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937.52/4-550

TO : Department of State

937.52/4-550

4 Encl.

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FROM : HABANA 802 April 5, 1950

REF :

SUBJECT : CIVIL AVIATION DEVELOPMENTS

A. Operations and Policies of United States Carriers

1. Certificated

(a) Progress of implementation of certificated routes.

For several months National Airlines has had an application pending before the Cuban National Transport Commission for permission to operate between Habana and Key West, Florida. According to reliable reports, the Cuban airline 1/ that operates over this route has been instrumental in preventing National from obtaining the necessary authority to start service on this run.

(b) Competitive situation.

As a result of an aggressive sales and advertising campaign, plus the advantages of direct service to Washington and New York, National Airlines is providing increasing competition to the two companies 2/ that formerly operated between Habana and Miami without any competition. Recently National has been bringing into Habana about 200 passengers daily and taking out the same number.

(c) Financial and Technical Assistance.

If the Cuban airlines which are currently operating on a modest basis receive CAB approval for routes to Florida, they will require considerable financial and technical assistance to expand their service.

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April 5, 1950  
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- 1/ Aerovias "Q"
- 2/ Pan American Airways and Cia. Cubana de Aviación.

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ACTION COPY — DEPARTMENT OF STATE

The action office must return this permanent record copy to DC/R files with an endorsement of action taken.

(d) Service inadequacies

None.

2. Non-certificated

There has been a decline in the number of United States non-scheduled operators transporting cargo between Cuba and the United States. It is believed that one of the causes of this decrease is the high cost of operations at the Rancho Boyeros Airport which serves Habana. Landing charges and airport facilities fees amount to \$20. Loading fees usually average about \$15 or \$20 per load and a customs broker must be employed at a cost of \$12.50 for each trip. On top of all this, Cuban shippers are usually not willing to pay more than two cents a pound for northbound cargo which is hardly enough to earn a fair profit for the operator. Southbound shippers are apparently willing to pay four cents a pound for cargo coming in to Cuba but in many cases the return voyage to the United States is made empty or at a loss. Expenses at Camp Columbia are lower than at Rancho Boyeros.

Resort Airlines, Inc.

In January 1950 Resort Airlines of Pinehurst, North Carolina, started a tourist service from Miami to Habana and Nassau. The cost of the tickets sold by this company includes charges for hotel rooms and sightseeing.

B. Cuban Carriers1. Routes

Five copies of the latest timetables of Cia. Cubana de Aviación and Aerovias "Q" are attached. Expreso Aereo, Servicios Aereos, and Cuba Aeropostal make regular daily cargo flights between Habana and Miami. This latter company also makes a daily passenger flight to the Isle of Pines, leaving Habana at 8:00 A.M. and departing from the Isle of Pines at 8:50 A.M.

The following three companies operate feeder lines in Cuba:

Aerovias del Sur de Cuba  
Aerolineas del Norte  
Corporación Aeronautica Antillana

In addition, the Government has authorized Aerovias Occidente and Servicios Aereos to operate similar services but operations have not yet started.

Aerovias del Sur de Cuba

Departures from:

Camaguey for Francisco, Finca Toledo and Santa Cruz,  
7:00 A.M. and 1:15 P.M.

Francisco for Toledo and Santa Cruz, 7:30 A.M. and 1:45 P.M..

Francisco for Camaguey, 8:35 A.M. and 4:45 P.M.

Santa Cruz for Toledo, Francisco and Camaguey, 8:05 A.M.  
and 4:15 P.M.

Aerolineas del Norte, S. A.

This company has been authorized to operate between Morón and Camaguey, with stops at the sugar mills known as Central Cunagua and Central Jaronú; and between Camaguey and Mayajigua, with stops at Central Punta Alegre and Central Francisco.

Corporación Aeronautica Antillana

This company provides a feeder service between Manzanillo and Pilon and between Manzanillo and Camaguey, with stops at the sugar mills in Francisco and Santa Cruz del Sur.

Aerovias Occidente

Aerovias Occidente has been authorized to operate between Pinar del Rio and Habana.

Servicios Aereos de Cuba, S. A.

This company has been authorized to operate the following four routes:

Route No. 1: Camaguey, Manatí, Victoria de las Tunas, Puerto Padre, Delicias, Gibara, Banes, Antilla.

Route No. 2: Camaguey, Central Francisco, Ingenio Macareño, Santa Cruz del Sur.

Route No. 3: Camaguey, Ciego de Avila

Route No. 4: Pilón, Manzanillo.

2. Ownership

Aerovias "Q"

The principal owners of Aerovias "Q", all Cubans are listed below:

<u>Name</u>	<u>No. of Shares</u>	
	<u>Preferred</u>	<u>Common</u>
José Acebo Rey	135	560
Angel Aixala y Roig	702	942
José E. Alvarez del Regato	100	300
Bufete de Mendoza	807	1,053
Federico Méjer Aguirre	223	611
Julio Pertierra Liñero	233	616
Indalecio Pertierra Linero	750	375
Manuel Quevedo	553	1,792
Gabriela Sanchez de Cadenas	480	240
José M. Santiero	1,700	850

Preferred Stock - Nominal Value \$100

Common Stock - Nominal Value \$ 1

Cia. Cubana de Aviación

There follows below a list of the principal stockholders of Cia. Cubana de Aviación as of September 30, 1949.

	<u>Number of Shares</u>
Pan American Airways	48,000
Merril, Lynch, Pierce, Fenner & Beane	2,250
Carlos Aguilera Sanchez	600
Jorge Barroso	500
Agustin Batista	2,200
José Manuel Casanova	2,000
Ricardo Cervera	500
José Colmenares	700
Antonio Falcon del Castillo	850
Julio B. Forcade	1,067
Leandro S. Galban	500
German Gill	500
Amable Gonzalez Lopez	610
Helena Mata	1,063
Luis Mendoza & Co.	15,721
Mendoza y Salazar	1,400
Concepción Pedro Varona	1,000
Compañía Comercial Rodriguez	5,300
Dionisio Ruisanchez	1,000
Evaristo Taboada	800
Antonio Tarafa	3,000
Josefina Tarafa	600

Total number of shares issued: 99,715

Expreso Aereo

During the year controlling interest of Expreso Aereo was reportedly purchased for \$25,000 from the estate of



Deering Howe by a Cuban group composed of Rafael ("Pilin") Mendoza and Carlos Musso representing the Aspuru interests.

### Cuba Aeropostal

The owners of Cuba Aeropostal are reported to be Gustavo Alfonso, Antonio Perez Gonzalez, and Jesus Maria Bouza.

Although denied by company officials, José M. Aleman was reported to be the financial backer of this airline which is understood to be losing about \$20,000 a month. If this report is true, future operations of Aeropostal are likely to be curtailed as a result of Sr. Aleman's death last month.

### Servicios Aereos

The following Cubans are reported to be the principal owners of Servicios Aereos:

Emilio RODRIGUEZ Fernandez  
Jaime TORAÑO Fernandez  
Guillermo Liborio CARANZA Larrea

In addition, Messrs. Jackson Raines, John Smoot, David M. Benson, and Paul Dixon of US Airlines, St. Petersburg, Florida, are understood to have an interest in the company. Francisco ("Paco") Prio, the brother of the President, is also reported to have an interest in Servicios Aereos.

According to a responsible Cuban airline official 1/, Eduardo Sanchez Alfonso, who signed a letter promising Servicios Aereos a \$250,000 equipment loan, did so out of friendship for José Maria de la Torre of this company, and that actually he has no intention of putting up this money.

### Aerovias Cubanas Internacionales

Transocean Air Lines is understood to be putting up the operating capital for Aerovias Cubanas. A majority of the stock will later be sold to Cuban interests. The former President of this airline, Luis F. Almagro, and Reinaldo Ramirez Rosell have resigned and no longer have any connection with the company.

### Aerovias del Sur de Cuba Corporación Aeronautica Antillana

The president and owner of Aerovias del Sur de Cuba, which has its headquarters in Camaguey, is Dr. Pedro Rubiales. The headquarters of Corporación Aeronautica Antillana, which is reportedly owned by Suarez Villariño, Julio Lobo, and Armando

1/ Manuel Quevedo, President of Aerovias "Q".

Mendoza, are in Manzanillo.

The headquarters of Aerolinas del Norte are located in Moron, in the Province of Camaguey.

### 3. Nationality of Management

With the exception of Compañía Cubana de Aviación, all the Cuban airlines discussed in this report are managed by Cuban citizens. Compañía Cubana de Aviación is managed by Cuban and United States citizens.

### 4. Accidents

There were no accidents involving passenger fatalities in Cuba during 1949. Cia. Cubana de Aviación has operated 3,813,644 miles since its organization without a fatal accident to passengers or crew. The record of Aerovias "Q" has been equally as good.

### 5. Plans of Cuban Carriers

Five Cuban airlines have applied to the CAB for authority to operate between Cuba and the United States. If the CAB approves these applications, there will be considerable expansion in the operations of these airlines. Compañía Cubana de Aviación applied to the Cuban National Transport Commission for permission to extend its Madrid flights on to Rome for the Holy Year, but that organization has not yet taken any action on this request.

### 6. Passenger fares - Cargo Rates

Five copies of the rate schedules issued by Cia. Cubana de Aviación and Aerovias "Q" are attached.

Habana - Madrid: During the winter Cia. Cubana de Aviación reduced the one way fare between Habana and Madrid from \$500 to \$350. The roundtrip rate was reduced from \$900 to \$666. The present one way rate is \$435 with a 10% discount for a roundtrip.

Habana - Isle of Pines: Cuba Aeropostal and Aerovias "Q" have established the following rates (less taxes) between Habana and the Isle of Pines:

	<u>Cuba Aeropostal</u>	<u>Aerovias "Q"</u>
One way	\$ 6.00	\$ 7.00
Roundtrip	10.80	12.60

In February 1950 the National Transport Commission ordered National Airlines to discontinue the sale of "Family Plan"

## 7. Habana 802

tickets between Habana and Miami and between Habana and Tampa. The company put this plan into operation last September.

### 7. Operating Statistics

In 1949 there was a reversal in the trend of recent years for airplane traffic in Cuba to increase, as shown in the table below:

<u>Year</u>	<u>Incoming Passengers</u>	<u>Outgoing Passengers</u>	<u>Total</u>
1946	140,536	145,841	286,377
1947	162,942	169,244	332,186
1948	202,127	212,263	414,390
1949	193,917	200,127	394,044

Total traffic handled by Cia. Cubana de Aviación, however, increased as indicated below:

<u>Year</u>	<u>Total No. of Passengers</u>
1948	162,900
1949	169,957

The division of traffic transported by Cubana, by route, in 1949 is shown below:

<u>Route</u>	<u>No. of Passengers</u>
Habana - Madrid	1,003
Madrid-Habana	1,697
Habana - Miami	18,264
Miami - Habana	12,146
Domestic routes	136,847
<b>Total</b>	<b>169,957</b>

During 1949 Cia. Cubana de Aviación transported 1,086 tons of air freight on its domestic routes.

The total number of passengers handled by foreign airlines in and out of Cuba during 1949 is listed below:

<u>Airline</u>	<u>Passengers In</u>	<u>Passengers Out</u>
Braniff Airways	3,239	3,209
Peruvian Airways	204	235
National Airways	28,981	29,277
British S. A.	548	612
Chicago & Southern	9,297	9,233
Aeropostal Venezolana LAV	4,976	5,020

<u>Airline</u>	<u>Passengers In</u>	<u>Passengers Out</u>
Cia. Mexicana	6,381	5,154
KLM	<u>148</u>	<u>1,534</u>
Total:	53,774	54,274

Source: Airlines

At the time this report was prepared traffic statistics of Pan American Airways were not available.

The statistics required by ICAO are under preparation in the National Transport Commission and will be forwarded when completed.

### 8. Flight Equipment

Aircraft owned by Cuban airlines is listed below.

<u>License No.</u>	<u>Manufacturer and Model No.</u>
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#### Cia. Cubana de Aviación

CUT7	Douglas DC-3A
CUT8	Douglas DC-3A
CUT11	Electra 10-C
CUT38	Douglas DC-3A
CUT128	Douglas DC-3
CUT138	Douglas DC-3A
CUT172	Douglas DC-3
CUT188	Douglas C-54
CUT266	Douglas DC-3A

In addition, one DC-4 is leased from Pan American Airways

#### Aerovias "Q"

CUT2	Douglas C-47-B
CUT3	Douglas C-47-A
CUT88	Douglas DC-3C
CUT100	Douglas DC-3
CUT101	Douglas DC-3C
CUT144	Douglas C-47
CUC312	Douglas C-47
CUC313	Douglas C-47
CUT314	Douglas DG-3C

#### Cuba Aeropostal, S. A.

CUT45	Lockheed Lodestar 18-56
CUC263	Curtiss C-46A
CUC264	Curtiss C-46D
CUT265	Douglas C-47A



License No.Manufacturer and Model No.Cuba Aeropostal, S. A.

CUT333	Douglas	DC-3C
CUC343	Curtiss	C-46D
CUC202	Curtiss	C-46D

Expreso Aereo Interamericano, S. A.

CUC385	Curtiss	C-46
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Servicios Aereos, S. A.

CUC145	Curtiss	C-46D
CUC241	Curtiss	C-46

Aerolineas del Norte, S. A.

CUN150	Avro-Anson	IV
CUN165	Avro-Anson	IV
CUN289	Avro-Anson	IV

Aerovias del Sur de Cuba, S. A.

CUN 340	Stinson	108-3
CUN341	Piper	PA-12
CUN 342	Piper	Vagabund
CUN370	Avro-Anson V	(400 HP Pratt Whitney engines)
CUN371	Avro-Anson V	(400 HP Pratt Whitney engines)

Corporación Aeronautica Antillana

CUN72	Avro-Anson	IV
CUN163	Cultee	BT-13
CUN209	Avro-Anson	IV

Information on engines, propellers and radio was contained in Embassy's Report No. 67 of March 29, 1949.

There are about 170 private airplanes operating in Cuba. The number and model of the most popular planes are shown below:

<u>Model</u>	<u>Number</u>
Piper J-3	70
Taylorcraft L-2M	26
Stinson 108	36
Piper PA-12	24
Aeronca O-58-B	14
Piper PA-11	13
Cessna 170	7

### 9. Financial Statistics

The balance sheet of Cia. Cubana de Aviación will be forwarded as soon as it is published. No financial data is published on the remaining Cuban airlines.

The President of Aerovias "Q", Colonel Manuel Quevedo, recently declared to an officer from this Embassy that last year "Q" made a profit of \$511.09 and that Cuba Aeropostal lost \$236,000 in its ten months of operation.

With its single daily cargo flight to Miami, Expreso Aereo is believed to be doing not much better than covering bare operating expenses. Servicios Aereos, which likewise operates a cargo service between Florida and Cuba, is understood to be making a fairly good profit for its operators.

### 10. Subsidies

The Cuban Government does not pay subsidies to Cuban airlines. Two companies, Aerovias "Q" and Cuba Aeropostal, enjoy indirect subsidies in that they are allowed to use, free of charge, the Cuban Army airfield at Camp Columbia, but in return for this privilege these companies are required to provide a certain amount of free transportation for the Army. The Decree authorizing Cuba Aeropostal the free use of Camp Columbia appeared in the Official Gazette of April 12, 1949.

### 11. Formula for Mail Payments

The Cuban Government pays Pan American Airways and Cia. Cubana de Aviación 33 cents a pound for the transportation of air mail from Habana to Miami. Expreso Aereo and Cuba Aeropostal receive 32 cents a pound for northbound airmail. Each one of these companies receive about \$1,500 or less a month for this service. Expreso's flights between Habana and Miami have been somewhat irregular and there has been a number of complaints over the delays in the airmail service provided by this company.

Aerovias "Q" collects seven cents a pound for carrying airmail to the Isle of Pines and twenty cents to Key West. A negligible amount of correspondence is handled over these two routes.

### C. Service and Maintenance Facilities

Because of the proximity of the United States, all major overhauls and structural repairs are usually made in Miami.

### D. Governmental Activities

#### 1. Laws and Decrees

On April 5, 1949, the Cuban Senate ratified, without reservation, the ICAO Convention, Chicago 1944. The entire text of the treaty was printed in the Official Gazette on February 1, 1950.

Early in 1950 the Government announced its intention of setting up a Civil Aeronautics Board composed of the Prime Minister, Ministers of Defense, State and Communications, and the President of the National Transport Commission, but this new body has not yet started its activities. The announced purpose of the Board is to "coordinate and regulate domestic and international air transportation."

## 2. Traffic Rights

The Cuban Government has signed bilateral air transport agreements with two countries: Peru and the United Kingdom. The text of the agreement with the United Kingdom was submitted in Embassy despatch No. 236 of March 22, 1948. Preliminary negotiations for air agreements with Mexico, Spain, and Portugal were started but no final agreements were reached.

## 3. Government Contracts

A Cuban airline with an airmail contract is exempt from the payment of the tax on gasoline. At present all foreign airlines are exempted from this tax, but domestic companies, unless they have an airmail contract, are required to pay it.

National Airlines has applied for permission to carry northbound Cuban airmail but the Transport Commission has taken no action on this request which has been pending for several months.

## 4. Policy Developments

Responsible Cuban Government aviation officials are of the opinion that the first four freedoms can be negotiated in a multilateral treaty but that fifth freedom traffic can only be dealt with under a bilateral agreement. Their argument is that in connection with fifth freedom traffic each country has special conditions which can only be taken into consideration under a bilateral treaty.

## 5. Permits

The Official Gazette published on the dates mentioned below contain Decrees exempting the companies named from the payment of all import duties and consular fees on imported aviation equipment and accessories.

<u>Airline</u>	<u>Official Gazette</u>
Aerovias del Sur	Jan. 18, 1950
Aerolineas del Norte	Sept. 9, 1949
Cuba Aeropostal	May 13, 1949

All foreign companies are authorized to import spare parts for making emergency repairs without the payment of the usual duties but no local stocks can be maintained. A United States airline can bring in duty free, a piston, for example, to replace a **damaged** unit, but after the change has been made the defective equipment must be taken out of the country immediately.

In August 1949 the President approved the application of Compañía Cubana de Aviación to operate from Habana to Washington and New York.

The Official Gazette of February 12, 1949, contains a Decree authorizing Expreso Aereo Inter-Americano to establish regular passenger and cargo service between Habana and Tampa.

In April 1949 the President approved the application of Servicios Aereos, S. A., to operate from Habana to Tampa or St. Petersburg and from Habana to Miami.

In 1948 Aerovias "Q" was authorized by the Cuban Government to operate the following routes:

Habana - Washington/New York  
 Habana - St. Petersburg/Tampa  
 Habana - Miami

In 1948 Cuba Aeropostal was given a Cuban permit to operate between Habana and Miami.

Cuba Aeropostal, Aerovias "Q", Expreso, Servicios Aereos, and Compañía Cubana de Aviación have all applied to the CAB for permission to operate on the routes authorized by the Cuban Government. In addition, Aerovias "Q" has applied for a renewal of its expired United States permit to operate to Key West; Expreso and Cia. Cubana de Aviación have also applied to the CAB for renewals on their Miami routes.

In December 1949 Aerovias Cubanas Internacionales started service to Madrid but discontinued operations after four round-trips. According to Mr. William K. Wilbur, Manager of Aerovias, service will be resumed when the company receives permanent operating permits. This airline has recently applied to local Cuban authorities for the following new routes:

Habana - Panama  
 Habana - Caracas



In addition it has asked for permission to extend its Madrid route on to Rome.

In April 1949 the National Transport Commission authorized Aerovias Occidente, S. A., to start a regular passenger and cargo service between Pinar del Rio and Habana; and Corporación Aeronautica Antillana, S. A., with headquarters in Manzanillo, to operate between that point and Pilon and between Manzanillo and Camaguey

In August 1949 a permit was issued to KLM authorizing regular stops in Habana on flights between Amsterdam and Curacao via Montreal and Gander.

#### E. Press Comments

There was considerable publicity in the local press during the year over the difficulties experienced by Cia. Cubana de Aviación with its workers and on the failure of this company to obtain an export license for about \$230,000 in blocked Spanish currency. The official Government intervention in this company during the critical period when it refused the demands of labor for higher salaries and better working conditions also received wide notice in the press. In general, responsible Cuban newspapers have deplored the interventionist policy of the Government but in this particular case it was successful and resulted in a 12.6% decrease of salaries for the workers and in the payment of a substantial amount owed to the company by the Government.

A typical reaction to the intervention was contained in the December 1949 issue of "Cuba Economica y Financiera" which declared that the official intervention did not solve anything--the workers agreed to take a wage cut in the face of a threat by the stockholders to liquidate the company.

#### F. Facilities

##### 1. International Airports

Cuba has three international airports: Camp Columbia and Rancho Boyeros which serve the Habana area, and Camaguey. The airport at Santiago de Cuba is occasionally used for international service but only after special arrangements have been made for health, customs and immigration inspections. In general it is believed that Santiago cannot be developed into an international port of entry until a new airport is built with paved runways and night lighting facilities. It is understood that the present lack of paved runways makes landings at this airport a hazardous operation, especially during the rainy season.

The work of constructing a 5,000 foot paved runway at Camp Columbia was started last month. It has been estimated that the new runway will be ready for service in about three months. The work is being done by the Ministry of Public Works.

At the request of the Cuban Government, Mr. Phillips Moore, CAA Director of Airports, came to Habana in August and made a survey for a proposed new international airport to be located in the vicinity of Cojimar, across the bay from Habana. This project has been under consideration for several years.

In Cuba there are about 63 private airports; practically every large sugar mill and ranch has its own landing strip.

## 2. Cargo Handling and Warehouse Facilities

There is considerable variation in cargo handling facilities and methods at Habana. At one extreme there is Servicios Aereos which, by special arrangement with customs, unloads a plane directly on a truck parked next to the aircraft. After the truck is loaded it transports the merchandise directly to the consignee. Most of the labor for this operation is picked up on the street and is discharged as soon as the work is over. At the other extreme there is Compañía Cubana de Aviación which has permanent employees and a certain amount of mechanized equipment <sup>1/</sup>. Merchandise unloaded from planes is taken into a 3600 square foot brick warehouse under the supervision of Customs inspectors. After the necessary customs clearance is obtained the merchandise is loaded on trucks and sent to its destination or moved to an adjoining 6,000 square foot brick warehouse where the consignee may pick it up at his convenience. Since all the scheduled airlines operating in Habana use these two small warehouses, they are always quite congested. No refrigeration services are available hence special arrangements must be made for perishables.

It usually takes six or eight men about forty minutes to unload a plane with a 12,000 pound load of general merchandise. These unskilled workmen generally receive a salary of about \$100 or \$120 a month.

The total capacity of the loading platform at the Rancho Boyeros airport is 3,000 pounds.

Expreso Aereo Inter-Americano has its own small (4,000 square feet) warehouse across the field from the PAA and Cia. Cubana terminal. Cuba Aeropostal also has its own small (4,000 square feet) warehouse at Camp Columbia. Aerovias "Q" uses

<sup>1/</sup> One Crescent 3,000 pound electric hoist (Model MGVH-3) and two 48" electric-driven belt conveyors (Rapid Power Booster Co.).

part of its passenger terminal to store freight. Servicios Aereos has only a few large customers and they usually arrange for their cargo to be picked up by truck as soon as it is discharged from the aircraft.

### 3. Transport Facilities

A number of large shippers operate their own private trucks, or hire public trucks, to transport merchandise from the airport to their place of business. The two principal public truckers engaging in this business are "Terminal Pan-americana de Carga Aerea" <sup>1/</sup> and "Fast Delivery". Each company owns about five or six small one-ton trucks and charges the following tariffs for trips between the airport and Habana:

<u>Weight in Pounds</u>	<u>Total Cost</u>
0 to 50	\$ .30
50 to 100	.50
100 to 200	1.00
200 to 300	2.00
300 to 500	3.00
500 to 1000	5.00
Each additional 100 Lbs.	.50

### 4. Communications - Meteorology

According to a decree which appeared in the Official Gazette of January 14, 1950, Cuba Aeropostal was authorized to install and operate its own radio equipment. The other commercial airline, Aerovias "Q", using Camp Columbia also provides its own radio service. All the remaining airlines operating in Cuba make use of the facilities provided by Radio Aeronautica de Cuba, S. A., (RACSA), a company patterned after Aeronautical Radio, Inc., in the United States.

Aerovias "Q" and Cuba Aeropostal operate their own radio system instead of using RACSA facilities because it costs them less. They pay non-union radio operators about \$150 a month whereas RACSA pays twice that amount.

An indication of the activity of RACSA is revealed by the fact that in 1949 the company handled a total of 1,200,398 point-to-point messages, as shown in the table below:

<u>Station Location</u>	<u>Outgoing Messages</u>	<u>Incoming Messages</u>
Rancho Boyeros	342,770	370,643
Cienfuegos	14,533	17,264

<sup>1/</sup> Reportedly owned by Pan American Airways and Cia. Cubana de Aviación.

<u>Station Location</u>	<u>Outgoing Messages</u>	<u>Incoming Messages</u>
Camagüey	115,787	136,656
Manzanillo	4,036	4,995
Antilla	7,637	5,053
Santiago de Cuba	72,100	63,335
Guantánamo	15,157	12,577
Baracoa	<u>10,025</u>	<u>7,830</u>
Total:	<u>582,045</u>	<u>618,353</u>

Approximately an equal number of messages was handled between plane and ground.

The Control Tower (CMY) at the Rancho Boyeros Airport is operated by the Cuban Government; the Tower at Camaguey (CMCW), however, is operated by and at the expense of Compañía Cubana de Aviación and Pan American Airways.

Meteorological services throughout Cuba are provided by Compañía Cubana de Aviación. Aviation weather reports are transmitted over the RACSA system.

#### G. Cargo Potentials

In so far as is known by the Embassy, no attempt has been made to move bananas by air. If a suitable airport is constructed at Santiago de Cuba it would appear that this commodity might be susceptible to profitable air commerce from that area.

Cuba Aeropostal, Servicios Aereos, and Expreso Aereo Inter Americano are the principal Cuban carriers specializing in the transportation of air freight.

Incoming cargo consists mostly of general merchandise. Outgoing air freight includes frozen lobster tails, live crabs, frog legs and fruits and vegetables. In addition some Cuban tobacco is transported to Tampa. In the fruit and vegetable class, a large number of cucumbers, pineapples, papayas, alligator pears and okra are sent to Florida in season. Frog legs come from Guines and Pinar del Rio. In order to avoid transshipment at Habana, Cuba Aeropostal has under consideration a plan to transport frog legs from Pinar del Rio direct to Miami. Papayas are extremely difficult to handle because the fruit bruises easily and must, accordingly, be moved one at a time by hand.

*Raymond L. Harrell*  
Raymond L. Harrell,  
Attaché.

#### Sources:

Ministry of Communications  
National Transport Commission  
Companies mentioned in this report  
Embassy files



17. Habana 802

Enclosures:

1. Schedules, Cia. Cubana de Aviación
2. Schedules, Aerovias "Q"
3. Passenger and Air Freight Tariffs of Cia. Cubana de Aviación.
4. Tariffs, Aerovias "Q".