

AIR TRANSPORT...

done within the framework of the Licensing Act. Santiago/Lima-Sydney via Easter Island is still possible, though without sector traffic rights. Thus the South Pacific route looks very uncommercial, at least for the (political) moment.

Caledonian have not been too badly hit. They lose Chicago as an optional traffic-point on their proposed UK-Los Angeles and San Francisco route, and they can serve only one or other of the two West Coast terminals. Furthermore, they can operate to the West Coast only from London, and not from Prestwick—which was an important point in the airline's case for approval—Birmingham or Manchester. But the independent's applications to serve New York and Montreal/Toronto from London and the three other UK centres still stand. They can also operate from these four points to Chicago.

Transglobe, who applied for rights from London/Manchester/Prestwick to Vancouver, have had this refused. The application to operate from these UK points to Los Angeles and/or San Francisco has been cut down to London only, with a choice of one of the two West Coast terminals. They can apply to operate from the three UK points to Chicago.

Finally, two of British Eagle's very wide series of applications

—which include an all-cargo service, untouched by the directives, from various points in Britain to New York and six other points in the USA—have also been modified. The West Coast application is refused in so far as Chicago (an optional point) is concerned and, as with other carriers' applications, only San Francisco or Los Angeles may be served. The mid-Atlantic application has been modified to the extent that Jamaica cannot be served and that the optional route via Chicago is cut out. The other applications stand.

Footnote For the record, the complete statement by Mr Mallalieu reads as follows:—

"The Board of Trade are today giving directions to the Air Transport Licensing Board, under Section 2 (3) of the 1960 Act, to refuse parts of these applications on the grounds that they would involve the negotiation of rights with the government of another country or territory, and that it is inexpedient to seek such traffic rights at the present time. . . . With these exceptions, the applications in question will now require consideration by the Air Transport Licensing Board.

"The processes of the Civil Aviation (Licensing) Act 1960 must, of course, continue until such time as Parliament decides otherwise. United Kingdom operators, however, in making their plans for the future, will no doubt bear in mind the possibility that the work of the Edwards Committee may lead to significant changes in existing policies."

NEW MANAGING DIRECTOR FOR BUA

THE position of managing director of British United Airways has been taken by Mr Alan Bristow following the appointment of Mr Max Stuart-Shaw early this month as vice-chairman of the airline. Mr Bristow has been on the board of BUA since its formation in 1960. He will also become a director of BUA(CI).

In his changed position Mr Stuart-Shaw who had been managing director of BUA since January last year, will be responsible for forward planning, for duties in relation to the airline's long-term route applications and for the preparation of evidence for the Edwards Committee. Mr Bristow now becomes chairman of Bristow Helicopters, another company in the Air Holdings group, and his position as managing director of this company has been taken by Mr G. Russell-Fry.

Two-Eleven Decision Delay a "Good Sign"? Replying to questions by Lord Balfour of Inchrye in the House of Lords on December 4, Lord Beswick said that a decision had not yet been reached about the BAC Two-Eleven for BEA. He added: "But let me put it this way . . . I should have thought that the delay was a good sign, so far as he was concerned, knowing as I do that he favours the purchase of the Two-Eleven."

More 707s for PAA An order for 19 more Boeing 707s, made up of 16 -321Bs and three -321C convertibles, has been placed by Pan American. Deliveries are due between the autumn of 1968 and the spring of 1969.

EI Al -320 Order Confirmed The purchase of two additional Boeing 707-320s has been confirmed by El Al Israel Airlines. They will be delivered in 1969. The airline also announce that the Israel Government has approved the initial steps required for the eventual firm order for a Boeing 747.

Kuwait Orders 707s The expected order from Kuwait Airways for three Boeing 707-320Cs was confirmed and announced late last month. The first will be delivered in November next year and the other two in December, for entry into service in January 1969.

Engine Disintegration Cause The incident at Honolulu International, when a Conway engine of a BOAC Boeing 707-420 disintegrated (see issue of November 30, page 899) was probably caused by a failure of the centre thrust bearing. Following the incident, all 14 unmodified Conway 12 engines used by BOAC were fitted with a later bearing of a different design. The incident occurred at about 100kt during take-off and not, as first reported, while moving to the take-off point. The captain and crew are to be commended by the BOAC board at a luncheon on December 15.



Does BEA now operate to Darwin, Australia? No—but the prototype HS Trident 2 (G-AVFA) has been there on the second sea-level part of its hot-weather trials after ten days of high level trials at Nairobi, Kenya. With the Trident were Mr John Cunningham and Capt W. R. Mitchell of BEA