

## AIR TRANSPORT . . .

once introduced, any new type of presentation tends to stay in service for a relatively long period, even if it is no better than moderately good. The only quick way to obtain sufficient quantitative information to distinguish between the merits of different ASIs is to set up an experimental situation expressly for the purpose, in which pilots read and use the ASIs in controlled conditions, and to supplement this with systematically obtained detailed comment from experienced pilots.

The four ASIs being investigated by BEA are all in current use. In the two-pointer instrument the longer pointer covers a range of 100kt in each revolution whilst the shorter pointer covers a range of 500kt in half a revolution. The split-pointer ASI spreads out the speed-range over two revolutions of the pointer—or two pointers designed to appear as one. In the first revolution the long pointer indicates the lower speeds on the outer scale. In the second revolution only the short pointer remains in view, indicating the higher speeds on an inner scale. The single-pointer, single-turn instrument solves the problem by distorting the scale so that greatest sensitivity is obtained where it is most needed.

## ACCIDENT CAUSE QUESTIONED

SINCE reporting the insurance disagreement between the underwriters for BEA and S. Smith and Sons (England) over the responsibility for the 1961 accident to a Comet 4B at Ankara, Turkey, we have received a letter from the Merchant Navy and Airline Officers Association. In our report we quoted a statement from Smiths saying that there was "considerable doubt" about the causes of this accident and added that no request had, according to a Ministry of Aviation spokesman, been made to the Ministry to approach the Turkish authorities for a review of the accident investigation.

The letter, from Stanley R. Smith, National Secretary (Civil Aviation) of MNAOA, reads:—

"I would refer to your issue dated March 11, 1965, when, on page 359, you printed an article entitled 'Accident Cause Questioned.'

"On this we note two points. Firstly that there is now some considerable doubt as to whether the Smiths Director Horizon had anything to do with the accident and, secondly, you state that a Ministry of Aviation spokesman said that no request had been made to the Ministry to approach the Turkish authorities for a review of the accident investigation.

"This Association, back on January 2, 1962, wrote to the then Minister of Aviation, expressing our very serious concern with the technical aspects of this disaster, and one of the points that we raised in this very first letter was the question of fuel, for this Association has contended, through a series of correspondence and meetings with Ministry officials, that this accident was occasioned by fuel mismanagement. In view of the remarks in your article, it is felt that it is incorrect to say that no approach has been made to the Ministry as regards this accident and, finally, we shall now, of course, be writing direct to the Ministry on this matter, in view of the doubts expressed."

A Ministry of Aviation spokesman, commenting on this letter,

said that, "as there is a legal dispute in progress . . . we would not wish to seem to express judgment on the issue between the parties. However, I am aware of no doubts (such as referred to by MNAOA) existing in the minds of those who investigated the accident.

"The second point seems to arise out of a misunderstanding. The MNAOA appear to question the statement made by a spokesman of this department that no request has been made to the Ministry to approach the Turkish authorities for a review of the accident investigation.

"Expanding on this point, they refer to meetings and correspondence with the Ministry in which they put forward their contention that the accident was caused by fuel mismanagement. These matters were given full consideration at the time, but of course, were not the subject of the question put to our spokesman whom you quoted accurately."

## ANSETT TO DECENTRALIZE

ANSETT Transport Industries has offered to build a £A250,000 maintenance and operational base at Dubbo, New South Wales. The base is designed as a key step in a major decentralization of Ansett airline operations which is planned for the late 1960s.

When Melbourne's Tullamarine Airport becomes operational for domestic services in 1968 or 1969, Ansett-ANA and TAA will transfer their jet base from Essendon to the new airport. Because of the concentration at Essendon Airport, both airlines are having to send aero engines and aircraft to Hong Kong for overhaul. The Ansett solution is to base all jet operations and engineering facilities at Tullamarine and to transfer all turboprop and piston operations and facilities to another centre.

If the arrangement cannot be agreed for Dubbo, the base would be negotiated with some other town. Dubbo is much more central than Melbourne and its use would obviate the need for many hundreds of wasted flying hours every year. Airlines of SA, Airlines of NSW, Queensland Airlines, and Ansett-Mandated of Papua/New Guinea would concentrate their skilled tradesmen at Dubbo.

## PAN AMERICAN AND ITS 727s

AS briefly recorded in last week's issue, page 441, Pan American Airways has ordered 11 Boeing 727s. The airline has also taken an option on four more 727s at a total cost of some \$70.5m (£25m). Eight of the 727s will be used on the airline's intra-German services, starting next spring, and three will be used on its Caribbean routes.

Special interest in this order is the fact that the 727s are to replace the airline's DC-6Bs on the German services and will operate to and from the limited-length runway (5,266ft, 1,605 metres) at Tempelhof Airport, Berlin. These will be the first jets to use Tempelhof on scheduled services. Proving flights were made last December to demonstrate that the 727 can be fitted-in successfully at this near-city-centre airport at which Pan American is at present operating 686 flights a week. Pan American has operated services between Berlin and major West German cities for 20 years. It also serves Berlin with direct flights from New York three times weekly with intercontinental-range jets using Tegel Airport in the French Zone.

The addition of the 11 Boeing 727s will bring the airline's jet fleet strength to 113 aircraft, of which 87 are long-haul. Pan American was the first airline to buy American-made jets when it ordered 49 DC-8s and 707s in 1955.

Trans-Mediterranean Airways has bought this DC-6 from Braathens SAFE, the Norwegian operator. Pictured at Beirut Airport (TMA's base) in the airline's livery, this DC-6 will be used primarily on the London - Frankfurt - Beirut freight service. TMA now has three DC-6s and five DC-4s

