

CIVIL AVIATION . . .

MORE CORPORATIONS?

A SUGGESTION that this country should have an increased number of airline corporations was made by Air Chief Marshal Sir George Pirie, speaking as chairman of the Air League of the British Empire at its annual general meeting on June 28. He said the council of the League had noticed with concern the steady decrease in world traffic carried by British airlines and considered there should be a careful review of the organization and operation of our overseas route patterns.

"There has recently been some talk of amalgamating the two national Corporations as a means of effecting economies and increasing our competitive strength. The council believe that the exact opposite is much more likely to be the right course," said Sir George. "It may well be that the optimum route mileage for an efficient airline is in the neighbourhood of not more than 25,000 route-miles, as compared with B.O.A.C. 84,963 route-miles. If this be accepted then there would appear to be a strong case not for fewer corporations, but for more." This would enable them to concentrate sales and development campaigns on a narrow front. The idea of an Atlantic corporation operating North and South Atlantic routes is one, in the council's view, worth close examination. When the two national Corporations were set up a clear

Capt. J. N. Weir, who has been appointed Chief of Flight Operations of B.O.A.C. He will be responsible direct to Mr. Basil Smallpeice, the managing director of the Corporation.



demarcation was made between short haul and long haul services. In today's changed conditions it might well be that this rigid distinction should be modified and there should be some extension of existing B.E.A. routes. Also it was essential that the Corporations, operating in a fiercely competitive world market, should be able to carry on their business as commercial concerns with the minimum of political interference.

These suggestions were put forward, said Air Chief Marshal Pirie, in the hope that they might be considered "with a view to making a renewed effort to capture a much larger share of the world's air carrying trade."

BREVITIES

THE general secretary of the S.L.A.E., Mr. Peter F. Murray, is visiting Trinidad at the invitation of British West Indian Airways management. In his capacity as authorized agent of the S.L.A.E. employment bureau he will advise the company upon engineering staff recruitment problems.

Mr. John W. Swann has been appointed B.E.A. passenger services manager at Keyline House, Ruislip, after serving as traffic superintendent at Renfrew for nine years.

Mr. C. W. Johnson has been appointed to manage the new T.C.A. Birmingham office at Herbert House, 59-71 Cornwall Street, Birmingham.

Scancopter Service A/S, Oslo, has recently inaugurated a successful Norwegian Bell 47 helicopter charter service. Application for currency to purchase an additional Bell 47 A2 or 47J machine has been filed.

Two Beavers fitted with oversize wheels for operations from soft surfaces have been delivered to Rutas Aereas Nacionales S.A.—the first Canadian-built aircraft to go to Venezuela—where they will be used mainly for air-lifting personnel and supplies.

Marconi radio stations to provide ground-to-air communication for transatlantic and trans-polar air routes from Europe to North America and the S.A.S. Scandinavia to Tokyo service are to be installed in Greenland. The stations will be located at Prins Christiansund, Dundas, and at the Nord weather station.

To avoid the necessity of operators having to carry airborne equipment for both the Instrument Landing System and Standard Beam Approach aircraft aids, most S.B.A. installations which are an M.T.C.A. responsibility will be withdrawn by early next year, although the Croydon service will continue until the airport closes.

A housed conveyor "Aerobridge" has been developed by Lockheed to avoid an intermediate stage in the handling of cargo between loading bays and the aircraft floor. Each end of the bridge spars is mounted on movable dollies independently adjustable between height limits of four and ten feet. A passenger version able to support 120 people is in an advanced stage of design.

It is expected that the first flight of the Lockheed L.1649A will be made in October of this year.

A manual in English, French and Spanish has been issued by I.C.A.O. to provide a common international training reference for each ground and aircrew licence or branch of aviation service.

Thai Airways has placed an order for three Lockheed Super-G Constellations to be delivered in the summer of 1957; four aircraft of two previous purchases have been transferred to other airlines.

A Qantas flight captain—John William Knowling—has created a record for an Australian international pilot by logging 20,000 flying hours. Capt. Knowling started his flying on Gipsy Moths and currently flies Super Constellations.

Mr. E. R. Knight will take over as the Technical Director Overseas of Australian National Airways when Mr. Norman Croucher takes up the position of managing director of Rosslyn (Holdings), Ltd., a group of textile companies whose head offices are in Sydney.

A vehicle air ferry service, complementary to the existing Stranraer-Belfast ferry, is to be opened by Silver City on August 3 between Newtownards airport, Belfast, and Ronaldsway, Isle of Man. Bristol 170s will be operated at an initial frequency of one return trip each day.

The outcome of a protest by the British Ambassador in Athens over the "buzzing" of a B.E.A. Viscount on June 18 was the promise of disciplinary action against the Greek pilot who is stated to have flown within 30 yd of the aircraft. Subsequently, however, it was reported that the Viscount pilot, Capt. John Klimcke, had been charged in his absence by an Athens court with infringement of the "law regulating air communications."

A.T.A. announce that an airline representatives committee is to be appointed to discuss an aircraft proximity warning indicator with qualified electronics companies. The device is intended to inform a pilot of the position of another aircraft in relation to his own, and the airline industry will specify equipment that would tell a pilot what evasive action to take, or could perform this action automatically if collision is imminent.

The West's best at Vnukovo, Moscow, on June 29. As recorded in last week's issue, the Viscount brought back the industry delegates who had been visiting Russia. The R.A.F. Comet 2, which flew the Government and Service delegates, revisited Moscow on July 3 to carry out the postponed demonstration flight.

