



AIR COMMERCE . . .

AIR TRANSPORT AT OXFORD

EVERY year for the past six years the Royal Aeronautical Society has sponsored an air transport course, a three-week series of lectures embracing economics, operations and air law. The course takes place around Easter-time at Oriel College, Oxford, and is attended by 30 or 40 students. These might be described as "young senior executives," all sent by organizations diversely concerned with air transport.

This year's course, which took place between March 24 and April 15, was by all accounts one of the liveliest and most successful to date. The students, 34 in number this year, could be classified as follows (numbers in brackets indicate overseas students): from airlines, 14 (8); Government departments, 6 (2); manufacturers, 11; fuel companies and insurance, 3.

The resident lecturers, as in the past, were: economics, S. F. Wheatcroft; operations, K. G. Wilkinson (BEA) and D. C. Tennant (TCA); air law, A. R. Barrowclough. Also as in previous years, the director of the course was Dr A. M. Ballantyne, and the secretary Miss E. B. Croad.

It is customary for these courses to be addressed by guest speakers, and this year these were:—

Dr V. Gore, Air Research Bureau; Mr R. E. Hardingham, ARB; Sir William Hildred, IATA; Mr L. C. Hunting, president of BIATA; Mr Arnold Kean, assistant treasury solicitor, Ministry of Aviation Branch; Dr E. S. Moul, president of the RAeS and technical director of DH Engines; Mr J. D. Pearson, Rolls-Royce; Mr C. A. Seymour, Air-BP; Mr Basil Smallpeice, BOAC; and Capt J. Woodman, BOAC. Contributing to the course in addition to the resident lecturers were: Mr Frank Beswick; Mr Elliott Bolton, TCA; Mr B. M. Brough, BEA; Mr Tom Carter, American Embassy; Mr Robert L. Cummings, New York Airways; Mr E. J. Dickie, MoA; Mr G. Fitzgerald, Irish Air Lines; Miss M. Goldring, *The Economist*; Mr J. K. M. Henry, Scott and Wilson, Kirkpatrick and Partners; Mr C. H. Jackson, BOAC; Mr M. D. Morrissey, BOAC; Mrs Alison Munro, MoA; Mr R. Nivet, Air France; Dr K. R. Sealy, London School of Economics; Mr John Seekings, BEA; Mr H. E. Smith, BOAC; Mr R. Stoessel, Lockheed Aircraft; Mr P. L. Sutcliffe, Hawker Siddeley Aviation; and Mr D. A. Whybrow, Channel Air Bridge.

Because not many firms are able to spare executives for more than three weeks, and because air transport is nowadays so big a subject, maximum utilization of student work capacity is a keynote of the course. The average working week of more than 20 lectures, plus the case studies on which seminar groups get to work, calls for a working week of perhaps 50 or 60hr. The general consensus of opinion among students is that the pace is hard but that it could be relaxed only by dispensing with indispensable lectures.

The liveliness of the course obviously depends greatly on the personalities of the people attending. This year in particular pro-



"St Gall," the first Viscount V.808 delivered to Aer Lingus in May 1977 appeared at Dublin Airport in a new Easter outfit. The word "Viscount" has been deleted in favour of "Irish International Airlines"—presumably to present the corporate image of the Irish airlines to the United Kingdom and European markets. This must be the longest airline title on the world's air routes—including "Fly Eastern Golden Falcon Jet"

ceedings appeared to go with a swing from the start. One of the case studies (in addition to an air law case involving a hypothetical collision) was Cunard Eagle's application to operate North Atlantic services—the actual application that is soon to come up before the Air Transport Licensing Board. The course was divided into two groups, each with its own "Board" and teams representing BOAC and Cunard Eagle. The fact that there were no representatives from these organizations no doubt enhanced objectivity, and the fulfilment of three weeks' work on the case by each group were the "hearings" and "board decisions" that took place on the last two days of the course—occasions notable as much for their wit as for their wisdom. For the record, both Boards granted Cunard Eagle's application, though with qualifications.

As is the tradition of these courses (which incidentally have now been expanded to include a separate short course for Commonwealth civil aviation authorities) the concluding event was the Bonally Dinner—attended by the president of the Royal Aeronautical Society—in the seventeenth-century hall of Oriel College.

BEA N'A PAS RENONCE LE TRIDENT

THE March 31 issue of the French aviation journal *Les Ailes* included a mildly startling report to the effect that the British Government had decided that BEA will renounce the D.H.121 Trident and, "in the interests of close collaboration with the French industry," will order Caravelle 10s. The report announced that, in fact, BEA had ordered 30 Caravelle 10s and had placed an option on a further 30. The story is fantasy, needless to say—but it does focus interest on the new Caravelle 10, about which more information has now been made available by Sud.

As yet a project, the Caravelle 10 is a development with two JTD8-1s of 14,000lb static thrust each. Take-off weight is 114,640lb and payload-range performance is 1,900 n.m. with 17,600lb of payload and 7,590lb of fuel in reserve. With payload reduced to 13,150lb and the same fuel reserve, stage goes up to 2,100 n.m.

Take-off distance at maximum take-off weight is 6,650ft and CAR landing distance at a landing weight of 89,287lb is 4,462ft. Speed performance is not significantly different from other Caravelles, VNO being 320-390kt. Estimated price is quoted at between \$3m and \$3½m.

Dimensions of the new US turbofan-powered Caravelle, which is reported to be arousing the interest of American Airlines and United, are the same as previous versions, with the exception of the Caravelle 7. That version, which is also aimed at the American market (being fitted with GE CJ805-23C turbofans of 16,100lb), has its fuselage-length increased by 3ft from 105ft to 108ft, all this increase being available in the cabin. The Caravelle 10 has the standard length of 105ft.

A SHOCK FOR THE BUSES

SOME comments on the Air Transport Licensing Board are forthcoming from a non-aviation quarter—from the journal *Bus and Coach*, which is one of *Flight's* associated publications. In its April 5 issue, in an article advising road operators to keep a watchful eye on air-service applications, *Bus and Coach* comments:

"When the Board held its first sitting the handful of road transport men who went along to see the procedure adopted were a little shocked at the lack of formality. No one stood when the Board assembled, all statements were made when seated, objections were heard before the applicant's case was presented, allegations of all kinds of irregular practices were made without any attempt to prove them, documentary evidence beyond that given in advance of the sitting was not presented, and no attempt was made to prove such suggestions as that the licensing of a particular facility would mean wasteful competition.

"I mention all this just to warn road operators what to expect. My advice, however, is to go before the Board just as well-documented and briefed as if they were going to a particularly sticky public sitting before any of the Traffic Commissioners. The Board is likely to get more formal as time goes on. Even if it does not do so, a well-prepared case is always much more impressive than one poorly put together. The big airlines are likely as time goes on to spend big sums on the services of top-rank legal men."

This is an unusual picture for the Air Commerce pages of "Flight," but it is appropriate. At BEA's engineering base at London Airport work is proceeding with enthusiasm on the restoration of Nash Collection veterans by a spare-time group of 20 volunteers, including BEA engineers. In the foreground is an S.E.5, in the centre a Bleriot XXVII, and in the background an Avro 504