

port Advisory Council. According to Horizon Holidays, the price of £165 is based upon a Britannia seating configuration of 110.

As is well known, Air Charter were quick to grasp the opportunity to operate Britannias when, during the summer, they acquired from Bristol, through their parent company Airwork, one of the surplus ex-Northeast Britannia 305s. This aircraft has been intensively used—averaging about eight hours a day since its acquisition—on long-distance trooping flights between the U.K. and Christmas Island under contract to the Government.

Thus Mr. Laker is now making plans for the commercial use of his Britannia, and the idea of a £165 inclusive tour to New York seems likely to win a big response from would-be British tourists to America. The sum of £165 is only £3 more than the return economy-class I.A.T.A. fare, which, of course does not include hotel and other travel expenses.

Again, whether or not such an application meets with the approval of the A.T.A.C.—or indeed the C.A.B.—remains to be seen; it is certain to be opposed by B.O.A.C. In considering such an application, the A.T.A.C. will have to decide whether it will constitute a "material diversion" of B.O.A.C.'s traffic, or whether it will create a new market. It may well be that the A.T.A.C. will feel, as they have done about independent airline applications to operate inclusive-tour services to the holiday resorts of Europe (i.e. to the areas served by B.E.A.), that such services do in fact create new traffic.

BREVITIES

American Airlines announce that at Fort Worth on December 5 they took delivery of the first of their fleet of 35 Lockheed Electras.

The T.W.A. strike, which lasted for 16 days, ended on December 8 when 6,700 maintenance engineers who struck for higher pay returned to work with a wage increase of 44 cents per hour.

There have been 966 landings and 953 take-offs at Gatwick since October 1, according to the Minister of Transport, speaking in the House on December 3. Diversions from fogbound London have numbered 63.

The B.B.152 jet airliner built by the East German aircraft factory at Dresden made its first flight on December 5, seven months behind the original schedule. It is reported that Communist China is "very interested" in buying a fleet of these aircraft for internal routes.

Two new B.E.A. appointments are announced. Mr. Alfred A. Pigg, manager France since 1956, has been appointed regional manager at B.E.A.'s head office, in succession to Mr. W. C. Gaskin, who is retiring. Mr. A. C. Mills becomes sales manager Canada, based in Toronto. He was formerly in the London office as contract sales superintendent.

B.O.A.C. are planning to introduce Comet 4s on to the South African service towards the end of 1959. It is proposed also to run four Comet 4 services a week between London and Tokyo, starting next May and increasing to five in July; two a week to Hong Kong in May, increasing to three in July; two a week in August to Singapore; and five a week to Sydney towards the end of the year.

On Wednesday, December 10, the first American domestic jet airliner service was inaugurated when a Pan American Boeing 707-120, chartered by National Airlines in accordance with an equipment-lease arrangement approved by the C.A.B., flew from New York to Miami. This operation will be a daily one and schedules will be keyed in with Pan American's transatlantic services. National appear to be well placed to gain a large share of the lucrative Christmas holiday business to Miami from their competitors Eastern and Northeast.

MORTON AND AIRWORK

IN reporting Airwork's acquisition of Morton and Olley Air Services, *Flight* suggested (November 21) that: "It may well have been the urgent necessity to leave Croydon, coming on top of a thin summer season, that forced Morton to look elsewhere for financial assistance, the likely cost of becoming re-established at Gatwick (or elsewhere) having long been a matter of concern to the airline's chairman, Capt. T. W. Morton."

This surmise has evoked a mild protest from Capt. Morton, who feels that it suggests that his company has been in financial difficulty. This, he wishes to emphasize, is not so. The reasons for the taking over of his airline by Airwork cannot, he adds, be revealed, except inasmuch as they were not the result of any financial difficulty.

Recent news from the airline—which will continue to operate as Morton Air Services—is that it has concluded an agreement with Pan American to provide a fast connection with the U.S.A. from Rotterdam. An interline agreement has been made whereby passengers are flown from Rotterdam to London on Morton's daily Heron service to connect with Boeing 707 services to New York. Departure from Rotterdam is at 0830 hr, and passengers are able to catch the 707 service leaving London Airport at 1100 hr. The Rotterdam - New York time is six hours shorter than that of the direct service from Schiphol by K.L.M. DC-7Cs.

The report of the West German Government's inquiry into the B.E.A. Elizabethan disaster at Munich last February has now been completed. It is to be sent to the Minister of Transport and Civil Aviation as this issue of *Flight* goes to press.

Independent Air Travel has been re-registered as Falcon Airways, a private company with a capital of £10,000 in £1 shares. The name of the purchaser is not disclosed, but previously it was reported that Mr. A. E. Cooper, M.P., had acquired ownership.

B.O.A.C. report that, on the eastbound New York to London route, Comet 4 services have been averaging 6 hr 45 min for the non-stop crossing. Last week the Boeing 707 set up a new eastbound record by making the crossing in a few minutes less than six hours.

Mr. Lewis Hector, a member of the American C.A.B., says that as a result of the Board's domestic-fares policy during 1958—which allowed certain fare increases and reductions of special discounts—an overall fare increase of more than 10 per cent was granted.

Mr. J. R. D. Tata, chairman of Air-India and president of I.A.T.A., said in Bombay on December 9: "I believe that differential fares for jet and piston-engine airliners will come into force in the next few years." He ruled out the possibility of a general increase in fares.

A Languedoc of the Spanish private airline Aviaco crashed on December 4 in the Guadarrama Mountains, about 35 miles from Madrid, en route from that city to Vigo. The 16 passengers and crew of five lost their lives. Aviaco operate a fleet of four Bristol 170s, six D.H. Heron 2s and, until the recent accident, eight Languedocs.

The first of six Comet 4s for Aerolineas Argentinas is expected to be delivered by de Havilland in February, which is the contract date. B.O.A.C.'s fifth Comet 4, G-APDH (Chester-built), was delivered to B.O.A.C. on December 6, nearly two months ahead of schedule. The next Comet for B.O.A.C., G-APDF, has since made its maiden flight and will be delivered before the end of the year.

According to Mr. B. A. Morris, a senior accident investigating officer of the M.T.C.A., the investigation into the accident to Hunting-Clan Viscount 732 G-ANRR on December 2 will take "at least two months or even longer." The wreckage has been taken to R.A.E. Farnborough. It will be recalled that the accident occurred 12 minutes after the aircraft took off from London on completion of an overhaul. The pilot, Capt. R. W. L. Mulliner, chief pilot of Hunting-Clan, reported that he had lost control soon after take-off. Five others on board lost their lives. They were Mr. Colin Lyon, first officer; Mr. Frank Harrington, radio officer; Mr. Robert Burns, ground engineer; Mr. Ronald Sadler, ground engineer; and Mr. Denis Godden, flight engineer.

Here is the impressive scene in the Douglas Long Beach DC-8 assembly plant, where can be seen aircraft for Pan American, United and T.C.A.

