

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	2508	3,372,517	...	...	3 DC-4
Air Services	730	777,587	...	...	1 C-46
Air Transport Associates	7694	11,644,732	765	1,202,120	4 C-46
Airline Transportation	3057	8,848,783	...	...	3 DC-3, 1 DC-4
All-American	187	181,174	1	1,712	1 C-46
American Air Transport	13,116	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	...	...	1 C-46
Arctic Pacific	902	1,502,150	518	866,515	2 C-46
Associated Air	1204	1,834,344	...	...	1 C-46
Aviation Corp. of Seattle	8593	12,528,322	113	42,553	3 C-46
Blatz	4097	2,630,300	...	...	1 DC-3
Capital Airways	1182	2,525,797	...	...	1 DC-3
Continental Charters	7689	13,101,066	574	579,837	3 C-46
Freight Air, Inc.	2877	2,221,476	...	...	1 C-46
General Airways	1433	1,292,508	511	271,378	1 C-46, 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	1,906,270	...	...	1 DC-3, 2 DC-4
Meteor	1619	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	19,870,948	...	...	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
Pearson-Alaska	765	317,842	...	...	1 C-46
Peninsular	11,914	14,376,663	...	...	1 C-47, 1 DC-4
Quaker City	226	176,058	...	...	3 C-46, 1 C-47
Robin	7320	6,427,734	...	...	1 DC-3
Royal	166	309,487	...	...	1 DC-3, 1 C-46
Scott (U. S. Aircoach)	1290	3,197,073	...	...	1 DC-4
Seaboard & Western	4867	18,565,426	1032	3,964,242	5 DC-4
Standard Air Cargo	2660	4,906,642	27	13,744	2 DC-4
Stewart	327	346,592	...	...	1 C-46
Trans-American	9788	15,592,191	...	...	2 DC-3
Trans-Caribbean	14,220	28,737,700	53	123,509	1 C-46
Trans-National	292	638,577	...	...	2 C-46, 1 DC-4
Trans-Ocean	33,729	75,181,577	...	...	1 DC-3
Viking	18,300	51,212,710	...	...	6 DC-4
World Airways	4381	9,598,395	...	...	1 DC-3
TOTALS	288,082	496,467,158	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 owned.

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 fully utilized. But if the Military did not fully utilize the plane, the nonsked would not lose, as the plane-mile pay would take deadheading into account.

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 himself.

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

• **Minimum modifications** of four-engine 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 time.

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 long-range 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 airlift.

► **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 mobilization.

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

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