

Civil Aviation News

and later on services between Athens and European and near-Eastern capitals. General Tsarpalis, of the Royal Hellenic Air Force, is managing director and Mr. T. Hope, operations manager of Scottish Aviation, will be co-acting managing director.

ALITALIA'S SERVICE PLANS

FROM time to time we have reported the progress of Alitalia, Ltd., formed in 1946 by B.E.A. and Italian interests, and the commencement of services to Sicily, Tripoli and the major Italian towns. Alitalia now announces a programme which, when it is carried out, will mark Italy's re-entry into international civil aviation. Services from Rome which are planned comprise: to Vienna and Prague; to Madrid and Lisbon; to Copenhagen and Gothenburg, via Milan, with possible stops at Stuttgart, Buckeburg or Hamburg; to London; to Brussels and Amsterdam; to Lisbon or Tripoli and on to South America; to Cairo and the Middle and Far East, either via Cairo only or via El Adem and Cairo; to Athens and the Middle and Far East (the Rome-Athens leg in conjunction with L.A.I.); to Paris; Geneva; Milan-Manchester; and to Cairo, Khartoum, Asmara and southwards.

FLUID FOR T.K.S. DE-ICING

T.K.S. (AIRCRAFT DE-ICING), LTD., wish to make known to operators of aircraft equipped with the T.K.S. de-icing system that the only de-icing medium recommended by them for use therein is T.K.S. fluid R.328, or H.63A in the case of aircraft fitted with a combination of T.K.S. porous metal distributors and the fabric wick-type overshoes. The company state that a number of fluids have been made available for use in the T.K.S. de-icing system and they have been tested

for suitability. T.K.S. have not, however, approved them. It is considered that the use of any other fluids, such as D.T.D. 406A, will have an adverse effect on the de-icing efficiency of the system, due to their comparatively high surface tension characteristics and therefore their inherent inability to give the desired spread from the porous metal distributor. Any doubt that may have arisen as to the approved type of fluid to be used may have been due to "Notice to Licensed Aircraft Engineers and Owners of Civil Aircraft" No. 20, mentioned in *Flight*, July 31st, 1947, which permitted the use of fluid D.T.D. 406A. Approval for the use of fluid D.T.D. 406A was, it is understood, given reluctantly by the company as a temporary measure between the withdrawal of H.70 and the introduction of R.328, and they wish to make it clear that fluid D.T.D. 406A was not at any period approved by them in lieu of H.63A.

MARTIN 2-0-2 GROSS WEIGHT

TESTS with Pratt and Whitney water-injection type engines on the Martin 2-0-2 under Civil Aeronautics Administration supervision are reported to have resulted in the aircraft passing all tests for certification for a gross weight of 39,900 lb. The C.A.A. is checking the data before giving final approval. Originally this aircraft was certified for 38,000 lb, and the new figure, if approved, would enable 300 gall more fuel to be carried. At 39,900 lb C.A.A. would require a maximum take-off length of 1,173 yd, but without water-injection and at an all-up weight of 38,000 lb maximum take-off requirements were for a 1,209 yd runway.

BREVITIES

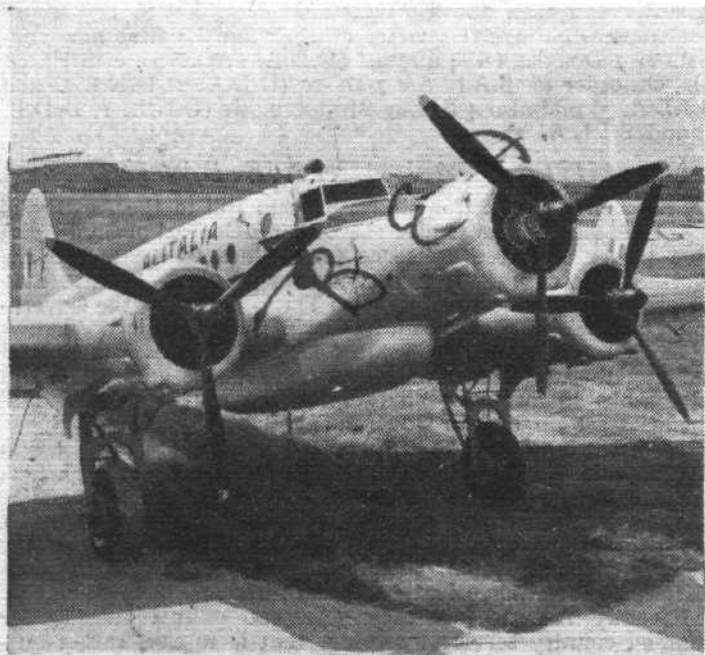
Westminster Airways, Ltd., have closed their Croydon office, now that the firm's flying activities are based at Blackbushe airfield, Surrey. The London office at 78, Buckingham Gate, S.W.1, remains open.

A Qantas Lancastrian made a proving flight to Tokyo recently and it is expected that a twice-weekly service on a charter basis for the Royal Australian Air Force will commence in January, 1948.

When K.L.M. introduces Constellations on the Amsterdam-Johannesburg service on December 18th, flying time for the 6,500-mile route will be reduced to 37 hours, from the present 48 hours. One overnight stop is to be omitted.

A cable from India reports that the Minister of Railways and Transport has announced a plan to start air services to Britain in May next year. This presumably refers to the proposed services of Air-India International, Ltd., formation of which on a joint basis by Air India and the Indian Government was recorded in *Flight*, November 20th.

On December 8th Cyprus Airways, the formation of which by B.E.A. and local interests was announced in *Flight*, November 20th, operated its first London-Cyprus flight. The company has three passenger or freight dual-purpose Dakotas, converted by Scottish Aviation, and the company is based at Nicosia airfield. Later, services are to be run to Alexandria, Cairo, Palestine, Syria, Rhodes, Smyrna and Istanbul. The London-Cyprus route, the fare for which is £65 single, £117



ITALIAN FLEET: By the end of this year the Alitalia fleet of aircraft will consist of five SM 95s with Bristol Pegasus engines, five Fiat G 12 Ls with the same type of engine, and four with Alfa-Romeo engines, five Lancastrians and one Lancaster.

The close-up photograph is of a Fiat G 12, and on the right some of the fleet are seen at Urbe airport. The G 12 was designed during the war as a military transport, has since been converted for airline use and with a lengthened fuselage carries eighteen passengers and baggage.

