The new Cessna Crafted 400A Integrated Flight Control System.

Up until now, only the jet pilots have been able to enjoy all the advantages of a flight control system.

Now for 1972, the Cessna 400A Integrated Flight Control System brings to General Aviation the ease and convenience of computerized flying.

This General Aviation breakthrough combines the superior flying qualities of the Cessna Crafted 400A Autopilot with a command computer that puts flying information in front of the pilot in a pictorial presentation.

It gives complete automatic or manual control from climbout through instrument approach plus go-around capability.

And the Cessna 400A Integrated Flight Control System requires no compromise of any of the airplane's normal flight characteristics, such as approach speed or use of flaps which some less professional systems require.

And that's only the beginning of what the system can do. Here are some of the professional features:

- Automatic Pitch Synchronization—Eliminates the need for you to trim your airplane prior to engaging the autopilot.
- Pitch Hold—Any desired pitch command can be inserted into the attitude director by merely tapping the pitch synch button on the control wheel while the airplane is in the desired attitude—particularly useful on a back course approach when no glide slope is available.
- Precision Altitude Hold—Autopilot system holds a very precise altitude even during turns, or when the engines are throttled back.
- Mode Selector—Highly effective presentation of flight control system operating mode provides convenient monitoring. Mode selector annunciator lights are visible and readable even on brightest and sunniest days.

All the features you expect of a complete, professional system.
At about half the price you'd expect.

AIR TRANSPORT...

ling company for BOAC as well, is 49 per cent owned. Possibilities of opening more Gulf Hotels in Abu Dhabi and Dubai are being examined and a new handling company with a 25 per cent Gulf holding has just been floated in Muscat. While engineering facilities exist only at Bahrain at the moment, development is planned at Abu Dhabi airport to provide another base and there is likely to be a further opportunity later this year when the new Mezoon airport is opened outside Muscat.

"There is undoubtedly a lot of helicopter business in the Gulf," says Alan Bodger, "and it's about time we got in on it." Indeed Gulf Helicopters has been formed, though it is as yet without hardware. Gulf owns 51 per cent, BOAC Associated Companies and BEA Helicopters sharing the remainder. Alan Bodger: "It's a bit of a chicken and egg situation—first we find out what the oil companies want, then we equip." He has been recruiting a manager to provide the liaison in London at this stage. There are two Gulf directors, with Capt J. W. G. James of BEA Helicopters as chairman—they should be in business by the end of this year.

Is there any threat to Gulf as the "national" airline of the South Gulf? Efforts have been made in the past by the Kuwaitis to found an airline in the area and, although these have been strongly resisted by the Bahrain Government to date, it would be unwise, says Alan Bodger, to underestimate the power of the Kuwaiti dinar. But the Bahrain Government has said that Gulf Aviation must above all remain commercial—Alan Bodger: "This is good news as far as I am concerned." The Government does not want to have to subsidise local aviation, which is "very heartening indeed."

M V S AIRLINES?

HOW to form two airlines out of one has recently been demonstrated in Kuala Lumpur and Singapore, with the disintegration of Malaysia-Singapore Airlines and the formation of MAS (Malaysia Airlines System) and MSA (Mercury Singapore Airlines) from its assets. As mentioned in Flight for February 10, page 212, Singapore was quick to register its new company Mercury Singapore Airlines so as to continue use of the well known letters MSA; and as the island republic is getting nearly all the aircraft under an agreed Scheme of Reconstruction—five Boeing 707s and seven 737s, plus two Fokker-VFW F.27s—these will continue operating in MSA markings. Malaysia, as far as aircraft assets are concerned, is getting nine F.27s and three Britten-Norman Islanders.

The Scheme of Reconstruction, set out in a 33-page document which has been approved by the board of MSA, its shareholders and the Singapore High Court, puts a value of $S245.4 million on the airline's assets as at June 30 this year—the date when the actual division is scheduled to take place.

Although the splitting of MSA into two is symptomatic of the widening political gulf between Malaysia and Singapore, there has reportedly been a spirit of co-operation between representatives of the two governments which has helped greatly in the long process of working out the extremely complicated reconstruction scheme.

Significantly, the lion republic is getting the lion's share of the airline's assets, some $S202.9 million as against Malaysia's $S42.5 million, if the division occurs when scheduled. But it looks as though Malaysia's considerable shortfall will have to be made up in cash by Singapore, since the scheme has laid down a guideline by which each side shall get an equal share.

According to this, each government is entitled to the net value of its shareholders in MSA, which is 42.79 per