

CIVIL AVIATION NEWS

SCOTS DISTURBED

VISCOUNT SWINTON'S statement to a deputation of Scottish M.P.s that Prestwick is not to remain the country's chief transatlantic airport seems to have nettled Scotsmen of every shade of political opinion.

It is also complained that the proposed railway air network plan does not provide for a direct connection between Scotland and continental Europe. Even to Northern European capitals Glasgow businessmen would have to travel by train to Edinburgh, from there to Newcastle and then fly back past Scotland to reach Scandinavia.

U.S. AIRCRAFT SALES

DOUGLAS Dakotas and Lockheed Lodestars are now being offered from surplus stock to airline operators in this and other countries by the U.S. Mission for Economic Affairs.

A circular issued by the U.S. Embassy to British and foreign air transport companies in this country gives the maximum price for the Dakota as £25,000 and for the Lockheed £17,000.

The offer is in accord with the previously announced U.S. policy to make transport aircraft available to all interested parties and has already been extended to a number of countries, as, for instance, Belgium, France, Turkey, etc.

But the chief selling point in the proposition is not only that airline operators have an opportunity to secure aircraft when no other sources of supply exist, but to make it even more attractive, the Americans are willing to undertake the substantial reconversion work on these aircraft from military to civilian air transports.

NORWAY SIGNS

A SPOKESMAN at the Norwegian Embassy in Washington recently told Reuter that M. Wilhelm Munthe de Morgenstjerne, the Norwegian Ambassador, had signed, at the State Department, documents drawn up at the Chicago Civil Aviation Conference.

They covered the interim agreement, permanent convention and "two freedoms."

The interim agreement reached by the International Civil Aviation Conference, which concluded at Chicago on December 7, provides for the establishment in Canada of a provisional organisation until the permanent convention—the international civil aviation organisation—is set up.

Under the "two freedoms," each State which signed the International Air Services Transit Agreement permits aircraft of other contracting States to fly across its territory without landing or to land for non-traffic purposes.

AIRBORNE LETTUCE

A SURVEY conducted by Detroit's produce merchants in conjunction with the Department of Agriculture revealed that lettuce could be flown from California to Detroit at a cost of approximately 3½ c. (about twopence) above that of the railborne product and the speed in transit would be 17 times greater than by rail.

The report found consumers willing to pay that bit extra for a fresh lettuce.

FROM LATIN AMERICA

AS far back as September, 1935, the Argentine Government passed a law providing for the establishment of a central national airport. The proposals foreshadowed an airport situated within the city boundaries of Buenos Aires and accommodating both land and sea aircraft.

Three separate plans were subsequently drawn up and dealt with three different sites. But studies revealed that all three would need considerable levelling and require a long time for the land to settle.

These plans have therefore been abandoned, and it has been decided to plan and establish an airport for landplanes only at Seis de Septiembre, to the southwest of Buenos Aires.

The site is situated about 15 miles from the centre of the city, and traffic to the airport will be given priority over other road traffic, to allow the former to do the one-way journey in thirty minutes.

Chile is planning the construction of several new airports at a cost of over £150,000.

A government-controlled airport and aviation company in Peru is to make and manage airports. One of the first airports to be established will be located on a high plateau on the western slopes of the Andes near the capital, Lima. This airport is to cost nearly £50,000.

SAFETY

RECENT safety statistics reported by the Civil Aeronautics Authority confirm the airline safety record.

The average yearly number of passenger miles flown for each passenger fatality by U.S. scheduled home airlines from 1932 to 1937 was 13,725,096. For the following six-year period, 1938-1943, the average was 47,772,014, or an increase of more than 250 per cent. in the average number of miles flown per passenger fatality.

N.Z. PREMIER'S DENIAL

MR. PETER FRASER, the Prime Minister, denied an Australian report that the Australian and New Zealand Governments had reached an agreement to nationalise the internal airlines of both countries. Mr. Fraser said the question had never been the subject of an understanding or of discussion between the two countries, as matters relating to internal economy and the industrial organisation of the country were not fitting for discussion between the Governments. The points of agreement reached, said Mr. Fraser, were confined entirely to international and British Commonwealth aspects of aviation.

CHEAP RATES

AN offer of "mass passenger transportation" across the Pacific in less time and at lower rates than minimum first-class passenger liners has been made by Pan American World Airways in their application to the U.S. Civil Aeronautics Board, as briefly mentioned on this page last week.

Some further examples of proposed fares for single journeys from San Francisco or Los Angeles, with 1938 2nd Class and Tourist shipping fares in brackets, are as follows: To Auckland via Honolulu \$292.50, about £73 (\$218-£54); to Calcutta via Tokyo \$393, about £98 (\$336-£84); to Canton via Tokyo \$321, about £80 (\$215-£54); to Shanghai via Tokyo \$303, about £76 (\$200-£50); to Singapore \$339, about £85 (\$240-£60); and to Tokyo via Midway \$271, about £69 (\$175-£44).

"CHOSEN INSTRUMENT"

THE formation of a company to be the "chosen instrument" to handle America's foreign commercial air routes after the war is urged by the Senate Aviation Subcommittee.

Details "leaked" from the confidential draft report say that the Committee proposes that stock in such a company should be held by Pan American Airways (the nation's biggest foreign airline), domestic airlines, railways and shipping companies.

The company at all times and in all respects should be subordinate to the Government and its interests.

"We recommend a minimum of American flag carriers—even just one—in the foreign field and the highest degree of regulation in the public interest," the report says.

In the domestic airline field the report stated: "We have all the restraints of national power necessary to prevent monopolistic wrongs. To grant an operating licence to one railway or steamship company would be an open door to prolonged experience in cut-throat competition, impairing the safety of travel and culminating in endless subsidies."

The report, however, favours services to Mexico, Cuba and Canada by domestic operators, by reason of the proximity of these countries.

The Committee bases its report on the estimate that in 1950 the U.S. share of international air traffic will be 1,550,000,000 passenger miles and American domestic traffic 7,000,000,000 passenger miles.

It is recalled that last August Mr. Cordell Hull, U.S. Secretary of State, opposed any monopoly policy, saying that the experience of most other countries which had adopted a monopoly or chosen instrument policy had been that such a policy led to a government-owned system or one so completely government controlled as to have all the qualities of government ownership.

The Aviation Committee, consisting of nine Senators, with Senator Josiah Bailey as chairman, is not unanimous on the report. Senator Head, of New York, supports a plan for a number of airlines operating in different zones on overseas routes.

A major clash is foreshadowed on this issue between the Administration and Congress, but a later comment in the *American Aviation Daily* states that there is a strong reason to believe that the Committee's proposals are as good as dead as a result of a meeting between the Aviation Subcommittee of the Senate and Government officials. The paper adds that it appears unlikely that the report will be ever issued.