

WEST GERMAN ELAND AIRLINER?

FROM the burgeoning aircraft industry of West Germany comes an announcement—by the Aviation Industry Association in Dusseldorf—that a 48-passenger, 330 m.p.h. machine powered by two Napier Elands is to be built. Contractors will be the Hamburg Aircraft Construction Company, working “in close co-operation” (probably with some sort of licence agreement) with the Spanish Construcciones Aeronauticas. The aircraft will be similar to that company’s C-20 Azor (Hercules engines built by Hispano under licence), which was discussed in *Flight* for February 10. The aircraft will be designated H.B.F. C-209. Range is quoted as 1,200 miles.

No date has been mentioned for the start of production.

CABOTAGE IN GERMANY

THE German Government last week became the first in the world with its own airline to allow foreign-run services within its own borders. The exclusive rights of Lufthansa have been modified because the airline has insufficient aircraft to meet domestic demands. The airlines which are expected to take advantage of the new arrangement—which of course is only temporary—are K.L.M., Sabena, S.A.S., L.A.I. and PanAm.

NEW NORTH ATLANTIC FACILITIES

THE outcome of the recently convened 14-nation I.C.A.O. conference (it opened in Geneva on September 6) was agreement on three important points: the governments’ “joint support” for (1) the financing, manning and operation of air traffic services, meteorological services, telecommunications and nav aids in Iceland, Greenland and the Faroes; (2) financial arrangements based on agreements between the interested states, rather than between I.C.A.O. and the Danish and Icelandic Governments (I.C.A.O.’s rôle would be administrative); (3) the contracting governments to share 95 per cent of the costs, with Denmark and Iceland paying five per cent. Proportions for each contracting government would be determined each year according to the usage of the facilities by each country’s aircraft.

CATHAY PACIFIC DECADE

LAST week the small privately owned British airline in the Far East, Cathay Pacific Airways, whose base is in Hong Kong, looked back on its first ten years of operations.

Formed on September 24, 1946, by two former pilots of the China National Aviation Corporation, Roy Farrell and Sidney de Kantzow, Cathay Pacific started life with two DC-3s. In 1948 the airline underwent reorganization, when Butterfield and Swire (and associated shipping interests), together with Australian National Airways, acquired a majority holding.

Today the fleet comprises one DC-6, one DC-4 and one DC-3, with a DC-6B on order for delivery “in the near future.” Routes are operated to Bangkok, Calcutta, Labuan, Manila, Rangoon, Saigon and Singapore. The DC-3 undertakes a good deal of charter flying, including the transport of labourers from Hong Kong to New Guinea for the British Phosphate Commission in the Gilbert and Ellis Islands; the movement of U.S. military personnel from Manila to Hong Kong on leave; and the carriage of ship crews between points ranging from Sydney to Calcutta. At present the airline is carrying out an airlift between Korea and Hong Kong for British personnel stationed in Korea.

Cathay Pacific (whose initials C.P.A. are often confused with those of Canadian Pacific Air Lines) is proud of its all-British constitution, pilots, crews and maintenance engineers. Some measure of future prospects is provided by last year’s increase in passenger traffic—80 per cent compared with the previous year.



James Pyle (right), acting administrator of the C.A.A., seen at the controls of the Boeing 707 on September 24. He was flying the aircraft to assess its air traffic control behaviour.

AIR FREIGHT REVENUES

NEXT Monday, members of I.A.T.A. will resume their workaday committee sessions at a meeting in Paris to discuss general cargo air rates, which expire on December 31 and have been the subject of discontent among a group of airlines including some European carriers. These airlines contend that the wording of some descriptions of specific commodities are so vague and all-inclusive that the goods travel at lower revenue rates than they should. They say also that the higher costs which they have to meet can only be met by raising cargo rates and they propose that this should be done by increasing the basic rates for specific goods.

An opposing point of view is held by another airline group—headed by PanAm—who consider that it would be simpler to increase the revenue by moving goods into higher rate classifications and leave the basic rates as they stand. Whatever the outcome may be—the U.S. Journal of Commerce anticipates a five per cent increase in rates on January 1—this problem falls within I.A.T.A.’s particular province for achieving a solution that will satisfy both arguments.

DISCORD I—

THE president of the Air Transport Association of America, Mr. Stuart G. Tipton, has just issued a statement on the subject of the hard words still being exchanged between the Dutch and the Americans about K.L.M. traffic rights in the U.S.A. (see *Flight* for July 27). The United States Government has, he says, been taking care of Dutch interests since 1946, enabling K.L.M. to “build a world-wide network on American traffic, although the Netherlands’ own traffic could not support the extensive Dutch operations.” Quoting figures to illustrate this point, he shows that American airlines in 1955 took the equivalent of £39,000 out of Amsterdam while the Dutch airline took £4,600,000 out of New York. Similarly the comparative number of passengers was 432 and 41,895.

“The Dutch airline,” states Mr. Tipton, “receives full equality with American-flag airlines in the American market from New York and Miami, two of the world’s greatest air transport gateways. After all this, it is astonishing to hear our government’s policy referred to as restrictive, or to receive threats of retaliation abroad against American-flag airlines.”

—DISCORD II

A REPORT from Rome states that “Italian aviation circles” have appealed to the government for protection against Luft-hansa competition on routes to the Middle and Far East.

The difficulty seems to have arisen not so much over Lufthansa’s rights to use Rome and other Italian airports for services to and from Germany, but over the question of fifth freedom rights when Lufthansa extend their services from Italy to the Middle and Far East.

Cathay Pacific’s hard-working Douglas trio—DC-6, DC-4 and DC-3—seen together for a brief moment on their own ground at Kai Tak Airport, Hong Kong. As recorded on this page, Cathay Pacific have just celebrated their tenth birthday.

