



# News Roundup

## Canadian Carriers

Revenues of Canadian air carriers totalled \$4,199,632 in July, 1949, according to the Dominion Bureau of Statistics. This figure represented an advance of \$477,753 over the previous July and \$1,466,174 above July receipts in 1947, establishing a new record for any month.

Total expenses were also heavier, advancing from \$3,194,371 in July, 1948, to \$3,600,016, up \$405,645 with every account increasing. Aircraft operation and maintenance rose \$182,606 to \$2,217,306, traffic expenses some \$100,000 and ground expenses were up nearly \$88,000. General taxes at \$15,135 for the month compare with \$10,003 one year earlier.

Due to improved earnings, net operating revenues for the month were \$519,616 against \$447,508 in July, 1948, a betterment of \$72,108 and reducing the deficit on the first seven months operations to \$477,254. Profits are usual on August and September operations, but the last three months of the year normally show deficits.

### August

During August all Canadian carriers reporting monthly showed revenues of \$4,230,523, an increase of \$643,571 over the same month of 1948. Both sked and non-sked carriers had advanced revenues over the corresponding month of the previous year showing gains of \$604,233 and \$39,338, respectively. The scheduled lines registered improved receipts from the carriage of passengers, mail, goods and excess baggage but showed decline in income from charter and contract flights. The non-sked lines showed improvement from most sources but reported a considerable percentage decline in passenger revenues and a more moderate decrease in payments from charter work.

General operating expenses increased from \$3,156,138 in August of 1948 to \$3,665,370 in 1949. There were increased charges in all departments of operation for the scheduled lines while the non-sked lines showed declines in all comparable endeavors due to the transfer of Queen Charlotte to scheduled lines in 1949.

Net operating revenues for all carriers were \$565,153, an increase of \$134,339 over August of 1948. Both scheduled and unscheduled lines improved their net during the month under review. During the initial eight months of 1949, net operating revenues were \$87,899 compared with a deficit of \$91,832 for the corresponding months of 1948.

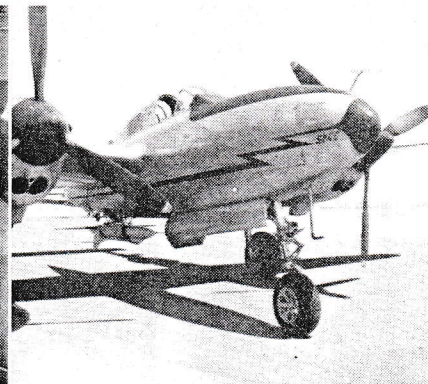
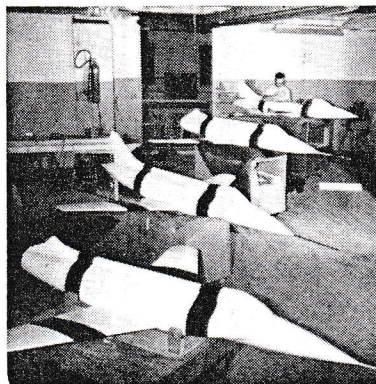
## International Charter

TCA is opposing the application of Global Aviation Ltd., for a license to operate an international cargo and passenger freight charter service. TCA's opposition to the granting of such a license to Global is based on the fact that TCA itself already holds a license covering similar operations, though

over Montreal on December 30, 1949, has not yet been confirmed by the Federation Aeronautique Internationale.

Pilot Wegler made his attempt in a Cessna 170 owned by Laurentide Aviation Limited under the supervision of the RCFCA, which represents the FAI in Canada. Official RCFCA observers for the flight were Gordon Wrigley and J. O. Hobbs, both of the Montreal Flying Club. The aircraft carried a sealed barograph, the records from which will show whether a new world altitude mark for this class has been set. The present record, held by Miss Elizabeth Bosselli of France, is 5,971 metres (19,590 feet).

Oxygen equipment used on the flight was supplied by World Wide Aviation Agencies & Sales. Pilot Wegler had 400 pounds of oxygen when he took off and only about 40 pounds when he landed. Take-off



**MODEL PROJECT:** The models shown at left are of the Lockheed F-90 penetration fighter and are used to check flight characteristics of full scale airplanes without endangering human life. Dropped from the P-38 shown at right, the models reach exceedingly high velocities in their 35,000 foot free fall. They are tracked by radar and additionally small radios inside transmit continuous readings of control forces and air loads encountered. Models are made of steel and plastic.

nothing has apparently ever been done about it making the services available. Other independent operators are also opposing the granting of the charter.

Counsel for Global Aviation argues that TCA has no equipment suitable for cargo service and had never done anything about getting any.

## High Plane

Whether or not Alvin W. Wegler of Montreal established a new world's altitude record for aircraft of between 500 and 1,000 kilograms (approximately 1,100 pounds to 2,200 pounds) when his altimeter showed 20,000 feet

weight was 1,572 pounds. Total time in the air was approximately one hour and fifty minutes.

## Briefly

•Squadron Leader William Waterton, test pilot on the CF-100 project, recently told a meeting of the Toronto Flying Club that the Avro jetfighter came somewhere between the perfect fighter to fly and the perfect fighter to fight with. He emphasized that it was still yet too early to classify the CF-100 as up till that time the aircraft had been flown at half throttle only.