



The first Conqair 990 Coronado (EC-BJD) to land at Birmingham Airport, Edmdon, is seen here taking off on May 20. It is being operated by the Spanish non-scheduled carrier Spantax on IT charters for Horizon Midlands

AIR TRANSPORT . . .

NATIONAL PLANS FOR MIAMI-LONDON

WHEN, in 1970, the Anglo-US bilateral agreement permits an American airline to operate over the Miami-London route, National Airlines, the US domestic carrier, hopes that it will be the one to be approved. National was the first to apply to the CAB for approval of a non-stop service (Eastern Airlines and Pan American have since applied) and considers that, as it is based in the Miami gateway to South and Central America and itself serves the southern states of the USA, it has as good a case as any. So far, except for earlier operations to and from Cuba, National has been a purely domestic airline and the London route extension is a logical means of expansion when further big-scale internal route rights are unlikely to be obtained.

National claims that the UK already produces 33 per cent more business for the airline than any country in Europe and the business is rapidly increasing. If the service is approved, National may use Boeing 747s—of which it has two on order for delivery in 1970—from, say, October-November of that year, depending on the traffic expected. The announcement of the plans was made early last week when National held a board meeting in London—the first such meeting to be held by the airline outside the USA.

BRITANNIA'S MANAGEMENT

THE retirement of Mr J. E. D. Williams as chairman of Britannia Airways and his replacement by Sir Miles Thomas, a former chairman of BOAC, is the next step in Mr Williams's planned withdrawal from the airline industry. He handed over the managing directorship of the company which he founded to Mr John Sauvage on February 28. In 1965 Mr T. E. Langton and Mr Williams sold Sky Tours and Britannia Airways to Lord Thomson and the twin companies are both important profit sources for the Thomson Organisation. Mr Langton left Sky Tours in January.

Commenting on his plans for withdrawal, Mr Williams said to *Flight*: "Lord Thomson and his colleagues have always treated me with the greatest consideration, never interfering with Britannia Airways, and when I wanted nearly \$20 million to buy American jets, they backed me unhesitatingly. It is just that, reaching last year the mid-point of a normal, adult working life, I decided that this was not what I wanted for the second half. I have been working for months with my closest colleagues in Britannia and with the Thomson Organisation to get Britannia into the right posture and with the right industrial structure for Thomson Industrial Holdings to be able to realise the full potential of the airline. In my opinion, Britannia and its present team have a value second to no independent in Europe. Anything I can do to help, as an outside director, I will."

EAGLE AND COMPETITION

DISCUSSING British civil aviation policy in the latest issue of *Eagle International News*, the airline's staff newspaper, Mr Harold Bamberg writes that the Government must be convinced that the reservation of such routes as that over the North Atlantic to the corporations "is not in the best interests of the future of British civil aviation." He adds that he will "continue to campaign for the removal of the barriers which have been built up between the public and private sectors. On the North Atlantic route between the USA and Europe in 1966 Pan American and TWA together carried some four times the number of passengers carried by BOAC. The aim must be for Britain to obtain at least an equal share with the American carriers on this important route . . . Competition is the life-blood of a free society and British Eagle thrives on competition. In addition to the limited competition which we are allowed to offer to the corporations, we compete with other airlines, both British and foreign, and it is important to remember that it is the public that benefits from this competition. We ourselves are now faced with competition by British Rail on the London-Liverpool route; this is a good thing as the public benefits by an improvement in the standards of rail travel and it encourages us to be on our mettle, to be more efficient and to perfect our own product. It is our aim to compete to a far greater extent with both BOAC and BEA on the long-haul and domestic scheduled services in the interests of the nation, the travelling public and ourselves."

More Otters for Aeralpi? In addition to the six DHC Twin Otters on firm order for delivery this year to Aeralpi, the regional Italian airline has ten more on option.

New Car/Cargo Building for Jersey A new vehicle port and cargo-handling area built at a cost of £76,800 came into operation at Jersey Airport on May 8. It includes a 10,000 sq ft covered area for handling car-ferry vehicles and covered cargo-handling areas for British United and Channel Airways.

Nord 262 for Denmark Cimber Air of Denmark has ordered one Nord 262 and taken an option on another. It will be used on domestic and regional services—principally on that between Copenhagen and Sonderborg. Delivery is scheduled for August 1, 1967.

SST Symposium BALPA is, as already reported, to hold a symposium on the SST in London on November 28-30 with SST operations as the principal theme. There will be papers on both the BAC-Sud Concorde and the Boeing SST and the Soviet Union has been asked to give a paper on the Tu-144 from the pilot's viewpoint.