

for 32 years. During this war he was with Bomber Command, and in 1941 went to West Africa to organize air reinforcement to the North African Forces. After the European war had ended he commanded a Training Group engaged in training crews for the war with Japan. Air Commodore Bussell served for five years at Air Headquarters, India, and was to a large extent responsible for the enrolment and training of personnel for the Royal Indian Air Force. Mr. Jeffcock has, for many years, been engaged in the development of radio communications, and during the war in radar development. He was a member of the Civil Aviation Radio Advisory Committee to the Ministry of Civil Aviation.

MERLIN ACHIEVEMENT

THERE can be few corners of the Commonwealth or Empire where Rolls-Royce products are not to be found, but it is even more noteworthy that at the present time all the Empire air routes are being operated by aircraft using Rolls-Royce engines. Services to India, Australia, South Africa, and South America, and also the T.C.A. transatlantic services, are all flown with Rolls-Royce engined aircraft, and although these aircraft are interim types mostly developed from military machines, the speed and reliability of the schedules which they are operating are being constantly maintained.

SOUTH AMERICAN SURVEY

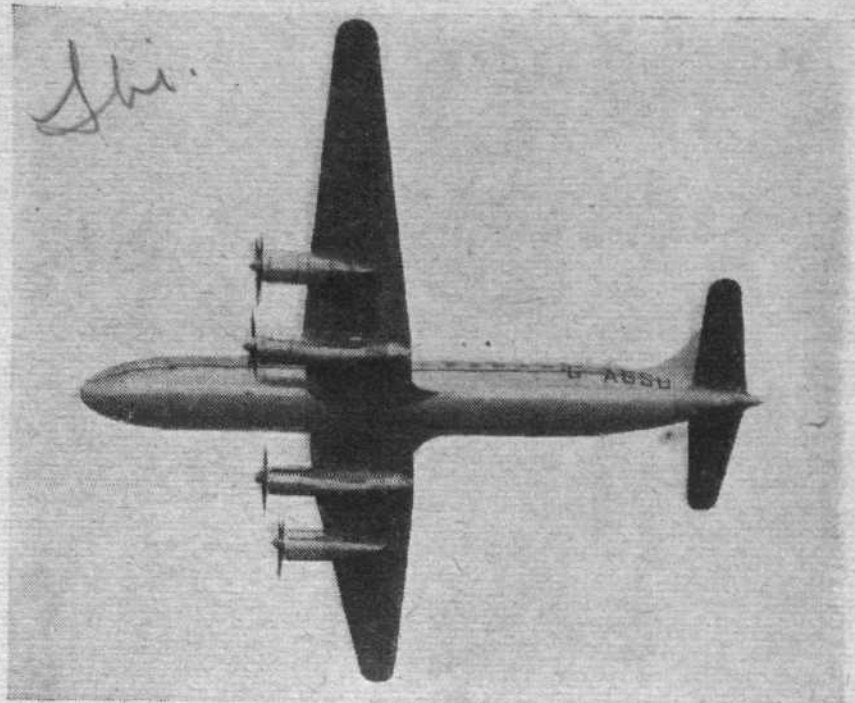
WHEN the British South American Airways Lancastrian aircraft *Star Land* flew from London airport on April 22nd to South America in order to survey routes across that continent, it set up a new record for the flight from London to Buenos Aires, flying to an accelerated schedule. The aircraft was commanded by Air Vice-Marshal D. C. T. Bennett, Chief Executive Officer of B.S.A.A.

The survey which he is undertaking of South American routes included a flight over the Andes, which were crossed at 23,000ft without incident, to Santiago; thence on to Lima in Peru; to Bogota the capital of Colombia; Caracas in Venezuela; and finally to Trinidad, returning home via Natal and Bathurst. At each port of call talks are taking place with Government officials regarding the extension of the B.S.A.A. route, and it is understood that already a satisfactory discussion has taken place in Santiago.

THESE (DIS)AGREEMENTS

LAST week an announcement was made of the approval in principle by the Egyptian Cabinet of an agreement to form an Anglo-Egyptian company with a capital of £250,000 to operate air services between U.K. and Egypt, and on to various other parts of the Middle East. This "approval in principle," however, is still subject to Egyptian Parliamentary sanction. It has also been announced in America that discussions on civil aviation, on the lines of the Bermuda talks, are to take place between the United States and Russia.

In spite of all these signs of promise, however, the position with regard to air agreements becomes more and more involved each week, and there is clearly a good deal of "behind-the-scenes" uneasiness. In last week's issue we mentioned the domestic contretemps in the U.S. regarding the legality of the various civil aviation agreements concluded by the State department. Now a problem has arisen over a proposed contract between Trans World Air Lines of America and the Italian Government whereby the former would obtain almost exclusive rights to operate internal air services for the latter through the formation of an Italian-American airline company. To this, the British Government has not unnaturally objected, and has requested that British European Airways should be given an interest in any such concern. It is understood that the U.S. State Department is, up to a point, in sympathy with the British objection, but the whole problem seems now to have entered subterranean diplomatic channels.



TUDOR PLAN : The narrow-chord tapering wing of the Tudor II gives it, in plan view, a somewhat more graceful appearance than might be expected in such a relatively large-capacity civil transport.

BREVITIES

Galway Corporation is making an application to the Eire Department of Industry and Commerce for the use, as an airport, of land at Oranmore about six miles from the city.

The Vice-Chairman of the United States Civil Aeronautics Board is now Mr. Oswald Ryan. He was first appointed to the C.A.B. in 1938, and he was a member of the U.S. delegation to the recent Bermuda Conference.

An agreement signed in Budapest at the end of last month between the Soviet Union and Hungary provided for the formation of a joint Soviet-Hungarian Maritime Association and a joint Civil Aviation Association.

Regular services between Bombay and Calcutta have now been put into operation by Tata Air Lines of Bombay. The routes operated by the company are now, therefore, from Bombay to Karachi, via Ahmedabad; to Delhi via Ahmedabad; to Colombo via Hyderabad and Madras; and to Calcutta via Nagpur.

To enable passengers on their "East Indiaman" service to embark at a more convenient hour in the morning, Indian National Airways aircraft to Calcutta will now leave Delhi at 6.30 a.m. Dakotas are used and they call *en route* at Cawnpore and Allahabad. Accommodation for non priority passengers is available on these aircraft.

A three-thousand-mile Soviet arctic air route, from Krasnoyarsk in Southern Siberia, via Yakutsk and the Bay of Lavrenty, to the far north shores of the Bering Straits, which was started during the war, is said to be specially equipped for arctic conditions so that services, including regular night flying, can be continued throughout the year.

Short Sunderlands converted for civilian use are to be used by two more South American airlines. One of them is the Compania Aeronautica Uruguaya, S.A., and the other is Corporacion Sudamericana de Servicios Aeos, S.A., of Buenos Aires. The third South American airline company, which already has four of these flying boats, is the Dodero Company of Argentine.

