



The Hibernian Airlines DC-3 (EI-APJ) which, as reported in "Flight" for December 15, page 1010, has been leased to Emerald Airways, in whose colours it is now operating

CONCORDE AIRFRAME ALLOCATIONS

CONTRARY to the report in the November 24 *Flight* survey of commercial aircraft—where the allocation of the six Concorde development airframes was as described at the BAC/Sud press conference at Toulouse last March—the exact situation has now been made clear. The first and second flying prototypes will make their first flights, as already stated, on February 28, 1968, from Toulouse, and in August 1968 from Filton, respectively. The third and subsequent airframes will be of the longer-fuselage pre-production type. The third airframe will be completed at Toulouse in mid-1968 for static testing at the nearby EAT establishment. The fourth airframe (the second pre-production airframe) will be prepared for flight from Filton in September 1969, and the fifth airframe will fly from Toulouse in January 1970. The sixth and final airframe to be laid down will actually be completed at Filton in the spring of 1969 for fatigue trials at Farnborough with simulated kinetic heating.

MORE ACCEPT NEW WARSAW LIMITS

IN May 1966, US denunciation of the Warsaw Convention was averted at the eleventh hour when sufficient airlines agreed to raise their limits of liability for certain passengers with an origin, destination, or agreed stop in the USA. The new limits are US\$75,000 (£27,000) inclusive of legal fees and costs (applicable in places such as the USA, where the plaintiff's lawyer is remunerated out of the damage awards), or US\$58,000 (£21,000) plus costs in countries where costs may be awarded in addition to damages (as in Britain).

Pioneers in the scheme were 37 airlines which, by May 13, 1966, had indicated their acceptance of the new limits—24 foreign and ten US airlines in accordance with an inter-carrier agreement approved by the CAB, together with three US airlines (Delta, National and United) which at that time accepted the limits but not the waiver of their principal defence under the Warsaw Convention as required by the inter-carrier agreement.

Since that time many more carriers have joined the scheme—mostly in accordance with the inter-carrier agreement. Behind the scenes, US Government agencies exerted considerable pressure to secure conformity. For example, one paragraph of CAB order E-23740 (May 25, 1966) dealing with the Trans-Pacific Route Investigation suggested that each airline applicant should set out its proposals for providing the limits of liability and the waiver of defences specified in the inter-carrier agreement approved by CAB order E-23680. In the face of this kind of pressure even the giants fell and the latest list from the CAB (December 9, 1966) shows Delta, National and United conforming to the pattern set by 80 other airlines.

The latest known list of carriers accepting new limits of liability includes the following 91 (45 USA, 46 foreign), of whom 11 do not appear to be partners to the CAB-approved inter-carrier agreement:—

USA: Airlift International, Alaska,* Allegheny, Aloha, American, American Flyers,* Bonanza, Braniff, Capitol, Caribair, Central,* Continental, Delta, Eastern, Flying Tiger, Frontier, Hawaiian, Lake Central, Modern Air Transport, Mohawk, National, New York,* North Central, Northeast, Northwest, Overseas National,* Ozark, Pacific Northern,*† Panagra, Pan American, Piedmont, Purdue Aeronautics, San Francisco-Oakland,* Saturn, Seaboard World,

*Not parties to CAB 18900. †Has not waived Article 20(1). ‡Has extended limits to all Warsaw or Hague passengers.

Southern, Trans Caribbean, Trans International, Trans-Texas, Trans World, United, West Coast, Western and World Airways.

Others: Aer Lingus, Aerlinter, Aeronaves de Mexico, Aerolineas Argentinas,* Aerolineas Peruanas, Avianca, Air Afrique, Air Canada, Air France, Air-India, Air Jamaica, Air NZ, Alitalia, Alia, Austrian, Bahamas, BEA,† BOAC, BWIA, Canadian Pacific, Cathay Pacific, Mexicana, Cyprus, El Al, Finnair, Iberia, Icelandic, JAL, Kar-Air,* KLM, LAN Chile,* Lebanese International, Luft-hansa, Malaysian, MEA, Olympic, Philippine, Qantas, Sabena, SAS, South African, Swissair, TAP,* United Arab, Varig and VIASA.

Iran Air Departures Mr A. Agar, director of supply services, and Mr Z. R. Simnad, commercial director, have left the Iran National Airlines Corporation.

World Airways Sales Mr Leslie J. Quesenberry has been appointed director of commercial sales for World Airways. He was previously with Pan American for 13 years.

Eagle in the USA Mr Albert Trop, previously general services manager for British Eagle in the USA, has been appointed general manager, North America, for the airline.

TMA Sales Mr Arthur Hoggett has been appointed to a new post of sales manager for the UK and Ireland for Trans-Mediterranean Airways. He has a wide experience of the air-cargo business.

MEA in London Mr Ray Sayers has rejoined Middle East Airlines as inclusive-tour officer, a post which he held from 1961 to 1964. Mr Alan Nightingale has joined MEA as sales representative in London and Mr Michael Tyler has been promoted to interline sales representative.

Douglas Administration Mr Roy L. Anderson has been appointed director of administration of the Douglas Aircraft Division at Long Beach, California. Mr Anderson, who joined Douglas in 1940, was previously assistant to Mr J. L. Jones, vice-president and general manager of the division.

Air-India General Manager As already forecast (see *Flight* for November 24, 1966, page 867) Air Vice-Marshal M. S. Chaturvedi has been appointed general manager of Air-India in succession to Mr B. R. Patel who was appointed Secretary (Defence Supplies) Defence Ministry last June. AVM Chaturvedi is on secondment from the IAF, in which he has served since the beginning of the second World War.



Air Vice-Marshal M. S. Chaturvedi, who, as recorded above, has been appointed general manager of Air-India