



One problem that Bahamas Airways do not encounter, as this picture may at first sight suggest, is snow and ice. This aircraft, one of the BOAC subsidiary's two Viscount 720s, is undergoing major maintenance at Cunard Eagle's London Heathrow base, where engineering work on behalf of the BOAC-Cunard companies is carried out

AIR COMMERCE...

the four governments concerned, to supervise the affairs of Air Union. Clearly some joint governmental body is required but the extent to which this authority will have power to shape the policy of the four companies appears to be a matter on which not all the parties are agreed. It seems to be the general wish that each airline will continue to retain its identity but the French Government wish to have a big say in the affairs of Air France. The reconciliation of this desire with the vision of a supra-national airline consortium operating with the minimum of political interference, may not prove to be too easy to attain.

It is also being said that the French are of the view that Air Union, spawned as it is by the countries of the Common Market, should henceforth equip itself with Common Market-built aircraft. This could lead to problems. Lufthansa, for example, are unlikely to cancel their Boeing 727s and re-equip with Caravelles; and KLM—now almost certain to join—will not wish to have Caravelles forced on them if their technical judgment favours, say, the Trident.

The question of quotas of traffic, i.e., each member's slice of the Air Union cake, is also believed to be far from finally settled. The provisional agreement, which has obtained since May 1959, is: Air France, 34 per cent; Lufthansa, 30 per cent; Alitalia, 26 per cent; Sabena, 10 per cent—these shares being applicable when combined production has reached 2,400m capacity tonne-km. The proportions in 1961, the latest full year for which figures are available (*Flight International*, November 8, 1962, page 731) were: Air France (including UAT/TAI), 52 per cent; Lufthansa, 19 per cent; Alitalia, 18 per cent; Sabena, 11 per cent.

According to some reliable reports the 34:30:26:10 carve-up has recently been changed in favour of France at the expense of Italy, so that the ratios are now 36:30:24:10. This still appears to allow Italy and Germany plenty of room for growth; but there is reason to believe that these countries are not satisfied with their quotas. Alitalia, for example, are reported to be dissatisfied with their share. The original KLM quota, incidentally, which caused the Dutch to walk out in the early "Europair" days of Air Union, was 20 per cent. The Dutch are believed to have held out for 28 per cent, but they will be lucky now if they get the 20 per cent they declined four years ago.

IAC's New General Manager is Mr Sukumar Mullick, deputy secretary in the Indian Ministry of Transport and Communications. He succeeds AVM P. C. Lal.

New 880 Order Viasa has purchased a third Convair 880M for delivery in April. The airline's two 880s link Caracas with New York, Miami and New Orleans.

Two Lockheed L.1049Hs have been sold to a Californian leasing company at a price reported to be \$160,000 each. Four 1049Gs are the subject of another deal which, according to *Interavia*, is pending with the Californian brokers Airmotive Co.

Tu-114 Moscow - Havana Aeroflot are now operating regular services, claimed to be the longest nonstop in the world, between Havana and Moscow, a distance of 6,800 miles. It is reported that the seating capacity is limited from the normal 170 to 80.

No-Show Penalties Dropped The eleven major US airlines will, on February 1, end the scheme for penalties on no-show passengers eight months after it was inaugurated. Payments by airlines to overbooked passengers will continue, the airlines have agreed with the CAB.

TWA and PanAm Mr Charles Tillinghast Jr, president of TWA, has made it clear that the airline has no intention of disposing of its domestic routes separate and apart from a complete merger with Pan American. There had been rumours that TWA were interested in retaining their domestic operations.

Air Ferry In Business The applications to the ATLB from the new company Air Ferry Ltd of Manston for scheduled DC-4 services from that airport to Ostend and to Le Touquet have been approved by the Board. The licences are effective from March 1 next for three years, and summer frequency is limited to not more than ten one-way flights per week.

FAA Traffic Forecast In 1968 US airlines will fly some 62,000m passenger-miles compared with 42,500m passenger-miles in 1962. This is estimated in the FAA's report *Aviation Forecasts, 1963-68*, which covers the whole field of US civil aviation. A limited number of copies are available from the Office of Policy Development, Federal Aviation Agency, Washington 25. No price is quoted.

Boeing 707 Engine Overhaul Times Continental leads Boeing operators with an overhaul life on its P & W JT3C-6 engines of 3,400hr. Pan American is second with 3,200hr on its JT4As. United leads Boeing 720 operators with 3,000hr on its JT3C-7s. Leading the Rolls-Royce 707 operators, as already reported, is TCA with an overhaul life of 4,800hr.

Air Links Helps Out An Air Links Hermes, which the company is publicising under the manufacturer's designation H.P.81, has been assisting Skyways Coach Air on that company's services to Paris. Air Links have been operating the 82-seat aircraft since December. Air Links own three H.P.81s: one is in service at present, another is not used, and the third is expected to enter service in the spring. The company's two DC-3s have been disposed of—one to Rhodesian Air Services and the other to Autair.

American Airlines' 990As American Airlines will take delivery of their five additional Convair 990As, recently certificated by the FAA, towards the end of this month and expect to have all in service by the end of March. The 15 existing 990s now in service will be modified to 990A standard at the airline's Tulsa maintenance base. A cruising speed of 621 m.p.h.—"faster than any other jet transport"—is claimed. This is said by American to be 25 m.p.h. faster than the unmodified 990.

Mr M. F. Payne has joined Central African Airways as sales representative, London

