

Capital Idea

It is now just over one year since Capital Airlines began its pioneering aircoach experiment. The aircoach idea did not take long to spread in the U.S. and soon several of the major air lines there jumped on the bandwagon. Though it is too soon to definitely say that aircoach as it now stands is here to stay, it seems likely that in certain areas it is meeting with outstanding success.

A real boost to aircoach was provided when eastern American railroads boosted passenger fares 12.5% at the end of November. This meant that aircoach fares were actually below that of rail coach. In the area where the cut was effected, buses are the only form of mass transportation that have cheaper fares than the aircoaches.

In the year that has passed since Capital made its first aircoach flight between New York and Chicago, the service has carried 135,300 passengers across the densely populated industrial area east of the Mississippi. Twelve aircoach flights now connect daily the cities of New York, Pittsburgh, Washington, Cleveland, Detroit, Chicago, Milwaukee, Minneapolis, St. Paul, Atlanta, Knoxville, Birmingham, Mobile, and New Orleans. On the earlier and now well established runs, Capital has maintained close to an 80% load factor. The number of aircoach passenger miles now has passed the 67,000,000 mark.

Though Canadian air lines have shown no apparent interest in the aircoach type of service, it is entirely possible that eastern Canada at least might have a dense enough population to make such a service practical. It is admittedly doubtful if there are more than one or two routes in this country which could support aircoach at the present time, but if such a service would get more people into the air, it would probably be worth an initial loss.

New Zealand

The Canadian government is understood to be carrying on negotiations with the New Zealand government which, if they are satisfactorily concluded, will allow CPA to serve the antipodean islands on its Australian service.

Opposition to this service formerly came from New Zealand's Labor government, which took a pallid view of

free enterprise as represented by CPA. During the recent elections, however, the Labor party was voted out of office and replaced by the National party, who, it is expected, will not be quite so mean.

Opposition

TCA's application to the CAB to be allowed to use Tampa and St. Petersburg, Florida, as intermediate stops at which passengers could be picked up for the Carribean, is being

CPA BUYS COMETS

Canadian Pacific Air Lines became the first air line in North America to get into the jet field when Grant McConachie, president, announced that orders had been placed for two de Havilland Comets.

Mr. McConachie made his historic announcement on December 15 shortly after his return from Hatfield, England, where the parent de Havilland Company is located. He was accompanied by Charles Pentland, CPA's director of the Pacific operation, and C. H. Dickins of The de Havilland Aircraft of Canada.

The value of the two Comets has been estimated at about \$1,500,000 each. They will be used on the Pacific operation, with the introductory service likely being on the Orient run. Delivery is not expected until 1952.

Other firms which have ordered Comets include British Overseas Airways Corporation and British South American Airways (now part of BOAC). The number of aircraft on order (including CPA's) now totals 18.

opposed by Eastern Air Lines, National Air Lines, and Pan American. The three air lines are basing their opposition on the grounds that they operate parallel services and that granting TCA the right to pick up passengers would cause a loss of business.

TCA is apparently also interested in operating a shuttle service between Montreal and the two Florida cities.

Cross-Wind

During November CPA inaugurated its DC-3 service between Montreal and Rouyn-Noranda. The service itself, though new, is particularly unique in that it utilizes aircraft with Goodyear

cross-wind landing gear. It was started as soon as the landing strip at Rouyn-Noranda was completed. The strip is 3,500 feet long and gives the North-western Quebec area its first scheduled air line connection with Montreal since July 9 when low water levels in local lakes caused the cancellation of the Canso service.

This was the second landing strip to be completed in Northwestern Quebec in November. Val d'Or was the first and CPA has been operating DC-3's there since November 7.

Through service is now operated daily except Sundays from Quebec City and Montreal to Val d'Or and Rouyn-Noranda.

Briefly

- **Northwest Airlines** is carrying out a direct mail campaign to interest more Toronto-to-the-west-coast travellers in travelling through the U.S. Northwest quotes a total fare of \$102.90, Toronto-Vancouver, via American Airlines and NWA Air Coach service with stops enroute at Buffalo, Detroit, and Seattle. A total fare of \$101.70 is quoted for the same trip, except that the passenger flies TCA from Toronto to Windsor, takes the bus from Windsor to Detroit and there picks up the NWA Air Coach. TCA has a one-way Toronto-Vancouver fare of \$160.30 (Note: the Canadian service is not air coach, which accounts partially for the price differential).

- During the nine months ended September 30, 1949 **Capital Airlines** showed a net profit from operations of \$703,390 as compared with \$92,493 in the same period last year. During September, operating revenue reached an all-time high of \$2,501,587.

- **KLM** has announced an improved and direct service between New York, Istanbul, and Teheran.

- A new trans-Atlantic speed record for commercial aircraft was set November 6 by a **Scandinavian Airlines** DC-6 which flew from New York, to Prestwick, Scotland, in 8 hours 55 mins. The old record was 9 hours 12 mins. from New York to London, set by a PAA Stratocruiser. The SAS DC-6 averaged 362 mph with the help of a strong tail wind.

- **Colonial Airlines** has reduced its international cargo rates between New York, Washington, and Bermuda 20-40%.