

AIR LINE TRENDS

DC-6s for CPA

CPA recently announced that it had ordered three Douglas DC-6B aircraft for use on its Pacific services. The new aircraft will be used as replacements for the three Canadair Fours now in use, and these are to be taken up by TCA. The latter, incidentally, is also considering the purchase of additional equipment in the form of DC-6Bs or Lockheed 1049 Super Constellations. These, together with the Canadair Fours obtained from CPA, will ease TCA's growing equipment problem, which is being increasingly aggravated by the company's steadily increasing services.

Canadian Pacific plans to use the DC-6s in conjunction with the Comets which are now on order. The delivery of the first DC-6 will probably be made in about March of 1952, about the same time as the delivery of the first Comet. This will give the air line an up-to-the-minute Pacific fleet consisting

miles. It has a gross weight of 103,000 lbs., an empty weight of 56,820 lbs., and carries a useful load of 46,180 lbs. Span is 117 feet 6 ins. and length 105 feet 6 ins.

If

National Airlines President G. T. Baker is reported to have said that if the Avro Canada Jetliner were in production his company would buy at least ten. While this statement has caused considerable speculation in aviation circles in Canada, it is not likely that this means that Avro Canada will be going into production on the airplane.

The present situation is that construction work has been completely suspended on the second prototype Jetliner, mainly because Avro Canada does not have the labor or the facilities to carry on with the work, due to its other heavy military commitments. In the meantime, the flight test and development program is being con-

a direct result of alleged violations of the U.S. Civil Aeronautics Act. By mid-July it had become evident that Mr. Janas was up to his neck in hot water.

It all began when the CAB instituted an investigation of the practices and conduct of Colonial Airlines and certain of its officers. The result of the investigation was a proposal of adjustment which included (a) the resignation of President Janas, effective June 15; (b) the payment of \$75,000 by Mr. Janas to Colonial; (c) the establishment of an executive committee by Colonial responsible for administrative and managerial duties; (d) the issuance of a cease and desist order by the CAB against Colonial; (e) referral of possible criminal violations of the Civil Aeronautics Act to the appropriate U.S. District Attorney.

On June 15, the matter was duly referred to the U.S. Attorney for the Southern District of New York, who later filed two criminal informations charging Mr. Janas and Colonial Airlines as co-defendants with 40 counts of violations of the provisions of the Civil Aeronautics Act governing free and reduced rate transportations, and 40 counts of falsifying and altering reports, accounts, records, and memoranda required to be kept by Colonial. Mr. Janas has since pleaded innocent on all counts. Conviction carries a maximum penalty of \$5,000 on each count. No prison penalty is involved because the charge is a misdemeanor rather than a felony (informations in misdemeanor cases correspond to indictments in felony cases).

The action of the U.S. District Attorney does not effect the proposal of adjustment mentioned earlier. The latter will simply clear Mr. Janas and Colonial with the CAB. The Board makes it clear that the repayment of \$75,000 by Janas into the company's coffers represents restitution of excessive or improper expenditures of Colonial funds as reflected in the alleged violations of the Civil Aeronautics Act by Mr. Janas. If the company or its stockholders want to try to get more, they are free to do so.

Here is what the CAB alleged Colonial and Janas did:

- May have furnished and permitted unauthorized free and reduced rate transportation through various devices. Such devices included the charging of



VANCOUVER TERMINAL: Though a so-called "temporary" structure, Vancouver's new air line terminal and airport administration building is without doubt far superior to the permanent structures at other major Canadian airports. The building is well equipped to handle the heavy flow of passenger traffic using the airport.

of three DC-6s and two Comets. Its present fleet consists of the three Canadair Fours, plus one DC-4. A second DC-4 is operated on CPA's domestic services.

The DC-6B model for over water operation carries 52 passengers and a crew of seven. It is powered by four Pratt & Whitney R-2800GB-17 engines, rated at 2500 hp for take-off. The aircraft cruises at 316 mph at 23,100 feet and has a normal range of 4,010

continued on the first prototype, though at a comparatively slow pace. Also liable to dim the chances of the Jetliner going into production is the withdrawal of government support of the project.

Hot Water

With considerable surprise, the air transport industry learned during June that Sigmund Janas had resigned as president of Colonial Airlines Inc., as