

Contract Carriers File For Routes and Invade Caribbean

One operator announces "packaged tours" to Havana and Puerto Rico—Contract Carrier buys big 314 flying boats.

Recent developments among the contract carriers have included two significant events: Non-scheduled operators seem to have decided en masse to ask for certificated routes, and such operators as the *Flying Tigers* having applied to CAB, although this carrier has previously stated it wanted only non-scheduled service to any place in the Caribbean; and second, there is an increasing number of contract carriers filing up frequencies of flight into the Caribbean and even down to the coast of South America.

A third recent event of more than passing interest was acquisition by Universal Airways of the seven Boeing 314 flying boats, formerly used for property but taken over by the company during the war.

S. Network Wanted. National Western Freight, the Flying Tigers, filed with CAB for certificated routes coast-to-coast. Included are western bases, 19 eastern, midwestern, and southern bases, and 56 ports in between. This adds one more to the growing list of contract carriers asking for routes. In West Virginia and Oregon, West Coast Airlines is surveying routes for an air "bus" service to connect about 20 communities, including Portland, Tacoma, Seattle, and Olympia. In Honolulu, Trans-Pacific Airlines has been organized as a contract carrier for inter-island service.

Foreign Flights. Latest contract carriers to invade the Latin American area are Willis Air Service, the Pan American Line, and American Air Transport & Import Co. Willis is running contract flights all the way to Caracas, Venezuela, and others to Bogota, Colombia. Cargo has included electric and automobile parts,

radio sets, cattle, flowers, hosiery, horses, poultry, household goods, and semi-finished clothing. Recent shipment on a C-54 was 16,000 lb. of cut clothing to be finished in San Juan, Puerto Rico and then returned. Willis reports a total of 4,358,608 ton-miles of cargo for July and gross income of \$60,000 for the month.

While Willis hauls cargo, American Air Export & Import Co. is developing "packaged tours" to the Caribbean. One has been inaugurated to Havana at \$185 plus tax of \$16.50, with tourists spending nine days at the Hotel Nacional in rooms with private baths. Another tour not expected to exceed \$200 is planned for Puerto Rico, with motor tours on land and side air trips to historic French, Dutch, and English colonies of the Caribbean area.

Flying Boat Purchase. When Universal Airways, 99 Hudson Street, New York City subsidiary company of Universal Airlines, Newark, recently acquired the seven Boeing 314 flying boats that were once Pan American Clippers, they paid \$352,000 or \$50,285 each, which was double the next highest bid of \$175,000 for the lot submitted by Ralph E. Adams of Portland, Ore. Three of the boats are at Floyd Bennett Field, three at Alameda, Cal., and one at Mills Field, Cal. The big ships are rated at 84,000 lb. gross weight and powered by four 1,600 hp. Wright engines. They were built to carry up to 74 passengers, although PAA never carried beyond 68, using the rest of the space for cargo. S. Schrager of Universal Airways, says passenger transport on contract basis is planned. First boat will be operating soon after Oct. 1, and all by Jan. 1. They have permission to operate out of Floyd Bennett Field,



SELLING ACRES BY AIR

Part of a group of press and radio recently flown in two C-47s chartered from Island Air Ferries to see Mastic Acres, a real estate development at Mastic, Long Island. Walter T. Shirley (third in line), is president of the real estate company, which is now using regular service of Island Air Ferries to fly prospective purchasers from New York to development.

but will probably base their operations at the old PAA terminal in Baltimore, until recently used by BOAC.

Efforts have been made to rent space from PAA at LG field and some flights may be made from there. International operation to any place in the world is planned, first with passengers, but possibly later with a flying boat converted to all cargo.

End of No-Shows

Service charges planned if tickets are not used—Rails plan credit

End of the no-show problem and relief for the go-shows on both domestic and international airlines may be in sight. IATA's North Atlantic Traffic Conference at a recent three-day Montreal meeting voted service charges to discourage the no-shows.

But charges for those who do not cancel passages between North America and Europe are subject to approval by respective governments. A service charge of 25% with a \$50 maximum would be levied on unused tickets not cancelled before takeoff of the flight.

Domestic No-Shows. For the U. S., the CAB has granted airlines permission to resell seats if tickets are not picked up and paid for within



FREIGHT CARRIER

This is Stratofreighter version of Boeing's Stratocruiser. Big ship of about 100,000-lb. gross weight was described on page 80 in May number of AIR TRANSPORT. Manufacturer claims it will fly cargo at a direct cost of 3.9c. per lb. If range is not too long it will carry 39,000 lb.