

\$918 million (£380 million). At least 50 per cent of this would be for essential business, Government and military travel. Therefore, for the purpose of restrictions, you are dealing with only \$450 million [£187 million,]" he said.

But the \$762 million (£320 million) transport gap, he added, could not be "ignored." He thought that a "clearly indicated measure" would be legislation to require that all Government-financed passenger and cargo traffic moved by US carriers. Non-Government travel on foreign flag lines, he described as "a hard one." This travel accounted for a large part of the transport gap and the problem should be examined, but Mr Tipton did not offer an answer. The best way to solve the problem was, he said, to increase foreign travel to the USA.

US TRAFFIC INCREASES

PROVISIONAL figures for 1967, based on nine months' actual and three months' estimated, show that US scheduled traffic ton-miles increased by 29 per cent on 1966, with passenger numbers up by 22 per cent to 133.6 million. Revenue passenger-miles are expected to be up by 24 per cent and cargo ton-miles by 21 per cent. Net profit for the year is estimated at about \$360 million (£146 million) by comparison with \$325 million (£136 million) in 1966—an 11 per cent increase. The differences between the two years were, however, distorted by the 43-day strike of US airline personnel in July-September 1966.

The problem of financing re-equipment (see last week's issue, page 47) will begin to be specially troublesome in 1968. A total of 1,127 aircraft, at an estimated cost of \$8,300 million (£3,500 million), have been or are being delivered in 1967-1971, of which 444 will be delivered this year. According to the Air Transport Association of America, 387 new jets were delivered to the US airlines alone in 1967 at a record cost of \$2,000 million (£840 million).

JAL EXPANDS

IN a six-year expansion programme Japan Air Lines plan to increase their share of international passengers to and from Japan from the present 36 to 44 per cent and the cargo share from 34 to 42 per cent. To do so the airline will increase available ton-miles by a factor of five and revenue ton-miles by four. The present long-haul operating fleet—now consisting of 17 DC-8s and seven Convair 880Ms, used also for domestic services—will be increased to 61, including 48 DC-8-50/60, ten Boeing 747s and three BAC/Sud Concorde SSTs.

A daily transatlantic service will be introduced in July this year, with five weekly New York-Paris services, using DC-8-62s, added to the present twice-weekly New York-London frequency; a twice-weekly service to Mexico City via Vancouver and San Francisco will also be introduced in September. In due course JAL hope to operate their own jet aircraft on the Tokyo-Moscow service, which is at present operated with Aeroflot aircraft (Tu-114) and flight crews. Other planned extensions include services to Sydney in 1969 and across the Pacific to South America in 1971. There will be increases this year in the frequency of Pacific services to and from the USA.

DC-9] BELOW ASSIGNED ALTITUDE

THE West Coast Airlines DC-9, N9101, which crashed on a mountain slope near Wemme, Oregon, on October 1, 1966, had been allowed by the crew to descend below the altitude assigned to it by ATC according to the accident report issued recently by the National Transportation Safety Board. The flight was a scheduled operation between San Francisco and Seattle, with stops at Eugene and Portland, and the DC-9 was on the descent into Portland when it hit the ground at an altitude of 3,830ft a.m.s.l. The 13 passengers and five crew-members were killed. The 50-year-old captain was highly experienced, although he only had 17½ hr on DC-9s at the time. He was undergoing a routine check flight by another highly experienced captain, who had more than 50hr on the type.

No evidence was found at the crash site which indicated malfunction of the aircraft, engines or systems. The flight recorder traces were transcribed and revealed a normal descent path until two seconds before impact when a steep climb was initiated. The cockpit voice recorder was destroyed in the impact and subsequent fire and the tape was fused together.

The crew had acknowledged descent instructions from 14,000ft to 9,000ft and a minute later were asked to set

their transponder to "squawk zero four zero zero." They acknowledged this and asked which runway was in use at Portland. Their last transmission was an acknowledgment of a request to report reaching a heading of 300°.

The report concludes that the 9,000ft clearance was understood by the crew and surmises, by reconstruction of available evidence, that the crew was aware of their geographical location. It disposes of the theory, however, that the figure four in the transponder setting instructions was responsible for confusion in altitude assignment. The probable cause has been officially set down as "descent of the aircraft below its clearance limit . . . but the Board has been unable to determine the cause of such descent."

BID FOR ALDERNEY SERVICE?

AS talks continue between the Channel Islands Air Advisory Council and British United Airways on the future of the Alderney services, two or three small airlines, it is understood, are expressing interest in taking these over should BUA decide to pull out. On December 28 a demonstration flight between Guernsey and Alderney with a ten-seater Britten-Norman BN-2 Islander was staged by Glos Air of Staverton, Bloucester. On the flight were members of the airport sub-committee of Guernsey's Board of Administration, which is responsible for Alderney airport. Glos Air has so far operated only charter flights, but plans to start a scheduled service in the Swansea area. The company at present owns only one Islander, but has two more on order. BUA operate their Alderney services with reduced-payload Herons carrying 14-15 passengers.

Autair Appointments In preparation for new services, Autair International has appointed Mr Max Coulson as sales representative for northern England, based at Tees-side Airport, and Mr John Anderson to the London sales staff.

First Lady of KLM On January 9 Miss Kitty Smith, secretary to the UK general manager for KLM, was the guest at a private party to celebrate her 40 years of service with the airline. She joined KLM on that date in 1928, just three weeks before the move to the new Croydon airport from Waddon and, except for a brief period in 1940, remained with the airline, doing a wide variety of work before and after being appointed secretary to the then regional director after the war.

James Muirhead Johnston We regret to record the death, mentioned briefly last week (page 42), of Mr James Muirhead Johnston, editor of *ABC World Airways Guide* from its first issue in June 1946. Since that issue, with its 200 pages of relatively localised information, the *Guide* has grown to 1,800 pages with a world-wide circulation. Mr Muirhead Johnston, who also edited the *ABC Air Cargo Guide* (originally a small section at the back of the passenger-service *ABC* and now in two parts) had an expert knowledge of airline rates and schedules, but was interested in all forms of transport; at the time of his sudden death, at the age of 55, he was doing a second spell as chairman of Aviation Forum. He leaves a wife, son and daughter.



In a top-level addition to the board of Air France, M Pierre Marion (right) has been appointed deputy managing director. One of the most experienced men in the airline, which he joined in 1942, M Marion had previously been general manager of the Eastern Asia and Pacific Division, based in Tokyo, since 1963, and had earlier been director of flight operations from 1958