

Commercial Aviation Booming in the Philippines

Kneedler to America for more planes for taxi trips; the 2 big companies consistently well patronized

We are glad to notice the enterprise of two young men in aviation in the Philippines, Don Kneedler and his partner T. C. Montee, of the Aerial Service Co., Inc., formerly with the Philippine Air Taxi Company. Flying no fixed routes, but carrying passengers to whatever points they wish to go, these fliers have gained business enough to warrant expansion of their facilities. Don Kneedler has gone to America to buy a Fairchild cabin plane for them, and 3 others that they have sold here. These planes carry 3 to 4 passengers besides the pilot, have a high cruising speed and are equipped for blind and night flying; they are Kneedler and Montee's choice for their taxi business.

Wing flaps enable these planes to land and take off in fields of small area, the flaps braking the speed while landing and speeding altitude when taking off.

All commercial aviation companies report excellent business during this season.

Wm. R. Bradford of the Philippine Aerial Taxi Co., Grace Park, Manila, reports heavy patronage throughout the season on their regular Manila-Baguio run, that has kept their two 5-passenger Bellancas busy. On May 7, for example, 29 passengers were carried; the best day of the season, prior to May 7, counted 33 passengers. The planes make from 2 to 4 trips between Manila and Baguio daily.

This regular passenger service is a great boon to the mails as well as the business public. Several thousand letters are carried per month. To improve and extend the mail service, boxes will be installed in the downtown district, especially along the Escolta, as soon as formally approved by the posts administration. The boxes are in readiness.

The company has also sold 3 Waco ("a" as in are) planes for private use. J. H. Marsman bought one to use between Baguio and Manila and Paracale, and so cut time in traveling between his office in Manila and his mining properties. J. R. McMicking bought one; he is a licensed aviator and will be his own pilot. Benito and José Razon bought one, for use of Andres Soriano and Antonio Roxas; the latter is the owner-manager of a plantation and the sugar central at Nasugbu, Batangas. This year, therefore, aviation in the islands

steps forward into the range of the private owner using airplanes as he could use motor cars. It may be an old story elsewhere, but it is a new one here—at least on the scale of 3 planes from 1 company during a single season.

Manager Louis Weinzheimer of the Calamba and del Carmen sugar centrals is among the business men who have gone over to the airplane for their provincial trips. He now habitually flies between del Carmen and Calamba, and has accommodated both places with first rate fields at the free disposition of all aviators.

Judge John W. Haussermann has had the thrill of his initial flight from Baguio to Manila. The virus spreads.

Perhaps the most used regular airline in the islands is that

of the Iloilo-Negros Air Express between Iloilo and Negros, a 15-minute run from Iloilo alternately to Bacolod and Pulupandan, Occidental Negros, for which the planes, 3-engined Stinsons, are nearly always crowded—often with extra seats in the aisle. The same company runs Stinsons 3 round-trips weekly during the season, and less often throughout the year, between Manila and Iloilo, and makes weekly trips from Iloilo to Zamboanga. Its manager, Francisco A. Rivera, in Manila, reports good traffic throughout the present season on the Manila-Iloilo run, where one way fare is ₱49 and



Don KNEEDLER

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round-trip fare is ₱88.20.

The regular Baguio-Manila fare of the Philippine Aerial Taxi Company is ₱25 one way, ₱45 the round trip. The hour's one-way trip compares with a little more than 2 hours from Manila to Iloilo.

Kneedler and Montee operate out of Baguio northward, taking passengers from Baguio to points in Ilocos and the Cagayan valley—as from Baguio to Aparri or Tuguegarao. They, as well as the companies maintaining planes on the regular routes specified above, take commercial passengers wherever landings can be made and takeoffs effected for the return trip. This taxi work, for all practicing aviators in the islands, implies keen meteorological sense, a familiarity with air conditions over the Philippines that didn't exist, outside the army, until private enterprise inaugurated commercial flying 3 years ago. It is serving industries many good turns, the mining industry particularly, while making Baguio a commuting center from Manila.