

BOAC'S CARGO JETS

AFTER a series of delays, BOAC's two Boeing 707-336Cs were ready for final acceptance flights on December 19. These were satisfactory and G-ASZF was "bought" on that same afternoon, and 'ZG' was handed over on the following day. Two BOAC crews were checked out by Boeing on December 20 during training flights at Spokane, Washington, where the weather was more suitable than at Boeing Field. The pilots involved each did full stalls to witness the "pitch-up" which had previously been the subject of a report by the British Air Registration Board. Both aircraft were delivered on a private C of A pending completion of modifications required by the board (see *Flight* for December 23, page 1074).

After the training flights it was arranged that 'ZF' should fly non-stop to London, leaving on December 21, while 'ZG' was to be flown to New York for demonstrations of the loading system before flying on to London. The immediate programme for the two aircraft calls for 'ZF' to be fitted with the Epsilon flight-data recorder at BOAC's Heathrow engineering base, while 'ZG' is to be used for the training of an initial 15 crews. A further 15 crews are to be converted to the type by March. It seems unlikely that the aircraft will be fully used until the 1966 summer schedules start in April.

Both aircraft were delivered in a configuration which will permit their ready use for passenger flights. Three toilets are installed and the fitment of other passenger services will be an easy matter because the basic systems are already built into the aircraft. The range of this aircraft is greatly in excess of BOAC's Conway-powered -436s, and charter flights to the US West Coast, or use on BOAC's long-awaited South Pacific route, are only two possible passenger roles for the aircraft.

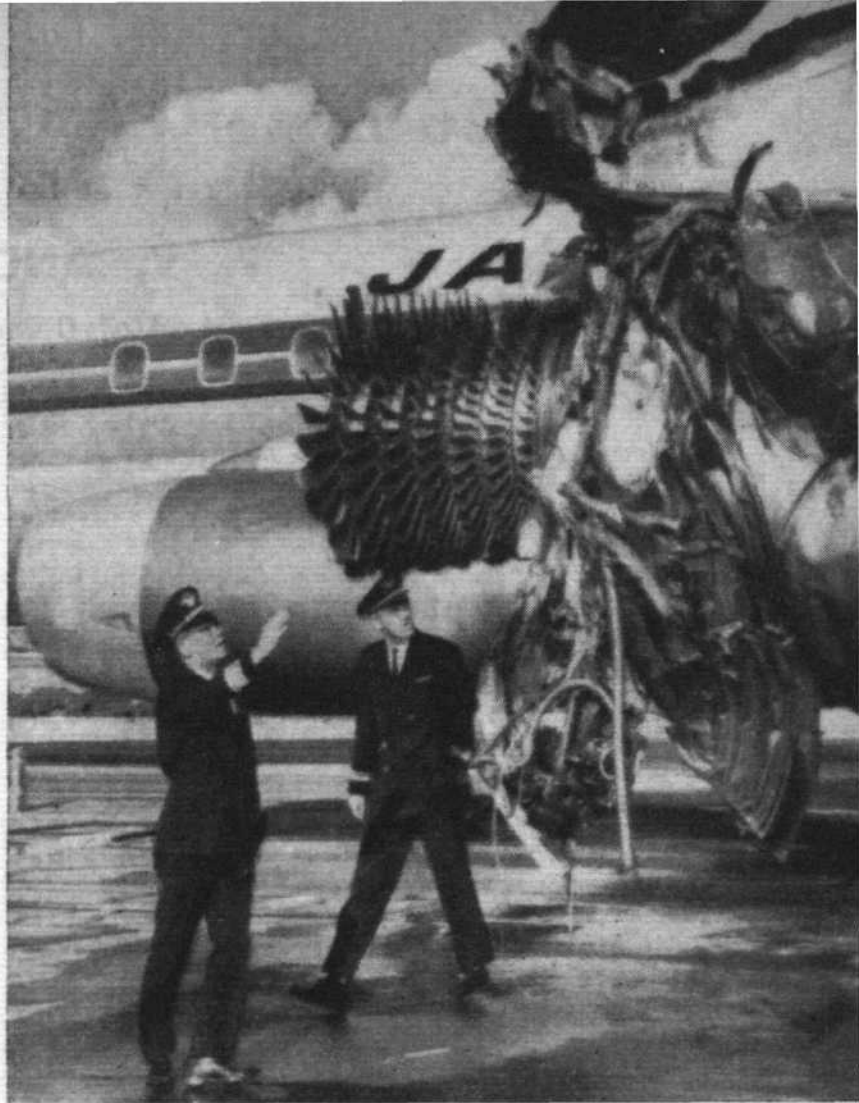
The flight from Seattle to London with G-ASZF offered a demonstration of the potentialities of the aircraft. A polar route over Edmonton, Churchill and Iceland was flown, the maximum northerly latitude being 70° at 50°W and 40°W, and the track distance was 4,316 n.m. With Prestwick as the alternate for London, a fuel uplift of 69,600kg (full tanks) provided a total endurance of 13hr—almost four hours in excess of the planned flight time. With only a partial load of spares and stores the gross take-off weight was 137,282kg—well below the maximum permissible take-off weight of 150,000kg. The flight altitudes used were 33,000ft and 37,000ft and the achieved block-to-block time was 9hr 10min, with a flight time of 8hr 57min. More than 18,500kg of fuel were remaining in tanks at London—the burn-off being almost exactly 51,000kg. The last level-flight fuel consumption recorded at 37,000ft while cruising at Mach 0.82, was the remarkably low figure of 1,100kg per Pratt & Whitney JT3D-3B.

Air France Retirement M Jean ("Johnny") Fruellet, Air France's operations manager for the UK and Ireland, has retired after 35 years with the airline and its predecessors, and in the Free French Air Force and war-time air transport services. He joined Air Union in 1930.

Swissair DC-9 Services July 8 is the date fixed for the introduction by Swissair of the DC-9 on London-Basle-Zurich daytime flights, replacing Convair 440s and Caravelles. Night-time London-Zurich services with the DC-9 will start on July 15, possibly using London Gatwick.

Flight Time Limitations Move BALPA has set up a special working party to study flight-time limitations in preparation for an approach to the Ministry of Aviation in an effort to rationalise the present situation. Jet limitations and the differences between corporation and independent practices are of particular concern to the pilots.

KLM DC-9s Delayed The first two DC-9s for KLM will arrive in the third week of February and not in January as originally planned. Their introduction into scheduled service will be postponed till April 1, when they will be put on the service from Amsterdam to Geneva and Nice. The delay has been caused by Douglas subcontractors whose work is reported to be behind schedule. Later DC-9 delivery dates for KLM will not be affected.



This was the port outer powerplant of a Japan Air Lines DC-8. It caught fire and largely disintegrated after take-off from San Francisco for Honolulu and Tokyo. An emergency landing was made at Oakland Airport, where this picture was taken

Another F.27 for IAC A mark 200 F.27 has been ordered by the Indian Airlines Corporation which has ten F.27s now in service. Further F.27 orders from IAC are expected.

DC-8-62 for Swissair An order for a range-stretched DC-8 model 62 is to be placed by Swissair for delivery in the spring of 1967. A second -62 may be ordered soon by Swissair, which has four DC-8s in service.

One-Eleven for Philippines The British Aircraft Corporation has sold a third One-Eleven to Philippine Air Lines; this had been on option since the first two were ordered in November 1964.

InterJet Inauguration Last Tuesday, January 4, British United Airways started domestic trunk "InterJet" services with BAC One-Elevens. The first service was to leave Gatwick for Glasgow at 0840hr.

BUA's "logo" for the new service

InterJet

DC-9 for Korean A long-fuselage series 30 DC-9 has been ordered by Korean Air Lines for delivery in February 1967. KAL's present fleet consists of two F.27s, one DC-4 and two DC-3s. The DC-9 will be used on international services from Seoul to Tokyo/Osaka, Formosa and Hong Kong. DC-9 orders and leases now total 273; five aircraft have so far been delivered.

London Terminal for Autair A new terminal near the Finchley Road underground station, London, is to be opened by Autair International in time for the start of the airline's daily Luton-Blackpool-Glasgow services on May 24. Coaches will be used to take passengers between this North London Air Terminal and Luton Airport. The Glasgow services will be operated with 65-seat Ambassadors.