

## CIVIL AVIATION NEWS

fidant that the Merchantman will be able to take-off on full load from start with one engine stopped.

The main cabin will have a total capacity of 780 cu ft and it will be possible to transform the aircraft in ten minutes from a freighter to a 20-seater passenger machine.

An "unstuck" distance of 250 yd is calculated and 50 ft should be cleared in 575 yd. Other estimated data are: stalling speed 60 m.p.h., max. rate of climb 1,150 ft/min, max. still air range 850 miles. The span is 66 ft 6 in, all-up weight 13,000 lb, and disposable load, with 100 gall of fuel, 5,000 lb.

### EDINBURGH TO PARIS

**A**IR FRANCE will be the first airline to open direct scheduled air services between Edinburgh and the Continent. From June 23rd, Dakotas will fly at a frequency of three times a week from Turnhouse to Paris. Surface transport, which is to be included in the fare, will leave Princes Street Station an hour before departure. Owing to some technical difficulties, probably in connection with night flying facilities at Turnhouse, the return journey will, at the outset, be made to Prestwick, and surface transport will be supplied from there to Glasgow.

### I.C.A.O. AGREEMENT WITH U.N.O.

**A**T the International Civil Aviation Organization's first Assembly, which opened on May 6th, the delegates voted by 27 to 3 to accept the conditions for a working agreement with the United Nations. An amendment to the Chicago Convention conditional to the agreement was adopted to exclude Franco Spain from I.C.A.O. membership. Ireland, Portugal and Switzerland voted against the amendment, and Argentina and South Africa abstained from voting. The Spanish delegates left the assembly as a result of the resolution, and stated that Spain did not choose to remain in the status of an unwelcome guest. The amendment will require ratification by two-thirds of I.C.A.O. member nations before the agreement may be put into full effect.

The United Nations Organization has subsequently stated that, in view of the resolution concerning the relationship agreement, and in view of the withdrawal of the Spanish representatives from attendance at meetings of I.C.A.O., the secretary-general of U.N.O. considered that the agreement between the two organizations had then, on May 13th, come into force, and the secretary-general would report to the general assembly of U.N.O. accordingly.

Exclusion of Spain from I.C.A.O. will, it is hoped, not have any adverse effect upon international aviation. Although Spain

will not be obliged to conform to I.C.A.O. operating standards, certain required standards will probably be woven into future agreements. In the interests of Spanish aviation the normal bilateral agreements will be necessary between Spain and those countries operating to Spanish airports.

The assembly also considered a motion to accept Italy as a member of I.C.A.O., and it is understood the motion was carried. France, Greece, Ireland and the United States spoke in favour of admitting Italy. The technical committee have asked the assembly to study the trend of aircraft design, with the object of curbing the increasing cost of runway construction. The resolution pointed out that although new techniques were being explored for the improvement of aircraft landing and take-off characteristics, and eventual runway requirements were not fully evident, if present trends continued, many member states would not be able to afford construction.

### ITALIAN AIRLINES

**T**O quote Mr. Giuseppe Brusasca, writing in a recent issue of *Inter Avia* on the future resumption of Italian civil aviation, "In its effort to resume operations again Italian civil aviation is at present in a delicate state of transition." The reason for such a situation lies, in all probability, in the pre-war Italian policy of developing an abundance of international and colonial air routes without building up a system of internal services. There is, in consequence, a shortage of airports and adequate modern flying facilities. Mr. Brusasca named nine Italian companies who have already attempted to develop internal services, and it is understood the number is growing, even though aircraft and spares are scarce. Details of the two companies formed last year with British and American interests were given in *Flight* of January 2nd, and it will be remembered that the allocation of routes laid emphasis for the British on those to foreign destinations, and for the United States on Italy's internal connections. The British company, however, was also to link those international airports from which it would operate.

Mr. Brusasca, who is the Under-Secretary of State for Air in the Italian Defence Ministry, in a list of services to be covered by the Anglo-Italian company Alitalia, includes the following: Rome-Turin; Rome-Trieste; Rome-Catania; Milan-Bari-Catania; Turin-Milan-Venice-Trieste; Milan-Genoa-Naples-Palermo; Rome-Naples-Cagliari; and Cagliari-Milan. Two services, Rome-Turin and Rome-Catania, have actually started. Some delay has been occasioned by the shortage of aircraft, it being the policy of Alitalia to use Italian aircraft and employ Italian personnel as far as possible. The American company, L.A.I. are already flying three services but with war surplus Dakota aircraft. The inauguration ceremony of that company's airlines took place at Urbe Airport, near Rome, last month.

Alitalia has started with three-engined Fiat G.12s and will soon be using Fiat G.12Ls and four-engined Siai-Marchetti S.M.95s, and both powered by Pegasus 48 engines. At a later date the company hope to fly Fiat Z.18s with Hercules engines. The Breda-Zappata 308, a 50-ton four-engined transport, is being watched closely, and it is understood that B.E.A. have ordered Centaurus engines for trial purposes.

British European Airways have just flown out to Italy five Lancasters, on which Italian pilots will be trained. Mr. Brusasca states that in principle all foreign Government requests for landing rights are being approved by the Italian Government, but on conditions that proper bilateral agreements will be concluded as soon as possible.

### BRITISH AIRCRAFT ON ORDER

**I**N answer to a recent question in the House of Commons, Mr. Wilmot, Minister of Supply, stated the types of British aircraft on order for the three British Corporations and gave the actual or estimated delivery dates of the first aircraft of each type. He said that the estimated dates of de-



INVASION: The U.K. Delegation to the I.C.A.O. Assembly in Montreal. Seated (l. to r.): Brigadier R. O. Wilberforce, Major K. M. Beaumont, Mr. C. M. Colbeck, Sir James Cotton, Mr. W. C. G. Cribbett, C.M.G. (Head of U.K. Delegation), centre; Major J. R. McCrindle, Mr. L. J. Dunnett, Mr. A. J. Edden, A. Cdre. G. P. Chamberlain. Air Chief Marshal Sir Frederick Bowhill was also a delegate.

I.C.A.O.