



# We Acquire Three DC-3s

*TCA Purchases Three DC-3 Type Aircraft From  
U.S. Aircraft Disposal Board*

**Y**ES, we have now added three DC-3's to our fleet.

This is great news to a Company as badly pressed as is ours for additional flight equipment. We all know how inadequate our 25 Lodestars and 14-08's, with their limited seat and cargo capacity, have been to cope with the rising demand for air transportation in this country. Until now, however, wartime conditions of scarcity have made the obvious remedy impossible.

But recently we made application to the U.S. Aircraft Disposal Board for a number of DC-3 type aircraft no longer required for military transport purposes—and since then we have been granted and have purchased three. It is possible that more may be forthcoming, although the Company is now investigating the possibility of purchasing new DC-3's when and if production for commercial usage is resumed in the near-future.

The three DC-3's that we have obtained will prove invaluable to us once they have been converted from their present military form. We have not yet made any decision as to the specific routes to which they will be allocated, but wherever that may be they will remove much of the strain from our present laden operations everywhere.

Consider the situation on our three daily

transcontinental flights. There we can today provide a maximum of only 42 seats daily each way. That is a far cry from meeting demand and, with the intense east-west movement of men and materials that may be expected now that the Japanese war is requiring our full attention, the preponderance of demand over supply will increase.

But three DC-3's, each with its 21 seats, can go a long way in the direction of alleviation, whether it be through their direct application to the transcontinental route or indirectly through the release of other aircraft from inter-city services.

The one fly in our ointment is the unavoidable fact that the three aircraft are equipped with Wright engines rather than the Pratt and Whitney type that are standard on our present fleet. An effort is being made to secure an outright exchange for three other DC-3's with the desired power-plant installations. In the event of failure here, however, the Company is prepared to operate the aircraft originally purchased.

They have been flown to Montreal from the United States where they were examined by a TCA representative prior to acceptance. At that point they (or those that may be secured in trade) will be overhauled and

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converted to commercial purposes by Canadianair—the same organization that is hard at work on the construction of the DC-4M's. This conversion process will necessarily be quite extensive. Provision must be made for proper heating, ventilation, sound-proofing, seating, meal-service, etc. Speed

of the work will depend upon the availability of the needed conversion parts. However, the job will be done in the shortest time possible, so don't say you weren't warned when, one of these days, you see a sleek, 21-passenger DC-3 sweep out of the sky—its fuselage emblazoned with our own TCA crest and colors.