

## Future Pacific Services : Report from Trans-Canada Airlines : Airwork Contract with Pakistan



**PACIFIC CARRIER :** First of the four DC-6 aircraft for British Commonwealth Pacific Airlines. Sleeping accommodation will be available on this service which will probably open in March.

# CIVIL AVIATION NEWS

### B.E.A.-P.A.W.A. BOOKING AGREEMENT

**BRITISH EUROPEAN AIRWAYS CORPORATION** and Pan American World Airways have announced an agreement whereby P.A.W.A. are able to confirm immediate bookings on B.E.A. flights to Paris, Amsterdam, Geneva, Copenhagen, Stockholm, Marseilles, Rome and Athens. The reservation system, known as "Sell and Report," enables any P.A.W.A. agent in the United States to sell B.E.A. space and report the sale to B.E.A. for periods ranging from 30 days to seven days before the flight or until the flight is filled. Immediate confirmation is restricted to two seats and further seats require a space request. The confirmation dead-line is seven days on return flights from London to Paris, Amsterdam, Copenhagen and Stockholm, 14 days to Geneva and 30 days to Marseilles, Rome and Athens.

### SINGAPORE AIRPORT

**THE R.A.F.** airfield at Tengah, twelve miles north of Singapore, is to be developed into an international airport for use jointly by civil airlines and the R.A.F. The original plan was to develop Changi, built by British prisoners of the Japanese, but construction was suspended on account of shifting sub-soil. It will be completed, however, as a service airfield. It is understood that Singapore will contribute £750,000 sterling towards the cost of the new airfield and the British Government will bear most of the remainder.

### AUSTRALIAN AIRLINE PROFIT

**IT** was recently announced by the Managing Director of Qantas Empire Airways, Mr. Hudson Fysh, that for the year ended March 31st, 1948, the nationalized airline made a profit of £79,900, an increase of over £14,000 over the previous year. In accordance with the company's policy of conserving the financial position, a 5 per cent dividend was declared, amounting to about £26,140, less than one-third of the profits. Among future plans, the Company hopes to open routes to Hong Kong, and to Johannesburg if the South African Government agrees to the proposal.

### TRANS-PACIFIC PREPARATIONS

**BRITISH COMMONWEALTH PACIFIC AIRLINES, Ltd.,** are attempting to gain a lead over competitors on the Pacific route by purchasing four long range Douglas DC-6s. The new aircraft are expected to start operations between Vancouver, San Francisco, Honolulu, Canton Island, Fiji and Sydney or Auckland by March this year. The B.C.P.A. DC-6s are 48-seaters carrying a crew of nine, including three pilots, a flight engineer, radio operator, navigator, purser and two stewardesses. For night travelling the seats may be converted quickly into sleeping berths and with more berths concealed in the ceiling of the cabin 37 bunks will be available. The second delivery flight from San Francisco to

Sydney took 26 hours 39 minutes as compared with the current Skymaster schedules of 38 flying hours. Schedules should thus be reduced by at least a day on the 8,000 mile journey. The fare from the United States to Australia will be about £150. The yearly seating accommodation across the Pacific will be about 13,000 by the three companies, B.C.P.A., Canadian Pacific Airlines with Canadair Fours starting mid-summer, and Pan American Airways who have recently announced that Stratocruisers will be operated in 1949. It is understood they will operate between America and Honolulu until the runways at Kingsford Smith Airport, Sydney, are long enough, services will then be extended. Pan American have ordered twenty Stratocruisers for the Atlantic and Pacific-Alaskan Divisions.

### T.C.A. EXPANSION IN 1948

**BY** far the most significant development of the year for Trans-Canada Airlines was the introduction of 20 large North Star aircraft on domestic and overseas routes. In a review of the year, Mr. G. R. McGregor, President of the airline, revealed that the seating capacity of the fleet had been increased by 50 per cent and another 5,000 miles had been added to T.C.A. routes, bringing the total from 11,000 up to 16,000 miles. During 1948 some 20,000,000 revenue miles were flown which is an increase of 2,000,000 over the previous year. Air cargo ton-mileage increased by 110 per cent, and mail ton-mileage was increased by 67 per cent as the result of a new policy of carrying first class mail by air at unchanged postal rates. Commonly called "all-up" mail, this service provides for the carriage of all letters in Canada, weighing an ounce or less. North Stars were introduced on trans-Continental services on June 1st, flying two round trips daily between Montreal and Vancouver. Some of the latest type were added to the North Atlantic fleet which permitted two flights daily between Canada and the U.K., as well as many charter flights. In all T.C.A. flew the Atlantic 1,400 times on revenue services during the year.

With the introduction of North Stars, the DC-3 fleet was diverted to service on Provincial routes. Services were opened to Bermuda on May 1st with two flights a week from Toronto and Montreal and later a third flight was added. Services to the British West Indies started in December, flying from Montreal to Toronto, Nassau, Kingston and Port-of-Spain, twice a week, one finishing at Jamaica and the other continuing to Trinidad. Although it is thought that traffic will be mostly with holidaymakers, and consequently seasonal, the route touches areas of agricultural and industrial significance to Canada. On domestic services in 1948 T.C.A. carried 537,000 passengers, 2,540 tons of mail and 1,665 tons of cargo. Overseas flights accommodated 31,300 passengers, 99½ tons of mail and 290 tons of cargo. In addition, 175 west-bound crossings of the Atlantic were made with immigrants, and in June T.C.A. flew six round flights a day over the Rockies to move 9,000 persons and 600,000 lb of food to and from British