FLIGHT international. 2 January 1969 S

AI R TRANSPOR T

PACIFI C ROUTE S AWARDE D

THE Presidential approval for a big expansion of US airline
services in the Pacific area was given just before Christmas.
The approval included routes from the USA to New Zealand
and Australia for Continental Air Lines, and the go-ahead for TWA to join Pan American in providing round-the-world services. But a recommendation by the Civil Aeronautics Board (in reversal of the opinion of its examiner) that American Airlines should be authorised to join Northwest and Pan American in serving Japan from the USA was turned down by the President, on the grounds that a third US carrier serving Japan was "not at this time in the national interest." This adverse decision caused the CAB to decide against giving rulings on requests by other US domestic trunk carriers — Eastern. Western and United—for authorisation to mount Pacific services. Eastern. Western and American have no ser-vices in the Pacific area at present, but United already has services between Honolulu and a number of US mainland cities.

The route awarded to TWA, which hitherto has flown eastwards only as far as Hong Kong, is in the Central Pacific, between Los Angeles and Hong Kong, with intermediate stops at Ontario and Long Beach. Cal. TWA will extend the service to Thailand. Ceylon and India, and tie it in with transatlantic routes.
Other airlines which will benefit from the Pacific decisions include Continental. Braniff and Flying Tiger. Continental will now be permitted to establish services to Samoa, Australia and New Zealand from points in the mid-west of the USA and from California and Hawaii. This was a route which the CAB examiner, in his initial recommendations to the board, said should be awarded to Eastern. Continental will therefore now compete with Pan American on these South Pacific routes. Braniff has been granted authority to include Mexico City and Acapulco on its existing services to Hawaii.

F.28s FOR AUSTRALIA?

AS forecast by Sensor in last week's issue, Ansett Transport Industries has asked for Government permission to import two F.28s for use by Mac.Robertson-Miller Airlines. Opera-tions will start in April with an F.28 chartered from Fokker

pending later delivery of the first aircraft. Tyre pressures will be under 651b/sq in to cope with strips on the Perth-Darwin run. Ansett had been looking at the DC-9-20, but McDonnell Douglas would not pay for the changes needed—such as low-pressure tyres. The BAC One-Eleven 475 was considered to be too big at the present stage, though more attractive than the F.28 in the long run, but Ansett was* unhappy about the runway situation.
If the order is confirmed, this means that Airlines of New South Wales will have the F.28 and that East-West Airlines must automatically follow. It is likely that at least seven F.28s will be sold in Australia and that eventually the Department of Civil Aviation will buy one as the smallest jet operated by airlines in Australian airlines. Trans-Australia Airlines see the F.28 as a suitable aircraft for the Melbourne-Launceston-King Island-Hobart, Sydney-Canberra-Melbourne, Brisbane-Mount Isa and similar low-density routes from about 1972. Fokker could thus sell more than a dozen F.28s in Australia by the early 1970s. With F.28s in the area, Fiji Airways will probably also follow.
ATI recently made a take-over offer for the outstanding 30 per cent of the MMA shares (see Fliglu for December 5, page 930), on the grounds that their holders would not be able to finance jets and that MMA had to be entirely ATI owned. The F.28 request was the expected outcome.

TRAVE L TRUS T SALE

THE merchant banking company, S. G. Warburg, have agreed to buy, on behalf of a so-far-unnamed investment client, 80 per- cent of the issued share capital of Mr Harold Bamberg's Travel Trust Group—Sir Henry Lunn and its associates, Poly Travel and Everyman Holidays. The Trans-port Holding Company, which already owns Thomas Cook & Son, has an option to acquire a controlling interest in Sir Henry Lunn which they intend to exercise in the near future. Mr Cecil Garstang, the general manager of Thomas Cook, will be appointed chairman of Sir Henry Lunn, and Mr R. J. Barker will continue as managing director. The other directors, including Mr Harold Bamberg, will remain on the board and

continued at foot of next page

The centre fuselagejwing section
of the pre-production BAC/Sud
Concorde 02 is moved from its
assembly jig to the wing-root facing
machine at the Toulouse plant of
Sud-Aviation