242

Lufthansa have built at Fuhlsbuttel Airport, Hamburg, what they claim
to be the world's first noise-absorbing hangar. Here one of the airline's Viscounts undergoes engine runs, its noise muffled for the benefit of local residents. Boeing 707s also are run up in the hanger

A I R C O M M E R.C.E . . .

Air Ceylon To Resume Services On March 28 Air Ceylon is to resume its services between Singapore and London in co-operation with BOAC and Qantas. These services ceased a few months ago with KLM's withdrawal from: Air Ceylon.

CAB Statistics Handbook The 1961 edition of the Handbook of Airline Statistics, compiled by the staff of the CAB's Office of Carrier Accounts and Statistics, has been issued. The Handbook can be obtained from the Superintendent of Documents, Govern-ment Printing Office, Washington 25, DC, at $3.75 per copy.

New Master Pilots Capt F. Dudley Travers, DFC, who flew in command for 25 years on Imperial Airways and BOAC routes, and Capt George Harvey, DFC, senior captain of New Zealand National Airways Corporation, have been awarded the Master Air Pilot Certificates of the Guild of Air Pilots and Air Navigators.

Calais Airport Improved A £260,000 development scheme for Calais Marck airport has been started. The existing runway will be lengthened by 545ft to a total of 5,085ft, and widened by 50ft to a total of 148ft. Enlargement of the terminal building, necessitated by the heavy traffic increases since 1959, will be completed, weather permitting, in time for the peak summer traffic.

POOLIN G T O MALAG A

BASICALLY, the idea behind the 1960 Civil Aviation Licensing Act was to regulate competition between the corporations and the independents. The biggest of these independents, British United Airways, in arguing the case for their route applications, have cogently argued the merits of competition before the Air Transport Licensing Board. Moreover, they have denounced pooling in no uncertain terms.
The Air Transport Licensing Board, having considered all the arguments, awarded British United a route between London and Malaga. At the same time, the Board approved BEA's application for a service on the same route. Neither airline opposed the other at the public hearings. Both are soon to start services to this tourist resort in Southern Spain; BEA will fly two night tourist services from April 1 with Viscounts and British United will run one mid-week night tourist Viscount service a week from May 3— and the services will be in pool.
How do British United Airways reconcile this with their out-spoken attack on pooling—and pooling with BEA in particular— before the Air Transport Licensing Board? A more general question arises: What is the point of introducing competition for a

FLIGHT International, 15 February 1962

corporation from an independent if that competition is virtually eliminated—without the need to seek the Board's permission—bv means of a pool agreement?
British United Airways say that this pool is inherited from one entered into with BEA by Hunting-Clan (which was merged into British United in 1960) on the London - Gibraltar route, a pool which included Malaga in its scope. This pool agreement could not therefore be avoided. But did British United Airways, consis-tent with their disavowal of pooling and all its works, ask BEA to be relieved of their obligations under the old Hunting-Clan pool ? According to BEA, no such request was made.
The wider implications of independent-corporation pooling are that it renders meaningless the spirit and purpose of the Act as the independents see it. The Malaga pool is probably an exception in view of the circumstances. It does not necessarily form a precedent but it remains to be seen whether British United Airways (who are also in pool with BOAC on African routes for similar reasons) will shun pooling on other new routes in the future.
As far as BEA are concerned, a spokesman said last week, the corporation will not enter into any new pool agreements with British United.

M R MASEFIELD' S OL D FRIEN D

IN a recent issue (February 1, page 160) we published a picture of G-ACIT, the 1933 DH.84 Dragon which has been bought by Mr Peter Masefield, managing director of Beagle, from Air Navigation and Trading Co of Blackpool.
Mr Masefield tells us that this is a renewal of an old friendship; G-ACIT came under his wing in his BEA days, having been trans-ferred to the corporation when the old Highlands Airways was absorbed after the war. The aircraft began life with Highlands Airways, operating mail services to the Western Isles in the 'thirties, and it was one of the few DH.84s which survived the war-time communications operations for which it was mobilized. Mr Masefield, when chief executive of BEA, flew G-ACIT all round the country, and eventually bought it for the Airways Aero Club. It was later sold to Air Navigation and Trading Co for joy-riding, and carried thousands of people on sight-seeing trips round Black-pool Tower.
A few months ago, thumbing through the British Register, Mr Masefield spotted the familiar registration and wrote to the Black-pool company offering to buy the aircraft. The offer was accepted; and any day now, fresh from a full C of A and painted in Beagle bronze, Mr Masefield's old friend will be starting a new life as a Beagle runabout.

D-UTC H CARIBBEA N AIRLINE?

BEFORE the end of the year the Dutch Caribbean islands may have their own independent airline, to take over the services now being flown by the Caribbean division of KLM. Mr C. O. Yrausquin, Director of Civil Aviation in the Dutch Caribbean, has been in The Hague discussing the transfer of the KLM Caribbean division to a new airline company to be founded shortly. Among the points discussed was whether the new airline will take over the present KLM fleet comprising six DC-6s and two Convair 340s, in this area. There are two reasons for this move. First, a number of Latin American countries are becoming increasingly difficult about traffic rights—KLM, for example, have lost traffic rights in Mexico for flights from the Caribbean. Mr Yrausquin thinks that this situation will improve if traffic rights are requested in the name of a local Caribbean airline. Second, KLM are short of jet equipment for Caribbean operations, having already chartered a Viasa Convai 880 for their service between New York and Willemstad, capital of Curasao, principal Dutch city in this area. The new airline appar-ently hopes to be able to purchase its own jet equipment, though it is hoped that KLM staff will continue in their jobs.
The Dutch Caribbean islands have ambitions as centres of industry and tourism and regard the development of scheduled air services as indispensable. In this respect the Dutch islands hav something in common with the British West Indies, the difference being that the colonial territories are approaching independence (though not now as a Federation) while those of the Dutch are not The Dutch colony appears to be moving towards air transport independence before political independence, and KLM share with BOAC the problem of how to help colonial ambitions for air transport independence without losing too much money.