

### TCA Traffic Up

The airline reports the heaviest volume of traffic in its history for the first six months of this year. From an available 752,345,590 seat miles a total of 542,156,249 passenger miles was flown, a 25% increase over the same period last year. Some 966,135 passengers were carried, a 29% increase forecasting two million passengers carried by TCA by the end of the year. Some 10 million lb. of air freight were carried and 5,498,200 ton miles for an increase of 19% in the first half of 1956. More than three million lb. of air express were carried—an increase of 11% over last year's first six-month period.

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### BOAC Britannia

BOAC is expected to start scheduled Britannia service in October on the London-Johannesburg route following successful establishment of the cause of flame-outs in certain icing conditions.

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### SAS Moves

SAS' traffic to Moscow is said to have been above all expectations. Load factors have been over 80% since the service was started in May. The airline has now taken delivery of the first of its DC-7Cs (14 on order). These will carry 44 tourist passengers and 16 first class. A new feature is the staggered seating in the tourist section giving passengers in the middle and aisle seats unobstructed window view.

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### No-Show Pays

In an effort to combat the no-show and late-cancellation problems, the domestic carriers in the U. S. have agreed to establish time limits for purchasing tickets after reservations have been made and subject to another Air Traffic Conference decision will put into effect a no-show penalty plan. The penalty plan, which is subject to government approval, may be established Feb. 1, 1957.

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### Interference Law

Massachusetts Aeronautics Commission recently adopted a regulation making it a violation to interfere with the operation of an aircraft so as to endanger the life, safety or property of another. The rule goes along with a new law which allows the pilot of an aircraft flying passengers for hire to restrain anyone violating the regulation and turn him over to the police at the next place of landing.

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### No Highway

Except in cases of emergencies such as stress of weather or other unavoidable causes, highways are not to be used as landing areas. Under no circumstances, says DOT, are public highways to be used for taking-off.



CAPITAL'S de Havilland Comet 4s will look like this according to the artist. The U. S. airline which pioneered the Viscount in the U. S. (following TCA's lead) recently announced it had purchased 14 Comets (four Comet 4s and 10 Comet 4As) at a cost of \$53 millions including spares. The Rolls-Royce Avon-powered aircraft will be delivered starting in late 1958 giving Capital approximately a year's lead over other U. S. airlines in operation of jet airliners. The Comet 4A differs from the Comet 4 in a longer fuselage and shorter wing allowing a higher cruising speed (545 mph) and greater payload, 74 first-class and 92 tourist. Range of the Comet 4A with full load is 2,900 miles.

### R-W DC3

A new Remmert-Werner DC3 conversion purchased by a San Francisco firm has a 200 mph cruise, seats 14 with automatically controlled cabin heat, Fiberglas insulation and soundproofing, galley, toilet, work tables, adjustable desks, electrical facilities for office machines and picture windows. The equipment includes Collins 17L6 360 channel VHF transmitter, three Bendix MN85 280 channel VHF omni receivers, dual Radio Magnetic Indicators, dual Bendix ADF radio compasses, Sperry H6B electric gyro horizon, DARE 22 channel standby transceiver, Collins 51V2 glide slope and 51Z marker.

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### Accident Claims

Insurance claims resulting from the United Air Lines-TWA Grand Canyon collision on June 30 have almost reached the \$5,500,000 mark covering fatalities and write-off of the aircraft. The UAL DC-7 was reported insured with Lloyds of London for around \$2 million and the TWA Super Constellation with Associated Aviation Underwriters for \$1,500,000.

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### Jets Save Money

According to Boeing, if the U. S. Military Air Transport Service fleet of 21 Intercontinental Boeing 707s would replace MATS 104 C-97s, it would result in major fuel, speed, crew, maintenance, administrative and time economies while at the same time giving greater flexibility.

### Radio Training

The Department of Transport has established a subsidized training program in radio communications at schools from coast to coast to meet the operator and technician shortage. Academic requirements are two years of high or technical school. Students receive \$150 per month for the 10 months to sit for an examination for a Canadian Second Class Certificate of Proficiency in Radio. DOT radio job pay starts at \$265 per month rising to \$340 per month.

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### More CPA DC-6Bs

A \$6,000,000 order for four new DC-6B Empress airliners has been placed by Canadian Pacific Airlines. Delivery of the aircraft scheduled for next year, will bring the company's fleet of DC-6Bs to twelve. The planes will be equipped with the latest in weather radar, improved meal service equipment — and a bar. Cost is \$1,500,000 each.

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### No Drunks

A "standard practice" agreement covering serving of alcoholic beverage aloft has been agreed upon by six airlines which have been serving drinks—American, Eastern, National, Northwest, TWA and United. Agreement limits drinks to two per passenger within the continental U. S. only.