

Civil Aviation News

Dakar, Lisbon and London again for £231. Tickets, which will be on sale until February 28th, will be valid for 90 days and may be combined with any other fares.

Again, Turnhouse Airport, Edinburgh, has been used by British European Airways for diversion. On December 20th, owing to fog at Renfrew, the London-Glasgow Dakota carrying 17 passengers, landed at the airfield. A Dakota on the Irish service was also diverted to Turnhouse from Prestwick.

Air Services of India have applied for permission from the Director-General of Civil Aviation, India, to operate the Bombay-Indor-Gwalior-Delhi service with French ten-seater SNCA du Sud-Ouest, SO95 twin-engined transports as an alternative to Douglas DC-3s. The present fleet comprises eleven Douglas DC-3s, six de Havilland Dragon Rapides, and two light aircraft.

Increases have been announced by B.E.A. on the London-Zurich-Vienna route. The service now operates four instead of three return services a week on Mondays, Wednesdays, Thursdays and Fridays, returning the following day in each case. The times of departure and arrival of the outward services have been brought forward by one hour.

LAMSA, the Mexican company affiliated to United Air Lines, has introduced a scheme to encourage visitors to Mexico. Under the scheme a man pays full fare, his wife, children between 12 and 18, and children's nurse pay half fare and children between 2 and 12 pay a quarter fare. Tickets are available until March 10th, but the return journey portions of the tickets are valid until March 30th.

Safety standards for the operation of aircraft on scheduled

international services have been adopted by the Council of ICAO and will come into effect on January 1st, 1950, if they are not disapproved by May 15th, 1949. Five other sets of standards, due to come into effect on various dates during 1949, have been adopted by the Council, including Personnel, Licensing, Aeronautical Maps and Charts, Rules of the Air, Dimensional Practices in Air-Ground Communications and Meteorological Codes.

In 1948, with December estimated, United Air Lines, the U.S. domestic operator, flew 20,068,000 freight ton miles compared with 10,161,000 in 1947. In addition the company flew 7,233,000 express ton miles, an increase of 5 per cent on 1947, and 9,271 mail ton miles, a gain of 7 per cent. Further gains in air mail volume are anticipated, due to a full year's operation of air parcel post.

In a report on activities of the Canadian Pacific Railway Company, mention is made of the C.P.A. preparations for opening services between Vancouver and Australia and New Zealand about mid-summer this year. Proving flights to the Orient are expected to take place as soon as equipment is available. During the past year C.P.A. opened a new route between Vancouver and Calgary, and have now applied to operate between Montreal, Val d'or, Rouyn and Noranda.

When visibility is below one nautical mile, a trained meteorological observer is to be located at the runway controller's caravan at London Airport for making personal estimations of visibility along the runway. This is being done as an experimental measure and observations may be passed to incoming aircraft by R/T. No guarantee can be given that these observations will always be available, however. Normal arrangements for visibility observations from the Meteorological Office are not affected and will continue to be the standard visibility for all purposes and to be available at all times.

FROM THE CLUBS

WITH the formation of a new company, Inter-City Air Services, founded by Aircraft (Hereford), Ltd., who have purchased the aviation assets of Autocars (Worcester), Ltd., members of the Hereford Aero Club will enjoy an extension of club flying facilities. An Aero Club and Gliding Club have been formed at Worcester and the members of both these clubs and the Hereford Club will be able to avail themselves of an interchange of facilities, and it is hoped, lead the way for affiliation of clubs in neighbouring areas. The new company, providing a link between the cities of Hereford and Worcester, hopes to get Perdiswell airfield, on the outskirts of Worcester, into operation again, and until this can be arranged it is hoped that the use of Pershore airfield can be obtained. The club and company fleet will be considerably increased as a result of this step which will provide additional Rapides and Proctors, and the purchase of an amphibian is contemplated in the spring.

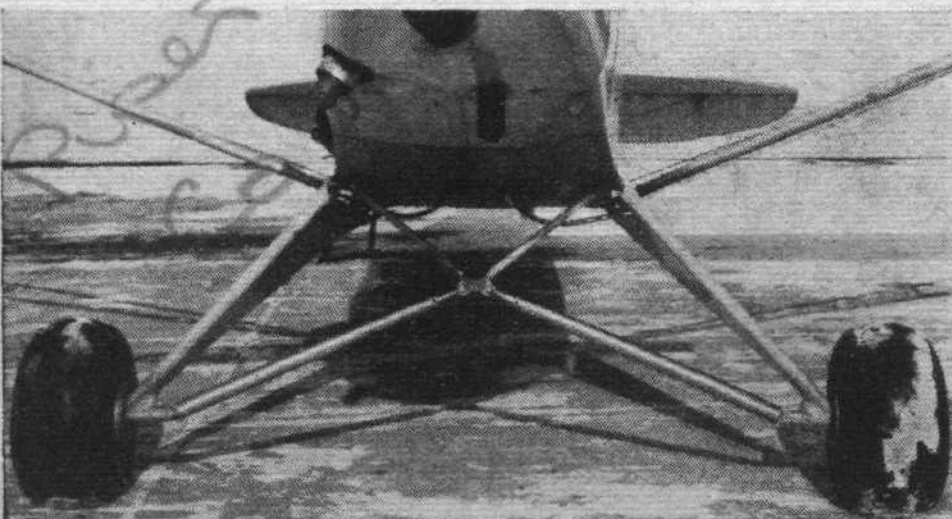
AT a public meeting called by the Luton Corporation on December 20th to consider the future of club flying at

Luton Airport, the Hunting Flying Clubs, Ltd., who operate the Luton Flying Club, agreed to continue the organization of this club until February 28th. Hunting's had previously decided to withdraw from the Luton Club on December 31st, but, pending the formation of a new company to run the club and completion of negotiations regarding a lease from the Corporation, the Hunting company agreed to carry on management until the date fixed for the launching of the new company, so ensuring continuity of flying activities. The provisional plans are for the new management to take over when the current lease from the Corporation expires on February 28th, and in consequence the new company will probably come into being on March 1st.

Flying at Luton during December totalled 50 hours and the Luton Club reports a satisfactory year just completed with a total flying time of about 2,000 hours.

IN November fog and bad weather restricted flying at the West Riding Aviation Centre to fifteen hours solo and twelve hours dual. However, membership continued to increase,

four flying and three ground members having joined, which brings the total to 412. On December 28th a lecture was given to flying members by Capt. P. F. Middleton on the Berlin Air Lift. An unusual charter flight was made during November when Arne Wallentin, a young Swedish seaman, who docked at Liverpool early in the month, wished to get married before sailing again, four days later, for the Canary Isles. As the law required fourteen days' notice before the marriage could take place Wallentin chartered an aircraft from the Centre and, with his bride and Pastor Abrahamsson of the Swedish Church, was flown out over the Irish Sea until the aircraft was clear of British Territorial waters. There the ceremony took place with the pilot and wireless operator as witnesses. The Centre announces, for future reference, that a best man can be provided for this service at no extra charge but a bridegroom would be requested to provide his own clergyman!



FOR BOUNCERS: Here shown installed on a Piper Cub, the new no-bounce shock struts are the tension members between the stub axles and the centre "V" under the fuselage.