

The Dove, now in its twelfth year of production, continues to sell steadily. Here is the 476th specimen, an executive version built for C. A. Parsons and Co., Ltd., of Newcastle. It was delivered by Capt. B. Allum, the company's pilot.

AUSTRIA IN THE AIRLINE MARKET

NOTHING was heard until recently of the two commercial airlines formed earlier this year in Austria. One, Austrian Airways, was backed by S.A.S. (*Flight*, April 6), and the other, Air Austria, by K.L.M. (*Flight*, January 20). In addition to foreign airline interest, however, there was a good deal of domestic political wrangling—the former airline being backed by the Socialists and the latter by the Conservatives. Now it appears that all the opposing interests—political and commercial—have been reconciled, and a single Austrian company, due to start operations in the spring of 1957, has emerged. An Austrian Government announcement said that the extent of S.A.S. and K.L.M. participation had “still to be settled.”

QANTAS ANNUAL REPORT

THE lowest Sydney to London air fare has fallen 8 per cent. in eight years, despite a rise in the cost of living in Australia of 85 per cent. in the same period, stated Qantas Empire Airways in their recently issued annual report. During the same period, said the company, tourist-class sea fares to London had risen by 53 per cent.

Lower tourist-class fares on Qantas international routes had, the report said, contributed largely to the record numbers carried in 1955. A feature of the year's operations was that 48 per cent. of the passengers on the Qantas service to London and 40 per cent. of passengers on the North American service travelled tourist class.

The statement said that Qantas had a record business year in 1955, when it carried 134,904 passengers and made an operating profit of £320,000. This was achieved after providing £200,000 for taxation and represented a return of 6.9 per cent. on capital. The company declared a dividend of 5½ per cent.

conditions in the Mediterranean and Middle East, B.E.A. carried more traffic in the month of July than in any month in its history: for the first time the Corporation flew 100m passenger-miles. In August traffic came within four per cent of expectations, producing the high load factor of 77 per cent.

Commenting on these results Lord Douglas warned that rising costs demanded further improvements in productivity, cost-cutting and sales effort, which during the coming winter would be “all-out.” He looked forward to introducing the first Viscount 800s during the winter, first on the London-Paris route and subsequently on “other short-haul routes for which it has been specifically designed.”

AIR CEYLON BRANCHING OUT

A DIRECT air service from Colombo to Peking and Shanghai has been proposed by Air Ceylon, who intend also to seek traffic rights for a service to Tokyo (Air Ceylon is already the agent for Japan Airlines). “It is going to be a period of expansion,” said Mr. J. L. M. Fernando, general manager of the airline. “Air Ceylon is definitely out of the woods, and our balance sheet shows that we have doubled the net profits.”

WORLD'S SECOND JET SERVICE

IT is proving very difficult to keep track of the many reports we receive about the services now being operated by the Tu-104. Despite the obvious desire of the Russians to impress the West with the Silver Arrow (as it is reported to have been named), no official record of its progress is forthcoming.

It does seem, however, that Aeroflot now have the aircraft in regular scheduled service between Moscow and Yakutsk in Eastern Siberia, and (to the south) to Tbilisi, capital of Georgia. The date on which the first scheduled service—the world's second—actually took place remains elusive.

Last Friday, however, was the day on which the Tu-104 made its first link-up with a Western airliner, when regular operations began between Moscow and Prague, connecting there with the Air France service from Paris. There is now a connection between Paris and Peking.

On October 17, according to a Reuter report from Moscow, the Tu-104 was due to open a service between Moscow and Tashkent in the south, and to Khabarovsk on the Manchurian border.

Structural details of the Electra are evident in these new photographs from Lockheed. Above, frames and stringers of a full-sized “tool-proving” mock-up of the fuselage. Below, Lockheed project engineers with their “function-proving” model of the Electra's undercarriage.

