

CIVIL AVIATION NEWS

by the agreement, since their operations in Europe cover this area. The P.A.A. New York-Calcutta flight will probably make the stop at Belgrade. Previously, American aircraft had to make an 800-mile diversion to by-pass Yugoslavia on their routes to the Middle East; it is thought that south-bound aircraft will now make their first stop after Belgrade at Istanbul.

Under the conditions of the agreement the flights will be regular, but neither party is obliged to observe any specified stop on its routes. Among the mutual rights conferred are included those of transit, embarkation and discharge of international traffic and passengers, freight and mail. An additional clause provides that, on request from either party, the agreement may be re-examined with the view to expanding its scope, thus providing for the possible future establishment of a Yugoslav transatlantic service.



JUNGLE JIM: Gaily bedecked with paintings, the DC-4 shown above on arrival at Northolt is the first Ethiopian aircraft to fly to this country. The decorations are said to have been intended to amuse the natives.

WORLD TRAFFIC

FIGURES compiled by I.A.T.A., and published by the Director-General, Sir William P. Hildred, in an annual report, show that the world's scheduled airlines carried more than 25,000,000 people during 1949. A scheduled airliner was taking off or landing every five seconds of the day and night at one of the world's thousands of airports.

Loads averaged more than 70,000 passengers a day throughout the year, and aircraft made approximately 11,000 scheduled flights across the North Atlantic alone—an average

of 30 a day. More than 10,000 passengers per day were flown by scheduled carriers in Europe.

Sir William observes that the figures for 1949 were considerably greater than those for the previous year, and predicts that even greater increases will be seen in 1950 when, in addition to the normal annual increase, the special excursion and group-fare concessions, together with the Holy Year celebrations in Rome, will have considerable effect on the year's results.

BREVITIES

Air India International is reported to be considering the purchase of a number of D.H. Comets. The president of the company, Mr. J. R. Tata, was greatly impressed by the performance of the Comet at Farnborough, and has subsequently discussed the matter with the de Havilland Company.

In order to face strong foreign competition in maintaining international services, the Government of Brazil is now considering a Bill to subsidize Brazilian airlines operating to places abroad.

The secretary of the Indonesian Civil Aviation Department, Dr. Sugoto, is now in Australia studying civil aviation methods from which Indonesia will take the pattern for the development of her own air-transport system.

In 1949 the Lockheed Aircraft Corporation completed the sale of 42 new Constellation aircraft to major world airline operators. This brought the company's financial backlog for commercial aircraft to a total of \$45,000,000 for the year. The total number of Constellations which have either been delivered or are on order to 14 of the world's major airlines is given as 219.

Eagle Aviation, Ltd., has recently purchased three York aircraft from B.O.A.C. The Yorks have been converted at the company's maintenance base at Aldermaston for freighter-passenger work; the cabins are equipped to accommodate up to 46 passengers.

Both the Consolidated Vultee Aircraft Corporation and the Glenn L. Martin Company are understood to be planning to use Allison T-38 turboprops in experimental versions of the twin-engined Convair and Martin 2-0-2 transports. It has also been suggested that T-38 and T-40 turboprops may be selected to power future versions of the Fairchild C-119 and C-120 and the Douglas C-124 Globemaster transports.

The Canadian Parliament has been informed that Government subsidies to the extent of \$5,000,000 have been provided to assist in the construction of jet aircraft by Avro (Canada), Ltd. The subsidies commenced in 1947, under an agreement by which the Government promised contributions towards the cost of the development of two C-102 Jetliners. When the aircraft have been completed, the Government will take delivery and pay any costs in excess of the subsidies. It was

said that the de Havilland Company of Canada had received no Federal assistance since 1947.

B.O.A.C. announces the appointment of Mr. Basil Smallpiece as financial comptroller to the Corporation. Mr. Smallpiece was previously director of costs and statistics with the British Transport Commission.

After prolonged negotiations with the Customs authorities, Air France has reached an agreement whereby their passengers from London Airport have facilities for sending luggage in advance, as on the railways.

Air France is understood to be considering the ordering of a number of Breguet 761 four-engined transports. It has not yet been decided, however, with what engines the aircraft will be equipped. The S.N.E.C.M.A. 14R, the Bristol Hercules and a Pratt and Whitney engine have all been suggested.

A new 260 h.p. Lycoming-engined "Super" Navion, which will cruise at 170 m.p.h., has been announced by the Ryan Aeronautical Company. Deliveries are scheduled to begin in March, and the price is said to be \$14,000 for the completely equipped aircraft.

United Airlines have placed an order for six new Douglas DC-6B transports. The order is in addition to five new DC-6s ordered last August, and will now augment the company's fleet of DC-6-type transports to 50. The DC-6B is priced at over \$900,000. The company's entire fleet to date comprises some 138 aircraft.

A project whereby the United States' Navy would lease its two Lockheed XR-60 Constitution four-engined heavy transports to airlines is reported to be under consideration as a means of preventing the aircraft from being grounded due to lack of operating funds. Although operating cost of the Constitution is about three or four times that of the DC-4, it is understood that several airlines are considering the possibility of using the large aircraft on "coach" services, thus taking full advantage of its 180-passenger seating capacity.

The chairman of the Scottish Advisory Council on Civil Aviation, Sir Patrick Dollan, recently announced that the number of passengers on the Glasgow-London route for the period April to November has increased by nearly 10,000 to