

## AIR TRANSPORT...

that if the licensing of split charters had the effect of opening the way for similar services to the UK by the American supplemental carriers, the development of British aviation might not thereby be furthered.

But on the evidence of BOAC itself, says the ATLB, the corporation had only limited capacity to handle this rapidly growing type of traffic, and was not empowered to retain aircraft specifically for charter work. It was further argued in favour of split charters that it must be to the furtherance of British civil aviation to encourage access of this type of traffic to Britain rather than to continental Europe; and that, if this were done, British operators should be allowed to compete for the traffic with American operators.

**Footnote** British United Airways said last week that it was satisfied with the way that its three-year-old Interjet domestic services had developed so far, taking into account the effects of the frequency limitations imposed on them. Traffic between London and Glasgow, Edinburgh and Belfast in September was up 16 per cent on September last year, while on the Glasgow route alone it was up 20 per cent. The two Scottish services carried 71,000 passengers in 1966, 92,000 last year, and this year's figure, the airline expects, will be over 100,000.

BUA has applied to the ATLB for permission to introduce promotional fares, the object of which would be to attract increased non-business traffic, a category which accounts for three-quarters of Interjet passengers at present.



Conversion of 34 Electras to all-cargo and combination/convertible configurations for four airlines by the Lockheed Aircraft Service Co is in progress. Below is the first completed all-cargo (windowless) conversion for Overseas National; note the strengthening strake above the closed door. Above is the upward-sliding plug-type windowed door for a convertible variant. See story on this page



## ALL-CARGO ELECTRAS IN SERVICE

DESIGN details of the new all-cargo Lockheed Electra freighter have now been released by the Lockheed Aircraft Service Company of Ontario, Cal. Contracts have been received from four airlines for the conversion of 34 Electras to all-cargo and convertible configurations. Nine are being modified as all-cargo versions for Overseas National Airways and 13 for Universal Airlines; both carriers now have one each in service. Additionally four are being modified as convertible cargo/passenger aircraft for Northwest Airlines and five for Western Air Lines, which is also having three converted to the all-cargo configuration. The first convertible is now in service with Northwest.

The all-cargo conversion involves installation of a special structure to carry heavy freight. The cargo floor consists of lightweight honeycomb-core panels installed between load-supporting rails, permitting mechanised cargo loading. The modification includes the manufacture and installation of one or two large cargo doors—a standard forward 80in x 140in door and an optional 80in x 99in door aft. The maximum zero fuel weight of the Electra has been increased by 4,000lb thus permitting an increased payload. The all-cargo version is designed to carry a maximum payload of 35,000lb over a range in excess of 1,500 statute miles.

**Hurn Hours** The Bournemouth Corporation and Dorset County Council have informed operators that, following the transfer of Bournemouth (Hurn) Airport to local control on April 1 next year, the hours during which the airport will be open to traffic until September 30, 1969, will be: (Monday to Thursday) 0800-2000hr; and (Friday, Saturday and Sunday) 0700-2300hr.

**Airport Commission Hearing** At the start, tomorrow, November 1, of the public hearings by the Commission on the Third London Airport, the first evidence will, appropriately, be given by Mr Peter Masfield, chairman of the British Airports Authority. The hearing will be in the Royal Commonwealth Society Hall, London WC2 (entered at 16-20 Craven Street near the west side of Charing Cross main line station), and will start at 10.30 a.m.

**NLM Continues** The contract between the Dutch national airline NLM, operating experimentally over a domestic network, and the Ministry of Defence has been extended for another two years. Under the contract, two F.27s belonging to the Royal Netherlands Air Force are leased to the airline. The initial two-year contract expired last month. NLM is now also using a third Friendship; this was previously owned by the now defunct Schreiner Airways and taken over by KLM.