



One of Aerolineas' Comet 4s at Buenos Aires Ezeiza International Airport on arrival from New York

ARGENTINA'S STATE AIRLINE

Córdoba and Buenos Aires was the determination of the hard-pressed steward to serve a hot meal, complete with veal cutlet, salad, miniature bottle of red wine, fruit dessert and hot coffee in a full DC-3, from a galley too small for the job.

Since nearly all Aerolineas internal services originating in Buenos Aires start at Aeroparque, the municipal airport of the city, and not from Ezeiza International Airport, few visitors (even if they arrive on one of the Comet 4s) get a chance to see Aerolineas at work in its own country. The writer (a Canadian), however, had time to obtain a wider picture. To American eyes, Aerolineas modernization and efforts at efficiency may not, on the surface, seem to be as advanced as they might look to a Canadian observer. This is mainly because there are no publicly-operated commercial airlines in the US—as there are in both Canada and Argentina—and because Americans are not used to flying from their larger cities from terminals made up primarily of wooden-frame structures temporarily modernized and enlarged until some grandiose structure can be built. Thus Aerolineas' tasteful yet barren airport buildings in a city on the pampas reminds a visitor of recently constructed but as yet modest facilities at airfields on the western prairies of Canada.

Though Aerolineas is constantly short of capital, Brigadier Moragues told the writer, present facilities for training, overhaul and repair at Ezeiza International are far from antiquated. While it is true that this is the only airfield in Argentina with ILS, it does possess one of the best aircraft repair facilities in Latin America. Originally built for Aerolineas by the Douglas Aircraft Co, in the last few years it has converted a DC-3 into a super DC-3 for President Frondizi's personal use and has earned hard currency from regular repair and replacement work on the radar of USAF Super Constellations assigned to continental defence work in the Caribbean area. These facilities reportedly operate at about 50 per cent of capacity and, apparently, are also available to the company's only other State airline competitor. This is LADE, Líneas Aéreas del Estado—the Airline of the State, a smaller version of the American MATS except that it solicits regular business from civilians, not only on domestic routes, but on international ones as well.

ILS is next to be installed at Córdoba, from which it is reported a Brazilian airline, possibly Real, will start a New York - São Paulo - Córdoba return service, for the first time in Argentina air history by-passing Buenos Aires. It is not known if Aerolineas will take part in this move.

Aerolineas Convair 240 at Ezeiza. The Indian name "Chacabuco" on the nose originated in north-west Argentina



A look at Aerolineas aircraft array reveals one of the most varied spreads of aircraft types found in any airline today. As well as the three Comet 4s, Aerolineas flies Douglas DC-3s, -4s and -6s, Convair 240s (almost all of which are unpressurized), and four Sandringhams. The flying-boats operate a service along the River Plate.

In spite of four domestic airlines setting up since 1955 (all are controlled by Argentine or American interests), and the continuing operation of LADE, Aerolineas still carries the bulk of Argentina's passengers and air freight. In the first third of 1959, for example, it carried 104,260 passengers, compared with 34,555 for TSA-Transcontinental, its largest commercial competitor. LADE carried 9,416. Transport of passengers by Aerolineas has risen two-and-a-half times in a decade.

For the future, Brigadier Moragues recently promised to "... eliminate superfluity of bureaucracy . . . and to adjust those factors which go to make up a more lively dynamism in a company . . ." In the same speech he also said he would continue to reduce the number of ageing aircraft, replacing them as soon as he could with more modern, more comfortable types in the hope that the company's deficit can be reduced from future earnings.

In a part of the world where State companies are traditionally over-staffed and personnel is under-utilized, Aerolineas possesses a straight-line administrative hierarchy which should make the job of modernization simpler than elsewhere.

AW.660: THE MILITARY ARGOSY

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machine, carrying a maximum of 16 stretcher cases in three longitudinal four-tier banks of 16, and two medical attendants at either end of the fuselage. Oxygen points, supplied from the aircraft's 25-litre liquid system, are disposed along the fuselage, together with power points.

For supply dropping missions, the aircraft can accommodate two 14,000lb supply platforms each, say, with a quarter-ton truck and loaded half-ton trailer, while large vehicles can be air landed—the low pressure tyres permitting operation from grass or semi-prepared surfaces. As a trunk freighter, it can ferry missiles up to Mace and Sergeant size.

The flight deck has been enlarged over that of the Argosy, to accommodate two pilots, a navigator and a flight engineer. The seats of the two latter crew members turn forward for take-off and landing. A supernumerary crew seat can be mounted on the flight deck access trapdoor, behind the captain's seat. For the crew there is an emergency exit in the roof at the rear of the flight deck.

In addition to HF, VHF and UHF, Decca, Doppler and ADF are fitted, together with cloud collision radar and ILS. Provision has been made for blind landing and an integrated flight system can be fitted. The aircraft has been made independent of ground power supplies, particularly for the tactical support rôle by the installation of an auxiliary gas turbine unit in the port boom. This supplies power for starting and electrical and hydraulic checks, and for emergency closing of the rear doors in flight.

PRINCIPAL DATA

Max take-off weight (normal tankage), 97,000lb; (extra tanks), 103,000lb; max landing weight, 90,089lb; max payload, 29,900lb; capacity fuel load, 33,280lb; average cruising speed (14,200 r.p.m., 80,000lb and ISA 20,000ft), 233kt; range with 29,000lb payload (20 per cent fuel reserves), 500 n.m.; range at 103,000lb take-off (20 per cent reserve), 3,000 n.m.
Take-off balanced field length, max take-off weight, sea level, ISA, 4,800ft; min take-off distance, max take-off weight, all engines, sea level, ISA, 3,260ft; approach speed, 113kt; landing distance from 50ft, max landing weight, sea level, ISA, wet concrete, 3,020ft; operating ceiling, 90,000lb, 15,000 r.p.m., 21,000ft; operating ceiling, three engines, 85,000lb, 15,000 r.p.m., 15,000ft.