claimed that its application for trans-Pacific routes received only "the most cursory treatment." The issues raised by World were never "meaningfully considered by the CA B examiner . and. of course, not at all by the board." said the airline. During the route case proceedings World argued that its certification would avoid disruption of the present competitive balance among the domestic carriers, and because of its efficiency of operation, incentives and freedom from the 1ATA fare structure, it could bring down fares and rates across the Pacific.

In a highly unusual action, two Senators from the State of Washington also filed petitions fo r reconsideration with the CAB. The Senators. Warren G. Magnuson and Henry M. Jackson, said that the trans-Pacific decision "constitutes sub-stantial backward steps in so far as the aviation needs of the Pacific North-West are concerned." The board had failed to make any realistic new trans-Pacific awards to the area, they added.

EAGL E SAL E IMMINEN T

A CONSORTIU M was last week on the point of acquiring British Eagle (Liverpool) Ltd, plus some of the assets of the liquidated British Eagle International Airlines; M r Denis Henry, representing the liquidator of BEIA, announced this at an Air Transport Licensing Board hearing in London. The consortium, which is headed by M r Geoffrey Edwafds, has reached an agreement with the liquidator, expected to be signed this week, which is conditional upon the transfer of some of the BEIA licences to the Liverpool com-pany, which itself still holds important domestic trunk-route licences. M r Edwards is one of the principals who brought off the multi-million pound sale of an air-defence system, including Lightnings, to Saudi Arabia in 1965. i

M r Harold Bamberg, former chairman of British Eagle, is not a member of this consortium. He has, in the name of a company called British Eagle International Ltd (which is not the same as BEIA) also applied to the ATL B for some of the British Eagle licences. Through a letter sent on his behalf to the liquidator, and read at the ATL B hearing, M r Bamberg said that he was not opposed to the sale of British Eagle (Liverpool), provided that the liquidator was satisfied as to the financial qualification of the purchasers. He appreciated-that the sale would be, in the best interests of the creditors and presumably also of the staff. When the licences came before the ATL B for consideration, M r Bamberg said, he would con-sider the withdrawal by British Eagle International of its application.

M r Henry said that provided the consortium was satisfied on the subject of the licences, it expected to be able to restart

operations within two months of a decision by the ATLB. and would not wail for the result of any appeal that might be made. As soon as the contract was signed between the liquidator and the consortium, application would be made to the ATL B under Regulation 16 of the Civil Aviation (Licens-ing) Regulations, 1464. This is a regulation which provides in effect that if, in the course of a reconstruction or merger, an airline is transferred or sold to another company, its licences pass to that other company, which must then apply to the ATL B within 28 days for the name of the licence holder to be amended accordingly.
A company named Manx Eagle Airlines, recently registered in the Isle of Man. but not yet trading, does not appear to have any connection with the above transactions.

IMPROVIN G THREE-ELEVE N PROSPECT S

A LETTE R of intent has been given by Laker Airways to the British Aircraft Corporation for the purchase of four Three-Elevens at a value of more than £20 million. The airline intends to replace its whole fleet of four One-Elevens and two Boeing 707s in 1974 with these four aircraft if the project goes ahead. The Three-Eleven is expected to be in airline service by 1974 and will be capable of carrying holiday passengers in nine-abreast seating with two aisles.
M r Freddie Laker, chairman and managing director of Laker Airways, said last week: "M y policy has always been to buy British and my only regret is that I have had to lease American Boeing 707 aircraft until something more suitable, from a long-term point of view, came into the market. By 1974 the public wil l demand the comfort of the wider cabin and the BAC Three-Eleven is the perfect answer. Let us hope that the Government agree with us and allows the British aircraft industry just for once to produce the right size at the right time." He was also reported as saying: "There is no question that we in Britain ought to build the Three-Eleven on our own. It wil l sell and the European Airbus wil l not. I will not buy an aeroplane from a European consortium and neither wil l the Americans."

F.28 T O AUSTRALASI A

TH E third prototype Fokker F.28 Fellowship, now fully equipped to production standard, left Schiphol Airport. Amster-dam, on February 9 for a six-week demonstration tour of Australia. New Zealand and the Fiji Islands. In order to fly long stages on the ferry flight to Australia and back, the aircraft has extra tanks. The first hop was, for instance, to be Amsterdam-Damascus, after which the aircraft is staging through Karachi. Rangoon and Djakarta.
Apart from the good prospects in Australia, already recorded. New Zealand's NA C is showing interest and there are hopes of sales in Fiji. A contract fo r two aircraft for Ansett Transport Industries is due to be signed soon and this initial contract may