and independence in every case must be thoroughly recognized. The committee should observe at this point that in the making of loans there should, in every case, be some consideration so that it is not made to appear that this aid comes in the nature of a gift. For an agency of the United States to develop a program which in the slightest degree might affront the pride and sense of nationalism of our Latin American cousins might prove hurtful rather than beneficial.

8. Night flying.—The distance from New York City to Buenos Aires is approximately 8,500 miles, and it can be traversed by surface transportation in a period of 18 days, as compared with 87 hours elapsed time today by plane. This indicates that further improvement can be made in annihilating space by means of night flying. There is today virtually no night flying in Latin America, because airports are not adequate for the purpose, nor are they equipped with lighting and other indispensable night landing facilities. If and when night flying is undertaken, it is quite obvious that the United States must render technical and financial assistance for the purpose of installing, in the interest of safety, adequate navigational systems along international airways which may be flown at night.

9. Foreign international air lines.—The committee was thoroughly convinced of the necessity for supplanting by American operation, the trans-Atlantic operation of the Italian Government-owned air line “Lati”, in the interest of hemispheric and national defense, and made haste to present this view to our governmental agencies concerned. The committee presented similar views concerning the German interests in the several Condor operations.

Since making these representations war has been declared between the United States and the Axis Powers, and between several Latin-American countries and those powers. These necessities above stated, immediately became imperatives. It is, therefore, absolutely imperative that our State Department, together with others in authority, be directed to complete negotiations without further delay, to the end that the Italian operation Lati be supplanted with United States operation and equipment, and that the Condor operation be scrupulously degermanized, and, furthermore, that negotiations be completed for the use of United States capital and equipment to replace German and Italian capital and equipment on all South-American air lines.

JACK NICHOLS, Chairman.
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