

mine the design modifications required in successive aircraft, the two pre-production aircraft, 01 and 02, will be used to prove the validity of the modifications which have been developed as a result of prototype tests. The first two production aircraft will also be used extensively in the test programme, which, probably at something in excess of 4,000hr, "far exceeds any testing previously applied to a new aircraft type."

In his speech Mr McGregor expressed doubts (according to reports from Toronto) whether the Boeing SST would ever be built. He said that because the aircraft is already four years behind the Concorde and has not yet received the funding it requires, there has been a gradual decline in enthusiasm about the project. He believed, however, that, should the Vietnam war end, the situation would change overnight as the US economy looked for areas in which to invest surplus capital.

In a speech earlier this year (see *Flight* for February 16, page 237) Air Canada's chief engineer, Mr J. T. Dymont, said he thought that an SST surcharge would prove necessary, although he declined to estimate any amount. Mr McGregor suggested a premium as high as 20-25 per cent above current tariffs. The SST's superior speed would generate its own particular appeal and attract people willing to pay more.

Mr McGregor could not foresee any difficulties in operating Air Canada's SSTs over Canada. For example, the carrier's Concorde (the first of four to be received in 1974; six Boeing SSTs are also on option for 1977 delivery) would fly into North America over the Gulf of St Lawrence and the St Lawrence River in order to avoid populous areas on transatlantic flights, where they will be used first. En route to Britain any SST would be well east of Montreal and at 50,000ft before it went supersonic.

In the past, Air Canada has always been able to finance aircraft purchases from within the company; however, Mr McGregor revealed that external financing may be needed to help to obtain the ten SSTs which the airline has on order.

CAFU COSTS

SOME interesting—if not over-comprehensive—details of the Civil Aviation Flying Unit costs for the year ended March 31, 1967, were given by Mr J. P. W. Mallalieu in the House in answer to a question tabled by Mr Arthur Lewis. The cost of the CAFU for the year in question was £761,270, of which about £48,000 related to communication flights, compared with £714,600 and £18,000 respectively for the year ended March 31, 1966. The 1966-67 figures were provisional at this stage. The CAFU fleet comprised nine Doves, three Princes, one President, one Chipmunk and one HS.125 (with two HS.748s on order). "I see no prospect of reducing the cost while the technical demands on the fleet continue to grow," said Mr Mallalieu.

TROUBLE FOR FAROE AIRWAYS?

THE Danish Director of Civil Aviation has been asked by SAS for authorisation to operate, with Icelandair, a twice-weekly year-round service, Reykjavik-Vagar (Faroe Islands)-Copenhagen service, using Icelandair F.27s. Faroe Airways was last year granted a concession (which ended on March 31, 1967) for two weekly flights and Icelandair was granted one flight. Approval by the Danish DCA of the SAS-Icelandair pool agreement may end Faroe Airways' activities, although the company has been offered a year's prolongation of service rights. Some months ago the airline announced a contract with Fokker for the lease of an F-27 to enter service this spring and for the acquisition of a further F-27 to be delivered in the autumn. The carrier has recently cancelled the lease, though the purchase contract still stands. The projected SAS-Icelandair co-operation has apparently caused a violent reaction in the Faroes, where 40 businessmen have been conducting a drive to obtain capital towards the financing of a national carrier.

TWIN OTTER ORDERS

BELOW is a list of the firm orders (and deliveries) recorded for the DHC-6 Twin Otter which, excluding those for which the makers hold letters of intent (11), now total 69. The biggest single order is that from the Chilean Air Force, whose eight aircraft have already been delivered. The next largest order is from Aeralpi. Miami Aviation are de Havilland Canada's distributors and the 12 aircraft on order by them (plus two delivered) will eventually go to different operators. [This time last year only three Twin Otters were the subject of firm orders; thus sales have been at the rate of nearly two a week since then.]

The figures in parentheses are the numbers so far delivered—which are included in the order totals.

Ontario Department of Lands and Forests	2(1)
Trans-Australia Airlines	2(2)
Chilean Air Force	8(8)
Atlas Aviation (Canada)	1(1)
Air Wisconsin (USA)	2(1)
Pilgrim Airlines (USA)	2(1)
Shell Canada	1(1)
Transportes Aéreos Terrestres (Mexico)	1(1)
Windward Island Airways	1(1)
International Nickel (Canada)	1(1)
Midwest Aviation (Canada)	1(1)
Aeralpi (Italy)	6(1)
General Air (Germany)	1(1)
Northern Consolidated Airlines (USA)	2(1)
Leeward Islands Air Transport	2(2)*
Miami Aviation	14(2)
Harrah's Club (USA)	1(1)
Chevron Standard (USA)	1(1)
Pacific Architects and Engineers (USA)	1
Wardair (Canada)	1
Eastern Provincial Airways (Canada)	1
Guyana Airways	1
Corporate Air Transport (USA)	1
Merpati Nusantara (Indonesia)	3
National Executive Flight Service (USA)	1
Braathens SAFE (Norway)	1
Royal Norwegian Air Force	4
East African Airways	1
Surinam Airways	2
NASA Commuter Airlines (USA)	2
Rocair (USA)	1

Total 69(28)

*Leased from Canadian Department of Transport

Still Flying Sqn Ldr H. G. Hazelden, formerly chief test pilot and, later, manager, civil operations, for Handley Page, has left the company and has now trained as a line captain with Autair International.

PAL President Mr Benigno P. Toda Jr has been re-elected chairman and president of Philippine Air Lines. Vice-chairmen are Mr Manual J. Marquez and Mr Andres Soriano Jr; Capt Roberto Lim is executive vice-president.



Mr Michael J. Dargan, who has succeeded Dr J. F. Dempsey as general manager of Aer Lingus. He joined the airline in 1946 and was head of the commercial departments between 1960 and 1966

World Airways Appointment Mr James McLachlan has been appointed vice-president (maintenance and engineering) for World Airways, the US supplemental carrier. Mr McLachlan, who previously held a similar post with the Flying Tiger Line, has been associated with airline maintenance for 25 years.

PIA General Manager Air Vice-Marshal Mohammad Akhtar has been appointed general manager and senior vice-president of Pakistan International Airlines. Previously AOC, Pakistan Air Force Operational Command, he will be responsible to the airline's president, Air Marshal M. Asghar Khan, for the overall co-ordination and operation of the airline.