

AIRVIEW OF COMPANY'S HANGARS AT OAKLAND BASE

Flight Operations

California Eastern Airways, Incorporated, is a contract carrier and holds Commercial Operator's Certificate No. 6-10 (C), issued by the Civil Aeronautics Administration. The Company is not an air carrier as defined by the Civil Aeronautics Act, and is exempt from economic regulation by the Civil Aeronautics Board.

The air transport activities of the Company are exclusively contract operations. At the close of 1952, the Company was conducting air transport activities for the U. S. Department of Defense.

The Company had in operation seven DC-4 aircraft. A complete flight and ground operations staff is maintained, including pilots, navigators, radio operators, flight attendants, dispatchers, meterologists and station operations personnel.

At its line stations at Travis. California; Honolulu; Wake Island and Tokyo, Japan, the Company maintains facilities for complete line maintenance, including engine changes. All stations carry an adequate reserve of spare parts and supplies, including engines. Complete dispatch services are available at all stations.

From the inception of the Company's participation in the Trans-Pacific Airlift, it has flown 244,124,225 passenger miles, covering 9,312,876 statute miles with an average utilization rate in excess of 14:00 hours per day per aircraft. Some 37,500 passengers have been carried, including 700 air evacuation patients and 560 dependents of military personnel in the Korean Theatre of War. At various intervals the Company's aircraft have been engaged in Trans-Atlantic flights for the Air Force.



· WATER

1953 - Hearings.

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Penensulan Aulewi (Meanir Spungs, Fla) H.B. Robenson, Pres. - Founder, poulou p. 331 w/ bother & cousin hos 4 a/c Augonaut Auways Cop. (Momi, Fla.) Adam 6. Thompson, Jr., - Por. & majorety alochtold p. 383 he first invested in Suternotion An Freight (US -> Gotte St S. Amer.) then in U-S. Aulines, She. (VPin change Clops for (gr.), left 10-52 and US Aulenes operated 6 yc most of p.386 he owne 96%. 1 6 pelote, 2 stowe P. 388 Trans-Coulden Armogs Inc. (NYC) O. Roy Chalh, Pur. fourded. 4-45, now own 5 DC-42 ordlever 2 C-462 Independent Milelong Air Transp. Ason. p. 393 All-American A/W - MIA American Flyn A/L - FTW - SAT Assoc. A/T Aun Corp of Seattle &/b/a Wester - SFA Capital A/W - BNA Coostal Cargo Co. ールナ Continental Charterche - MIX Economy A/W -NYC AAXICO -miA ONA Trone-Coubbeen A/W FTL TALOA

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1959 Hangs.

Contract Carriers File For **loutes** and **Invade** Caribbean

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

lecent developments among the itract carriers have included two nificant events: Non-scheduled erators seem to have decided en sse to ask for certificated routes, en such operators as the Flying iers having applied to CAB, alugh this carrier has previously isted it wanted only non-schedd service to any place in the S.; and second, there is an inasing number of contract carriers lding up frequencies of flight into Caribbean and even down to the t coast of South America.

I third recent event of more than sing interest was acquisition Universal Airways of the seven eing 314 flying boats, formerly A property but taken over by the

vy during the war.

J. S. Network Wanted. National yway Freight, the Flying Tigers, ; filed with CAB for certificated tes coast-to-coast. Included are western bases, 19 eastern, midstern, and southern bases, and 56 nts in between. This adds one re to the growing list of contract riers asking for routes. In West-1 Washington and Oregon, West ist Airlines is surveying routes an air "bus" service to connect 1e 20 communities, including tland, Tacoma, Seattle, and mpia. In Honolulu, Trans-Pacific lines has been organized as a tract carrier for inter-island serv-

oreign Flights. Latest contract iers to invade the Latin Ameriarea are Willis Air Service, the amander Line, and American Air ort & Import Co. Willis is rung contract flights all the way to acas, Venezuela, and others to ota, Colombia. Cargo has inled 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 tonmiles 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

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

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 threeday 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.

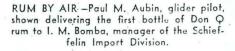
Domestic No-Shows. For the U.S., the CAB has granted airlines permission to resell seats if tickets are not picked up and paid for within



FREIGHT CARRIER

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

GLIDING FREIGHT STATE OF THE S



SEND-OFF FOR WINGED CARGO, INC.— Mayor Bernard Samuel of Philadelphia congratulating Colonel Fred P. Dollenberg, president of Winged Cargo, Inc., as Captain Raymond M. Baldwin, vice president (left), and Captain Carl W. Herdic, secretarytreasurer (right), look on.

OTORLESS air transports have entered upon the commercial scene, and a Philadelphia-based outfit is making some gratifying strides in the right direction. Winged Cargo. Inc., is the first air cargo line to have been licensed by the Civil Aeronautics Authority to fly glider-tows.

Most recent accomplishment of the new company is a record glider flight from San Juan, Puerto Rico, to Newark Airport. The mark was hung up when Paul M. Aubin, pilot, and John J. Martin, co-pilot, crossed 900 miles of open water. This was the longest over-water glider flight on record. There was only one stop—at Charleston, South Caroline—during the entire trip.

On the trip to Puerto Rico, the Waco CG-4A glider towed by a Douglas DG-3 carried a cargo composed of Phileo console radios, baby chicks, pharmaceuti-

At the present time Winged Cargo is operating along the Atlantic States to the South, and on to Cuba and Puerto Rico. The company has on hand four DC-3's and an equal number of CG-4A's. It is seeking to double its present equipment.

Colonel Fred P. Dollenberg, who heads Winged Cargo, is a graduate of St. Joseph's College, Class of 1940. Not unfamiliar with the art of flying, he was taken into the Army Air Corps at once. In his 14 months' service in the Pacific theatre, Dollenberg shot down 11 Jap planes and sank five ships—not a miserly number by any means. He particularly distinguished himself in the historic Battle of Bismarck Sea. His

decorations include the Distinguished Flying Cross, Soldiers Medal, Air Medal, Silver Star and Oak Leaf Cluster.

Vice president of the airline is Captain Raymond W. Baldwin, who enlisted in the AAF two months before Pearl Harbor and served in the Southwest Pacific zone. After V-E Day he was sent to Germany as one of a group of 60 officers designated to evaluate the Nazi Air Force. He is the holder of eight decorations for his achievements, including the Silver Star, Distinguished Flying Cross. Air Medal with three clusters, and the four times awarded Presidential Citation.

Captain Carl W. Herdie, Jr., is secretary-treasurer. Trained as a *Flying Fortress* pilot, he participated in raids over Germany. Herdie was decorated five times for gallantry in action.

cals, and women's dresses. The return trip found some 200 cases of Don Q rum, consigned to the Schieffelin Import Division, aboard

27 Votes Make Montreal The Seat of PICAO

Montreal has been selected as the permanent seat of the Provisional International Civil Aviation Organization. The proposal by the Chilean delegation that Montreal should be chosen was supported by the Peruvian. United States. Australian, and United Kingdom delegations. Paris was proposed by the Belgian delegation, while the Swiss offered Geneva, and the Chinese its own country. Twenty-seven votes were cast for Canada, nine for France, four for Switzerland, and one for China.

July , 1946

American Air Express Seeks Feeder Routes

American Air Express Corporation has asked the Civil Aeronauties Board to approve five new feeder routes: from New York to Miami: New York to Chicago: Boston to Chicago: Washington, D. C. to Omaha: and Scattle to San Diego. The airline will increase its fleet of DC-3s to 15, and expects to build hangars at New York and Los Angeles. Public financing of \$2,500,000 will be undertaken, according to John C. Lambert, president.

The airline's headquarters are located at 522 Fifth Avenue, New York City.

Roth Supports Mitchell Bill

Almon E. Roth, president of the National Federation of American Shipping, in a statement before the Senate Committee on Inter-tate Commerce, vigorously supported the Mitchell Bill which would establish a National Air Policy Board. Calling it necessary for commercial as well as military interest. Roth also asserted that the CAB had placed "an utterly erroneous interpretation on the clear intent of Congress expressed in the Civil Aeronautics Act of 1938," and if allowed to remain, "the American Merchant Marine will be seriously affected."

Page 32 Air Transportation - Air Commerce

Large Irregular Carriers' Equipment*

Carrier	Passengers Transported	Passenger Miles	Cargo Tons	Ton Miles	Type of Aircraft Owned**
Aero Finance	1950	6,180,977			1 C-46
Air Cargo Express		3,372,517			3 DC-4
Air Services		777,587	***		1 C-16
Air Transport Associates		11,644,732	765	1,202,120	4 C-16
Airline Transportation		8,848,783			3 DC-3, 1 DC-4
All-American	187	181,174	1	1.712	1 C-16
American Air Transport		13,660,190		******	1 DC-3, 2 C-47
American Flyers	1015	1,140,184			4 DC-3
Argonaut	657	1,468,114	10	9.644	1 C-46, 1 DC-3
Arnold Air Service	3786	6,406,368	173	278,673	1 C-46
Arrow Airways	12,680	21,793,408		210,010	1 C-46
Arctic Pacific	902	1,502,150	518	866,515	2 C-46
	1204	1,834,344			1 C-16
Associated Air	8593	12,528,322	113	42,553	3 C-16
Aviation Corp. of Seattle					1 DC-3
Blatz	4097	2,630,300			1 DC-3
Capital Airways	1182	2,525,797		570 057	3 C-46
Continental Charters	7689	13,101,066	574	579,857	1 C-16
Freight Air, Inc.	2877	2,221,476		071 070	
General Airways	1433	1,292,508	511	271,378	1 C-16, 2 DC-3
Golden North	2977	1,752,208	-181	296,840	1 C-46
Great Lakes	11,725	21,403,926			1 DC-4
Hemisphere	. 18	21,600	* * *		
Johnson Flying	116	14,667			2 C-47
Los Angeles Air	2485	1,996,270			1 DC-3, 2 DC-4
Meteor	1649	655,896			1 C-46, 2 DC-3
Miami Airlines	9215	15,577,895	685	1,413,323	4 C-46
Missouri Airways	370	26,698	** *		1 DC-3
Modern Air Transport	16,166	19,870,918	"		2 DC-4, 1 Boeing
Monarch	3327	3,474,504			3 DC-3
Nationwide	12,487	13,527,421			7 C-46
New England	13,578	22,081,028			2 C-46
Ocean Air	1891	3,086,212			4 DC-4
Overseas National	473	10,075,373			5 DC-4
Oxnard	26,003	40,201,848			3 DC-4, 2 DC-3
					f 1 C-16
Pearson-Alaska	765	317,842			1 C-47, 1 DC-4
Peninsular	11,914	14,376,663			3 C-46, 1 C-17
Quaker City	226	176,058			1 DC-3
Robin	7320	6,427,734			1 DC-3, 1 C-16
Royal	166	309,487			1 DC-4
Scott (U. S. Aircoach)	1290	3,197,073			5 DC-4
Seaboard & Western	4867	18,565,426	1032	3,964,244	2 DC-4
Standard Air Cargo	2660	4,906,642	27	13,742	1 C-46
Stewart	327	346,592			2 DC-3
Trans-American	9788	15,592,191			1 C-46
Frans-Caribbean	14,220	28,737,700	53	123,509	2 C-46, 1 DC-1
Frans-National	292	638,577		123,003	1 DC-3
Frans-Ocean	33,729	75,181,577			6 DC-4
	18,300	51,212,710			
World Airways	4381	9,598,395			2 C-46
World Airways	4001	0,003,000			2 0-90
TOTALS	288,082	196,467,158	4,643	9,064,090	47 C-46, 37 DC-4, 33 C-47 DC-3, 1 Boeing

* Period from July 1, 1949 to June 30, 1950,

** Some carriers operate additional planes under long-term leases from the government and other carriers. Operating statistics cover all planes operated, not just planes cwned.

**SOURCE: Quarterly filing reports to accounting and rates div., bureau of economic regulation, CAB.

military travel via nonskeds might be about 3 cents a passenger mile.

The other suggestion is that the military pay a straight rate of perhaps \$1.00 a plane mile for a nonsked C-46 trip. For a minimum of 50 passengers capacity on this type of aircraft, or about 10,500 lb, passenger and cargo travel would be very economical to the government, ACTA states. Under this method, the government could get rates as low as 2 cents a passenger mile, if the plane were well utilized. But if the Military did not fully utilize the plane. the nonsked would not lose, as the plane-mile pay would take deadheading

The Independent Air Carrier Conference of America, a confederation and service organization for the various associations of nonskeds, as well as most of the individual nonsked companies, is hatching its own plan to fit the nonskeds into mobilization.

Mobilization

Carrier presidents meet with McCone, discuss Douglas Report.

Air transport mobilization plans for scheduled airlines have taken a step forward with the recent meeting of Air Force Undersecretary John A. McCone with the airline presidents and other representatives. The group considered and generally approved the plan of the so-called Douglas Report, drafted by a panel of civil aviation people under direction of undersecretary McCone him-

Many proposals are under discussion in pre-mobilization planning of the transport industry.

· Minimum modifications of four-engined planes to fit them for military

service are under discussion (AVIATION WEEK Jan. 22, 1951; Dec. 18, 1950). Most important steps are fittings for more fuel capacity for overseas radio and other flying aids, for celestial navigation. Generally, scheduled airline planes will be used for passenger service, so provisions for larger cargo doors and stronger flooring on some planes are still a question,

· Merchant Marine of the Air planning -for a reserve fleet of private enterprise cargo planes-still is lukewarm. Air freight companies and nonskeds say that with a properly designed plane air freight would become big business. But the scheduled airlines say there's not much of a market for air cargo at current ton mile costs.

The Air Force and scheduled lines are pretty much passing over the idea of building an air freight industry, or developing an air freight plane, at this

And yet there are those in MATS, the Air Force, and airline business who still favor it. A Slick Airways representative at the mobilization meeting objected to the scheduled airline contention that the idea of a merchant fleet of the air was too impractical and long-range to be pushed now.

· Priority regulations and Controlled Materials Plan are also part of the mobilization planning. The domestic airlines now have their DO priorities for the short-term future. But a longrange mobilization system is still under study

· Charter airlift contracts on standby basis are also still under negotiation between the airlines and the Air Materiel Command. The formula the airlines want from AMC would compensate them for changes and weight increases involved in modifying their planes for military service. The formula AMC has worked up to pay airlines for charter airlift is on the right track, most airlines believe. In effect, they seek more than cost-plus. Rather, they expect compensation for business missed through diversion of their planes to the

► Military View-Military representatives at the airline mobilization meeting made few statements of commitments. McCone did say that the Air Force accepts the general concept of the Douglas plan of airline mobiliza-

Rentzel stated that if all the fourengined civil transports were needed for airlift, essential air transport needs of the U. S. could be largely met by twinengined equipment, of which 152 planes are postwar planes.

The NSRB group considering civil air mobilization is under the chairman-ship of Rentzel. The report will go directly to the President, according to present plans.

UNITED STATES NONSCHEDULED-CONTRACT AIR CARRIERS AND INTRASTATE AIRLINES

				AIRPLANES
COMPANY				(in operation) (on order or being modified)
COMPANY	ADDRESS	OFFICER	AREA OF OPERATIONS	
				DC3 DC4 Concestoga Commando Twin Cessin 1915 247-D Noorduyn Hulson Condor Cond
1:- C T	-		<u> </u>	
Air Cargo Transport Corp.	Empire State Bldg., N. Y. C. Kansas City Airport, Kansas City, Mo	H. Roy Penzell, Pres.	U. S. and Cuba East Coast	16
ir Freight, Inc. ir Services, Inc. ir Tours, Inc.	Kansas City Airport, Kansas City, Mo. 875 Broad St., Newark, N. J. National Airport, Wash, D. C. Put-In-Bay, Ohio. 348 S., Maple Dr., Beverly Hills, Calif.	John K. Hughes, Pres. Beverly E. Howard, Pres. M. Hersberger, Pres.	East Coast	3
Air Trails, Inc. Air Transport Corp. Aireab	551 5th Ave N V C	A. L. Patterson, Pres Walter Carlson, Pres	II S and Maries	
Airgo, Inc	Feits Field, Spokane, Wash	H. R. Wallace, Pres T. J. Carroll, Pres		
American Air Express Corp	522 5th Avc., N. Y. C. 332 S. Michigan Ave., Chicago P. O. Box 1181, Tucson, Ariz.	J. C. Lambert, Pres. E. J. Montgomery, Sr., Pres.	United States.	
Arizona Airways, Inc. Atlantic Central Airlines Atlantic-Western Airlines, Inc.	Phoenix, Ariz. Newark Airport, Newark, N. J. Municipal Airport, Danville, Va.	Bowman R. Otto, Pres. V. D. Lovelace, Pres.	West U. S. and North Mexico	
Bird Airways. Bluebird Airlines	Municipal Airport, Long Beach, Calif	Forrest M. Bird, Pres	U. S., Canada, Mexico	2 1 1 2 1 2
Bluegrass Airlines	Municipal Airport, Chicago	B. M. Stuart, Dir.	Kentucky	
California Eastern Airways	News Tower Bldg., Miami			
Century Air Enterprises, Inc.*	246 W. 44 St., N. Y. C.	G. O. Marchant, Pres. Lou Klein, Pres.	Oklahoma and Texas. United States.	
Chesapcake Airways, Inc. Coast to Coast Air Cargo Lines Columbia Airlines, Inc. Columbia Skyways	Municipal Airport, Baltimore. Marine Bldg., Galveston, Tex. 810 N. Charles St., Baltimore. Boeing Field, Seattle	Andrew J. Burke, Pres F. R. Crawford, Pres	U. S., Central and South America Maryland	3
Continental Air Charter	Los Angeles Airport, Los Angeles	Louis M. Clark, Pres.	United States	
Da!-Air Lines Dartmouth Airways, Inc. Davis Airways, Inc.	Love Field, Dallas. 4 Allen St., Hanover, N. H. Logan Airport, Boston	R. J. Putnam, Pres. H. M. Gollance, Pres.	East Coast and Cuba	2
Dixie Air, Inc Domestic Air Express Duluth Airlines, Inc	Montgomery, Ala. Municipal Airport, Los Angeles Hotel Spalding, Duluth, Minn			
East Coast Aviation Corp.	Hillsgrove, R. I.	J. B. Mahon, Pres	Los Angeles-San Francisco	
Empire Air Lines, Inc.	LaGuardia Airport, N. Y. C.	Bert Zimmerly, Pres Dean Alfange, Pres	Idaho New York State	······································
Fireball Air Express. Flamingo Air Service, Inc.	Municipal Airport, Long Beach, Calif 80 Broad St., N. Y. C	Robert W. Bowen, Exec. V. P.	United States	
B&G Airways SI Aerial Freight Lines Gilbert Air Freight, Inc.* Globe Freight Airline Golden Gate Air Lines	Tucson, Ariz. Municipal Airport, Oakland, Calif. 527 W. 28 St., N. Y. C. 739 Main St., Hartford, Conn Municipal Airport, Oakland, Calif.	Milton Gilbert, Pres. J. N. Laneri, Pres.	N. YCalifornia Boston-New Orleans	
Great Circle Airways, Inc.	Tucson, Ariz	R. C. Malahy, Pres.	North and South America	
Hammond Forner Air Service. Relicoptor Air Transport, Inc. Hammond Air Prenight Corp.	Juckson, Mich. July, Michael, Mich. July, Mich. July, Michael, Mich. July, Mich. J	E. Burks Wilford, Pres. J. E. Regure, Pres.	United States	
Interestimental Air Lines	Newark Asport, Newark. 141 W. Jackson Blvd., Chienger	W. A. Stonnell, Pres	Part Coast, Pronto P	

	100 FME AVE., N. Y. U	J. E. Rogers, Pres	United States.	5		:[:]:		:: ::		1::1:	1:1:			1::1:		1:: :	4	1:1:			:: ::		1:11
International Air Inc. International Airlines, Inc. Island Air Ferries, Inc.		W. A. Seemed, Pres. J. B. Griffith, Pres. Leonard Taicher, Pres. Murray Hawley, Pres.	East Coast, Paerto Rico. U. S., Canada, Mexico. U. S. and South America Long Island-South, New England	3 2 6 1		7				-							2 8 6	2					\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
Kingsair Transportation Co., Inc.	Wold-Chamberlain Field, Minneapolis	Donald J. King, Pres	······														11	TI			-	11	111
Los Angeles Air Service	5901 Imperial Highway, Los Angeles		••••••••••••••••••						 														
Mantz Air Service, Paul. Maryland Airlines, Inc. Meteor Air Transport, Inc. Michigan Central Airlines, Inc. Minutemen Airlines Modernaire, Inc.	Grand Central Airport, Glendale, Calif Easton, Md. 11 Broadway, New York City Bishop Airport, Flint, Mich. 1020 19 St., N. W., Wash, D. C. 31 N. E. 3rd Ave., Miami	Paul Mantz, Pres. Grenville Baker, Pres. Richard M. Ludiow, Pres. D. T. Dort, Pres.	MdDelsWash., D. C. United States Michigan	5		4		3															
National Air Cargo Corp. National Air Freight National Skyway Freight Corp. Nationwide Air Transport Service, Inc. NATS Air Transportation Service Nevada-Pacific Airlines, Inc.	940 S. Los Angeles St., Los Angeles. 3229 Klingle Rd, N. W., Wash, D. C. 5925 W. Imperial Hwy, Los Angeles. Taylor Field, Ocala, Fla. Municipal Airport, Oakland, Calif. Carson City Airport, Carson City, Nev.	Stanley J. Jackson, Pres. E. W. Offutt, Pres. R. W. Prescott, Pres. Jack Roney, Pres. William A. Drum, Pres.	East Coast and Cuba North America		3												6	3				· · · · ·	
Norseman Air Transport, Inc. Northeast Airways, Inc. Northern Airlines	Longmeadow, Mass. Municipal Airport, Virginia, Minn. Boeing Field, Seattle	R. G. Averill, Pres. Lafe M. Ness, Pres.	East. U. S., Caribb., Pacific Northeastern Minnesota	3													7	8					
Ohio Aviation Co. Ozark Airlines	Bellefontaine, Ohio Tuscaloosa, Ala.	A. E. Knowlton, Pres	U. S., Mexico, Cuba.	.: :: ::			3												6				V
Pacific Air Cargo Service Pacific Air Lines Pacific National Air Express Pacific Overseas Airline Page Airways, Inc. Pan-Maryland Airways, Inc. Pegasus Air Freight, Inc.	Mines Field, Los Angeles 215 W. 5th St., Los Angeles Grand Central Air Terminal, Glendale, Cal. Ontario, Calif. Municipal Airport, Rochester, N. Y. Municipal Airport, Baltimore. 206 Drexel Bidg., Philadelphia	R. H. Anderson, Pres. J. P. Wilmot, Pres. G. B. Fenwick, Jr., Pres. J. Gilpin Bright, Pres.	North and South America. United States. Maryland. United States.	3			5										3		1	20		18	
Peninsular Air TransportPublic Flyers, Inc.	44 N. E. 1st Ave., Miami 420 Lexington Ave., N. Y. C.	J. C. Goodwin, Pres.	United States.	· i		1:1:								-								l v	
Rainbow Airliners, Inc. Resort Airlines, Inc. Robinson Airlines, Inc.	143 W. 49 St., N. Y. C. Newark Airport. Newark. 121 E. Seneca St., Ithaca, N. Y.	Frank Reinauer, Pres	United States	12			2					: : <u>:</u>	:-:										
San Diego Sky Freight. Santa Fe Skyway, Inc. Sessler, H. L. Sky Vans, Inc. Skyfreight Airlines, Inc. Skyfreight Airlines, Inc.	Lindbergh Field, San Diego, Calif	H. R. Lake, Pres. H. L. Sessler, Pres. Harry C. Bruckner, Pres. R. L. Wingfield, Pres.	Chi-Calif.; ChiGulf. Eastern U. S United States			1		1	3			5			1 2		i						
Skyway Cruises Skyways International, Inc. Slick Airways, Inc. Southern Comm'l Air Transport, Inc. Southwest Airways, Inc. Spartan Airlines, Inc. Spokane Northern Airways Springfield Air Lines, Inc.	Clympia Bldg., Miami Milam Bldg., San Antonio, Tex. New Orleans Airport. P. O. Box 270, Beverly Hills, Calif. 1900 N. Sheridan Rd., Tulsa, Okla. Spokane, Wash. 420 Lexington Ave., N. Y. C.	Robert J. Bergeron, Pres. Earl F. Slick, Pres. Paul R. Davis, Pres. M. W. Balfour, Pres.	Central and S. America, Caribbean United States U. S., Mexico, Central America.	1		1		1	· · · · · · · · · · · · · · · · · · ·	.,							1						
	Hotel Lincoln, N. Y. C. 745 5th Ave., N. Y. C.	E. W. Tabor, Pres F. Terry, Pres	N. Y., Miami, Puerto Rico, Mex. City	2					 				i				1						
Texas Air Lines. Trans American Airways, Inc. Trans-American Skyways Trans-Caribbean Air Cargo Line, Inc Trans-Eastern Airlines, Inc. Trans-Marine Airlines, Inc. Transair, Inc. Travelaire Lines, Inc.	420 Lexington Ave., N. Y. C. 134 N. Mansheld, Los Angeles 36 W. 44 St., N. Y. C. 25 Beaver St., N. Y. 112 Park Ave., N. Y. C. Newark Airport, Newark 413 Madison Ave., N. Y.	Edgar J. Wynn, Pres. Jack H. Bozung, Pres. O. Roy Chalk, Pres. R. H. Jonassen, Pres. H. A. H. Cook, Pres. W. D. Howe, Pres.	East Coast, Cuba, Bahamas U. S., Caribbean, South America New York State East Coast, Bahamas U. S., Caribbean	2 6 2 2 3									2	1		5	10	11					7 77
United Nations Airships, Inc. United States Airlines Universal Airline, Inc.	420 Lexington Ave., N. Y. C. 1st Nat'l Bank Bldg., St. Petersburg, Fla. Hotel Lincoln, N. Y. C.	Harry R. Playford, Pres M. J. Toback, Pres	N. YMiami	i												- - -	2						
Vaughan Flying Service Veterans 'Air Express Co. Veterans Air Transport Co. Viking Air Transport.	Findlay, Ohio 11 Commerce St., Newark 53 W. Jackson Blyd., Chicago 1096 Airway, Grand Central Air Term	Saunie Gravely, Pres. R. R. Hart, Pres.	U. S. and Europe United States.	3 i 3													2	2					\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
Waterman Airlines, Inc. West Virginia Air Express Western Continental Airlines Wizgins Airways, Inc., E. W. Willis Air Service, Inc. Winged Cargo, Inc. Wisconsin-Minnesota-Dakota Airways.	Bates Field, Mobile, Ala Municipal Airport, Beckley, W. Va Grand Central Air Terminal, Glendale, Cal. Norwood, Mass. Teterboro Air Terminal, Teterboro, N. J. Northeast Airport, Philadelphia. 30 Mead-Witter Bldg., Wis. Rapids, Wis.		Alabama Southwestern U. S. U. S. and Canada United States East Coast, Gulf, Puerto Rico.	4		5 6								1		i	1	2					, , , , , , , , , , , , , , , , , , ,

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**Private contract air carrier.