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AIR COMMERCE. . .

revenue at present fare levels; they also urged discretion in eliminat-ing special fares and discounts, and the retention of family plan fares and discounts for first-class military travel. Mr W. A. Patterson, president of United, has said that a 7 per cent fares increase was needed until a study could be made of excessive competition. Perhaps even more surprising is the lack of enthusiasm for promotional fares, as exemplified [by the request to eliminate the half-fare rates for youth introduced as recently as August 30 last.

NEW S FRO M RUSSI A

SOVIET civil aviation is now carrying 100,000 passengers a day and is awaiting the appearance of supersonic aircraft, General Loginov, director-general of Aeroflot, told a meeting in Moscow recently. He also said that Aeroflot was preparing to introduce the Tupolev Tu-124 into service this year (this turbofan-powered aircraft is about half the size of the Tu-104 but is faster and can land on a considerably smaller airfield). Soviet experts, continued Gen Loginov, were studying the possible use of rockets for internal communications, primarily for postal purposes, by 1980 or "even considerably earlier." This might result in the first commercial use of guided missiles, although there were one or two instances of mail-carrying rocket flights by rocket societies during the inter-war years.
Gen Loginov's figure of 100,000 passengers a day—probably an average between peak and off-peak traffic levels—would give Aero-flot a total of 36.5m passengers a year, which compares with 37,509,000 carried by the 11 US domestic trunk airlines on routes within the USA during the first ten months of 1961.
Soviet engineers have now increased the range of the U-18 turboprop by modifying the wing to feature integral tankage. To quote Tass news agency, "The original fuel tanks were taken out, the joints between the section sealed, and the fuel pumped directly into the watertight wing cavity." This extra tankage now enables the 11-18 to fly the 3,840 miles from Moscow to Vladivostok non-stop with 14 extra passengers. Normally, the 11-18 has ten flexible bag-type tanks in each inner wing, and an outboard integral tank, giving a total fuel capacity of 5,213 Imp gal.
On January 13 an An-10 equipped with skis flew 875 miles from Mirny to Vostok—both Soviet bases in Antarctica. Regular flights will be made to Vostok with the annual supply of food, fuel and equipment, which totals 60 tons for the base.

Caravelle Contract Signed TAP's contract for three Avon-powered Caravelle 6R medium jets, plus an option on a fourth, was signed in Lisbon on January 18 by V. Pinto, president of TAP, and Georges Hereil, president of Sud-Aviation.

ARB Notices The Council of the ARB announces the issue of the following Notices to Licensed Aircraft Engineers and to Owners of Civil Aircraft: Contents List, Issue 25; No 2, Issue 17; No 4, Issue
28. All these Notices are dated January 1, 1962.

Qantas Change Capt L. R. Ambrose, UK and European regional director for Qantas, has taken up a new appointment with the airline in Australia. He is succeeded in London by Air Cdre James Alexander, for the past two years Qantas's area manager in South East Asia.

First AA Convair 990 Delivery American Airlines accepted the first of its 15 Convair 990s—which the airline will call "Astrojets"— on January 17. A comprehensive flight, maintenance and employee-familiarization programme on the type will be undertaken before scheduled services start late in the first quarter of this year.

Last Viscount For Germany Lufthansa recently took delivery of its eleventh Viscount 814, and will now release a second of these aircraft to its charter subsidiary Condor-Flugdienst GmbH. Condor received its first Viscount last November, and is using the type mainly on IT and charter flights to Spain and North Africa.

Mr Nehru is seen here in conversation with Mr A. K. McLennan, Hawker Siddeley Joint Regional Executive for India. The object of their attention
is a Hawker Siddeley display panel at the Indian Industries Fair. Mr Nehru also studied with interest a model of the de Havilland Trident

Eastern Bus Triangle On February 1 Eastern Air Lines is to o a no-reservation air shuttle service between Boston and Washing with DC-7Bs. Existing air-shuttle routes are New York-Boston an New York-Washington.

Ethiopian DC-3 Crash Five passengers and the two pilots w killed when an Ethiopian Airlines DC-3 crashed while taking o from an airstrip at Tippi, near Jimma in south-western Ethiop on January 13. Most of the 15 survivors were injured and are hospital.

BEA Freight Conference Directors and other senior representives of some of the biggest companies in British indust
attended a conference in Gibraltar during January 20-21 as gu of BEA. The aim of the conference was to convince guests of advantages of air freight, with particular reference to the Comm Market.

PanAm's Record Year Preliminary figures indicate that PanA

carried more passengers and freight during 1961 than in any prous year. Revenue passenger-miles were up by about 21 per
to 6,200m, and cargo ton-miles increased by about 17 per cen 160m. The airline has carried almost 2m passengers in jets s inaugurating Boeing 707 services on October 26, 1958.

US Accident Record According to CAB figures, 275 people we killed in US airline accidents during 1961. The 57 airlines providin regular services carried about 58m passengers and achieve fatality rate of only 0.29 per 100m passenger-miles. The 32 airlin providing non-regular services carried about lm passengers a their fatality rate was more than 20 times as great—6.0 per 10 passenger-miles.

Eastern-American Merger Rumours of a merger between East Air Lines and American Airlines (Flight International, January 11)

were confirmed in Cleveland on January 13 by Mr Eddie Rickebacker, Eastern's chairman, who said that the two airlines "a likely to merge." He also said that the proposed Trans WorlNortheast merger was a "a foregone conclusion." On Decembe
senior executives of TWA and Eastern had discussed the possib of a merger between their two airlines, which would produce t largest air carrier in the world.

707-320Bs for UAA It is reported that United Arab Airlines has finally decided on its choice of big jet, and that it will order five JT3D-turbofan intercontinental Boeing 707-320Bs to be finance by a ?50m loan from the US. The airline has rights in New Yo and fifth-freedom rights in London, and is said to be planning open a North Atlantic route later this year. Other long-haul rout planned are to Hong Kong and Tokyo (an extension of the Bomb route), which may eventually cross the Pacific to New York,, and service to Australia.