

CIVIL AVIATION NEWS . . .

four times weekly via Paris and once by the southern route. These increased frequencies are the result of a new agreement between the United States and the French Government.

Mr. R. W. Ryan, previously manager of the Canadian company Prairie Airways, a forerunner of Canadian Pacific Airlines, has now been appointed vice-president of the latter company.

International and inter-island air services operated by Philippine Airlines in 1950 resulted in a profit of approximately \$355,000. The company has experienced rapid expansion since resuming services in February 1946; in this period, its route network has grown from 485 to over 25,000 miles. Revenue passenger-mileage and cargo ton-mileage flown last year represented increases of 27 and 65 per cent respectively over figures for the previous year.

With effect from April 15th, passenger fares on B.E.A.'s internal services between Glasgow and the Scottish Highlands and between Wick and Aberdeen and Orkney are to be increased. From the same date, also, the cost of monthly return tickets between London and Belfast and between Glasgow and Belfast will be subject to slight increases, while from June 1st fares between Penzance and the Scilly Isles will be similarly affected.

To meet peak holiday-requirements for travel between the Channel Islands and London, two of the main charter companies at Croydon, Olley Air Service, Ltd., and Morton Air Services, Ltd., have been granted permission to operate six return services between Croydon and Jersey and five return services between Croydon and Guernsey on each Saturday during the period June 30th-September 1st. These arrangements are being made under associate agreements with B.E.A. Single fare to either place is to be £5 5s, and return fare £9 10s.

The Oakland (California) Board of Port Commissioners is to file a petition with the C.A.B. in Washington for reconsideration of the latter's decision in the Southern Trans-continental Route case. Ignoring the recommendation of its own examiner, the C.A.B. recently granted authority to American, Delta, National, Braniff and other airlines to engage in a complicated inter-change arrangement along the route serving the south-west, south and

south-east regions of the United States. The Oakland authorities are supporting the application of Eastern Airlines for a one-carrier service along the route.

On March 27th the Chief Justice of Hong Kong opened the Supreme Court hearing of the application by Civil Air Transport Incorporated (owned by the American partnership of General Claire Chennault and Mr. Whiting Willauer), for the return of 40 aircraft and other assets which were formerly the property of the Central Air Transport Corporation of China.

Operating a fleet of two Dakotas, Panama's only airline, C.O.P.A. (an affiliate of P.A.W.A.) carried a total of 12,172 passengers last year. This company—probably the smallest operator in the world to claim the status of an airline—operates regular daily services between Panama City and David, some 300 miles inland.

A loss of £6,000 during the last year in the provision of catering facilities at London Airport has forced B.O.A.C. to abandon the contract. The M.C.A. is now understood to be inviting tenders from private contractors. Under the terms of the contract B.O.A.C. have in the past had to pay a 15 per cent share of the gross takings to the M.C.A. B.E.A. fared more favourably with their catering account last year and the small profit made is now helping to defray the cost of extending the existing restaurant at Northolt.

For the first time since 1946 a Russian delegation attended a session of an I.C.A.O. conference, which took place in Montreal on March 27th. Russia declined to join I.C.A.O. in 1944, because she considered that Spain, Portugal and Ireland were not acceptable as member nations. It is thought unlikely that the U.S.S.R. has changed her attitude towards I.C.A.O., and that representation at this particular session is merely due to her interest in certain of the problems under discussion. All countries have standing invitations to attend open meetings.

By an inter-line agreement between Central African Airways, B.O.A.C. and South African Airways, considerable reductions have been introduced in the fares for families flying between Salisbury and London via Nairobi or Livingstone. The normal return fare is £275 8s, but a reduction of £100 is made for a wife travelling with her husband; there are even greater rebates for children. A man travelling with his wife and two "teen-age" children would thus save about £300. Similar concessions apply from other points in Central Africa.

FROM THE CLUBS

THE Ultra-Light Aircraft Association held its annual general meeting—followed by an assembly of its general council—at Londonderry House last Saturday. One of the most important items on the agenda was the presentation to the first winners—the Cardiff Ultra Light Aeroplane Club—of the Masefield Trophy. Donated by Mr. Peter Masefield (chief executive of B.E.A.), who is himself a keen ultra-light aircraft enthusiast, the award is to be competed for annually between the Association's affiliated groups.

NEWS from India tells of the exceptional success of this year's national air rally, which took place recently at Chakeri, Kanpur, United Provinces. Organized by the chairman of the Council of the Aero Club of India, Mr. Biren Roy, it was the second event of its kind to be held in that country. The three-day programme included three races—the first, a long-distance contest over a direct route of approximately 1,124 miles, the second a circuit over two laps of 84 miles each, and the third—believed to be unique in rallies of this kind—a race at night over a triangular course of 269 miles.

The long-distance race, for the Jawaharlal Challenge Trophy and approximately £400 cash, was won by Mr. Y. Bhandarkar, flying a Stinson L-5. The holders of second and third places received trophies and cash prizes of £180 and £100 respectively. An Indian woman pilot, K'rani Kusum Singh, who completed the course solo in a Chipmunk and arrived even before an experienced Belgian pilot flying a twin-engined Aero 45, was awarded the Caltex Challenge Trophy and a prize of £100.

The circuit race was won by an amateur pilot, T. P. Singh, who had to compete with a strong field, which included a large number of professional pilots. Capt. M. V. Namjoshi was second in an Expeditor. The latter pilot also won the night race, flying the same aircraft. It may be recalled that last year Capt. Namjoshi, who is very well known in Indian aviation circles, won the National Air Race in a Piper Cub. He also won this year's open aerobatics event, competing against several foreign pilots, who included Fraulein Liesel Bach of Germany.



THE EON OLYMPIA, whose ancestry—the subject of a question in Parliament—is discussed on page 392. A great many have been exported: this example, with Swedish markings, was delivered by air last year.

A special prize was also given to S/L. Randal Porteous, now on a demonstration tour of India, for his display of crazy flying with an Auster Aiglet. This was a demonstration that aroused particular enthusiasms among the spectators.

The rally was opened by Pandit Jawaharlal Nehru, Prime Minister of India, on February 17th and the distribution of prizes was made on the afternoon of the 20th by the President of the Republic, Dr. Rajendra Prasad. Before the conclusion of the meeting, also, the Indian Air Force contributed to the programme with displays of formation aerobatics, using Vampires and Spitfires. During the course of the flying display parachute jumps were made by Indian Air Force personnel and the first Indian-built glider was also demonstrated.