

As recorded in "Flight" of September 7, the American trading firm of Daniels and Fisher decided to bestow one of their "creativity" awards upon the makers of the Viscount. Mr. Thomas Gammon, deputy managing director of Vickers-Armstrongs Aircraft, went to Denver to receive it, and is seen here shaking hands with Baron Robert Silvercrucys (left), Belgian Ambassador in the U.S. The others, from left to right, are Baroness Silvercrucys; Mr. Joseph Fisher, president of Daniels and Fisher; and Mr. R. Botterill of Vickers. The exhibition in the background was arranged by Continental Air Lines, who have 15 Viscounts on order.



## CIVIL AVIATION . . .

### YEADON IN THE DARK

IT was announced recently that B.K.S. Air Transport had decided to discontinue their Yeadon-London service during the winter months as from the end of September. While regretting that cessation of this service (which they consider to be an important part of the West Riding network) has been necessary, they point out that the facilities offered for night landings at Yeadon airport are insufficient to ensure that the service can be maintained with a proper degree of regularity and convenience. In particular, they say, only one runway can be used at night, and if the wind is in an unsuitable direction aircraft have to be diverted. Although the radio aids which have been installed by the airport operators are considered to be adequate, the service from London—which must arrive in the late evening—is unlikely to be resumed until lighting and flares are available in all four landing directions.

The operators of the airport, Yeadon Aviation, Ltd., are alive to the necessity of improving the night landing facilities, but, because they are subject to one month's notice, are reluctant to make further improvements (they have spent £30,000 on bringing back Yeadon into operational use) until a decision on the future of the airport has been made. At the moment, Yeadon Aviation rent the airport from the Air Ministry, who in turn pay a rent to Leeds and Bradford Corporations. A decision on the sale of the airport to the Ministry is reported to have been "pending for three years."

## BREVITIES

A REPORT on September 26, from *The Times* Toronto correspondent, which neither the Hawker Siddeley Group nor de Havilland are able to confirm or deny, stated that Sir Thomas Sopwith, chairman of the Hawker Siddeley Group, was in Canada with Sir Roy Dobson "to confer with Canadian executives of his Group about new models of the de Havilland Comet."

Doncaster's airport is soon to be released by the Air Ministry.

A third Tu-104 scheduled service was opened on September 20 between Moscow and Tiflis.

According to *Time*, 17 Boeing 707s are likely to be ordered by B.O.A.C., and a further three by South African Airways.

The president of New York Airways, Mr. R. L. Cummings, has said that he is interested in operating the Fairey Rotodyne.

A "paper jet" service is soon to be operated by T.W.A. between London and New York. The airline has 27 Boeing 707s on order.

The Norwegian airline Braathens has ordered three Fokker Friendships, with an option on a further two.

American Airlines claim to have made freight history in August by carrying more than seven million ton-miles of cargo.

Aer Lingus may start a service between Yeadon, Bradford/Leeds, and Dublin.

October 2 is the date for Air-India's Super Constellation service between Bombay and Sydney via Madras, Singapore and Darwin.

About 5,000 more seats will be offered by S.A.S. this winter compared with last on the airline's North Atlantic service.

Experiments in banana-leaf spraying are shortly to be carried out in Jamaica by one of Fison-Airwork's Hiller 360s.



The first Aero Commander to go to France has been bought by Comptoir de L'Industrie Cotonnière of Paris. Taking delivery are Jean M. Moulignie (left) and Jacques Pitoiset, the pilot and co-pilot from the company. A Hartzell feathering and reversible airscrew for the Commander is now being evaluated.

Mr. Archibald Bertram McFarlane, LL.B., has been appointed Secretary to the Australian Department of Air.

The East German radio reports that Lufthansa and K.L.M. have concluded a reciprocal sales agreement.

Yugoslav Airlines are reported to be considering the purchase of six Ilyushin Il-14 aircraft from Russia.

Australia's first heliport is being constructed for Australian National Airways alongside the Mount Lyell company's smelter at Queenstown.

Mr. William English, former operations vice-president of T.C.A., has retired. A founder of the airline, Mr. D. B. Colyer, died in Canada recently.

More Herons may be purchased by B.O.A.C.'s Persian Gulf associate Gulf Aviation. The company already has one Heron and four Doves.

The Australian Department of Civil Aviation is to make backward-facing seats compulsory in all passenger aircraft built for Australian use after January 1 next.

"Circular polarization"—which is, in effect, the removal of rain—of 47 U.S. airport surveillance radar installations is to be carried out.

Another Viscount success-story comes from Cuba, whose airline's three 700s have increased traffic by 119 per cent in the first three months of operation between Havana and Miami.

Chicago Helicopter Airways expect to open scheduled services between Midway and O'Hare on November 1. Three S-55s have just been delivered.

A proposal has been made for the re-location of the terminal area at Rongotai Airport, Wellington, from the east side over to the site of the Miramar golf course. This, it is proposed, will allow for the expected expansion of traffic.