

Civil Aviation News

located at the end of the runway and on its centre line. These transmitters, operating on V.H.F., provide precise horizontal final approach guidance. Vertical approach guidance will be given by duplicate glide path transmitters working on ultra-high frequency. Three marker beacons will indicate to pilots the distance from the touch-down point. V.H.F. direction-finding apparatus, capable of remote operation over normal telephone lines up to distances of about 30 miles, will be part of the new equipment. Other Marconi apparatus already installed at Jersey Airport include V.H.F. and M.F. communication equipment and M.F. direction finders.

NEW U.S. CARGO RATES

MINIMUM air freight rates, after lengthy consideration, have been laid down by the Civil Aeronautics Board. In a statement accompanying the order, the C.A.B. said that the previous rates were a danger to the sound development of the air freight industry and were in conflict with the Congressional declaration of policy against destructive competitive practices. Since these rates did not compensate carriers for current costs, the continuance of such rates would have undermined the authorized experiment of testing the ability of air freight carriers to contribute to the national economy. The following minimum rates have therefore been laid down: For the first 1,000 ton-miles in any one shipment, 16 cents per ton-mile; and for all ton-miles in excess of the first 1,000 ton-miles in any one shipment, 13 cents per ton-mile.

SOUTH AMERICAN SAFETY

THE Brazilian Ministry of Aeronautics has ordered one hundred altimeter setting indicators from the Square D Company's Kollsman Instrument Division. Described in the August 1st, 1946 issue of *Flight*, this useful development in instrumentation takes the form of a ground unit which continuously sends out its own barometric setting in the form of a coded radio signal. This is received in the aircraft by compact light-weight radio sets, where it is de-coded and the settings of the altimeters in the aircraft are automatically altered accordingly. The altimeter setting indicator is made in three different field elevation ranges of 1,030 metres each, so that only three instruments are necessary to cover a range of airfield altitudes from -30 to 3,040 metres. The instrument is calibrated in half millibars from 950 to 1,050 millibars.



HERMES IV MOCK-UP: Sir Harold Hartley and Sir Miles Thomas, chairman and deputy chairman respectively of B.O.A.C., recently visited Handley Page's Ltd., at Cricklewood to inspect the mock-up of the Hermes IV and see for themselves the progress in the construction of these aircraft, twenty-five of which are being built for the B.O.A.C. Empire routes.

MORE CREW FOR HEAVY AIRCRAFT

A RECENT amendment to the Civil Air Regulations by the Civil Aeronautics Board, Washington, requires flight engineers to be carried in all aircraft certificated for more than 80,000 lb maximum take-off weight. Aircraft weighing more than 30,000 lb maximum take-off weight may also be required to carry a flight engineer where such crew member is considered essential for safe operation. Under these regulations, which do not come into force until December 1st, 1948, to allow time for the training of additional personnel, Douglas DC-6s and Boeing 377 Stratocruisers, and on certain routes DC-4s, will be operating with increased crew. The amendment to existing regulations was made after an inquiry conducted by the Board, as a result of which it was concluded that the addition of a flight engineer would enable pilots to concentrate on the actual flight of the aircraft, radio operation and receipt of traffic control clearances, particularly during instrument conditions when such attention is essential.

BREVITIES

The Scottish Division of B.E.A. have during the past year carried 1,282,910lb of freight, mail and excess baggage, of which 603,317lb were freight, 117,143lb were excess baggage, and 562,450lb were mail.

Mr. G. S. Lindgren left London Airport on May 4th for Montreal and Dorval to discuss the transfer of the Dorval base to Britain. He arrived on May 6th.

Lord Macmillan, president of the inquiry into the loss of the *Star Tiger* visited London Airport on May 5th to inspect a Tudor IV and fly in an aircraft similar to the *Star Tiger*.

The B.O.A.C. Solent service to South Africa started on May 4th. Two flights a week are scheduled to start with and these will be increased to three a week in each direction shortly. The return fare is £301 and this includes hotel accommodation.

With the introduction by British Commonwealth Pacific Airlines of a scheduled service between Sydney, Australia and Vancouver, it is now possible to fly round the world in 12 days on British and Empire lines. The operators providing this service are B.O.A.C., Qantas, T.C.A. and B.C.P.A.

A D.H. Dragon on a flight from England to Alice Springs, Central Australia, crashed on May 6th when only 200 miles from its destination. The aircraft was taking off from Daly Waters airfield, Australia, and the accident was followed by a fire from which Mr. C. Hourigan was dragged unconscious. The four passengers were rescued, but were badly injured. The aircraft was purchased from a disposal centre in England.

A Martin 2-0-2 aircraft was recently used in emergency relief work arising out of the uprising in Bogota, Colombia. Piloted by Captain Julio Araque, and carrying penicillin, sulfa drugs, powdered milk, and canned meats, a gift to the Colombian Government from Venezuela, the aircraft returned with 19 evacuees after taking off from Pecho airport, near Bogota, one of the highest airports in the world at an altitude of 9,500ft.

Mr. Harold Seabrook-Smith, A.M.Inst.Ex., formerly commercial manager of the Lancashire Aircraft Corporation, has been appointed general manager of Westminster Airways, Limited, and commenced his duties on May 3rd. Mr. A. Neville Stack, who has been working with Skyways, Limited, since the summer of 1946, has recently joined the Lancashire Aircraft Corporation.

Airline officials in New York expect that this year more passengers will cross the North Atlantic by air than by sea. Last year the sea passengers numbered 575,000, whilst those who travelled by air totalled 385,000. Increases in bookings for the first three months of this year showed that 26,026 passengers made the North Atlantic crossing compared with 22,362 passengers carried by Pan American, A.O.A., T.W.A., B.O.A.C. and Air France during the corresponding period in 1947.

Pan American Airways have appointed two new U.S. District Sales Managers: Mr. Richard A. Catoni at the new Minneapolis district office and Mr. Axel Mikkelsen at the St. Louis office. At the same time as the announcement of these appointments