

CIVIL AVIATION

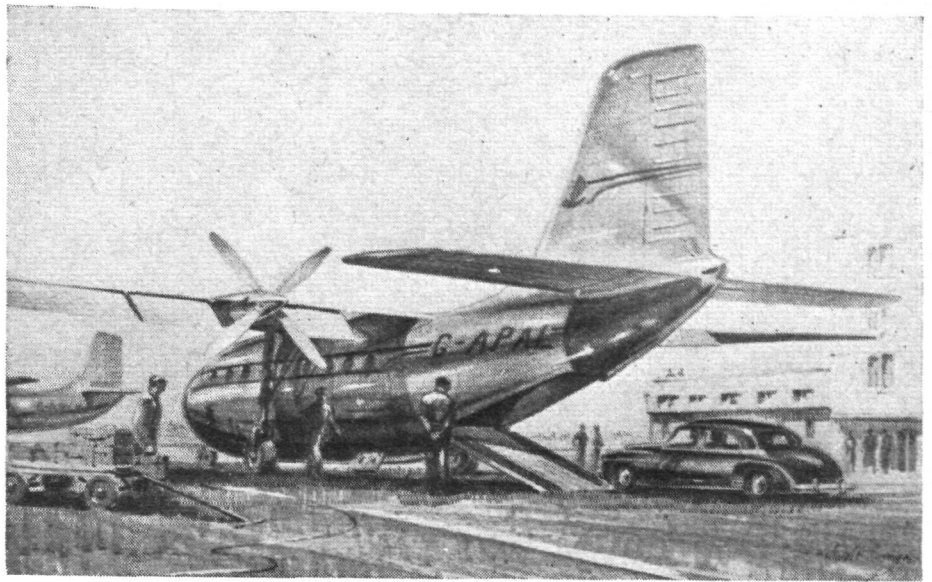
PROFIT AND LOSS

PROVISIONAL operating results for both the Corporations are disclosed by their respective chairmen in the air transport supplement published last week by the *Financial Times*. Sir Miles Thomas states that B.O.A.C.'s accounts will show an operating profit of "slightly more than £100,000 before payment of interest on issued capital." In the financial year 1951/52 the corresponding figure was almost £1½m, leaving a surplus after payment of interest on capital of £274,999. The other Corporation's chairman, Lord Douglas of Kirtleside, reveals that B.E.A.'s deficit rose from £1,423,000 in 1951/52 to £1,459,000 in 1952/53. This figure, however, represents 10 per cent of revenue compared with 11.6 in 1951/52. Various reasons are given for these twin set-backs of which the fuel shortage last year was one of the most important.

In the same publication Mr. Peter Masefield contributes a stimulating article on the future of helicopters. He observes that there are now under construction in the United States two helicopters which may be available for passenger services there after about 1956: the twin-rotor Piasecki H.16 50-seater, and the single-rotor Sikorsky S.56, only slightly smaller, both of which will be twin-engined. Today's problem, said Mr. Masefield, is how to fill in the gap between the present experimental and uneconomical services with small single-engined helicopters and the future scheduled commercial operations with the large new British aircraft. On to that question, he adds, "there comes the problem of whether orders for the large American helicopters should be contemplated so as to get economic British helicopter services established three or more years before they would be possible with British machines."

MORE INDEPENDENT SERVICES APPROVED

THREE proposed new air services were approved recently by the Minister of Civil Aviation, acting on the recommendations of the Air Transport Advisory Council. The new services are: A "colonial coach" service between London and Cyprus, by



PUSHER PROJECT: an artist's impression of the Percival P.87, a Dakota replacement to be powered by two Napier turboprops. Carrying 36 passengers or 10,500 lb freight, the machine features rear-ramp entry. A model was displayed at Farnborough.

Skyways, Ltd., until October 26th, 1955; a vehicle ferry between Lympne and Calais, by Silver City Airways, Ltd., until October 11th, 1961; and an all-freight service on the route Birmingham-Dusseldorf, or Frankfurt-Copenhagen-Stavanger-Oslo-Stockholm-Gothenburg-Copenhagen-Dusseldorf, or Frankfurt-Birmingham, by Eagle Aviation, Ltd., until August 31st, 1960.

SHEEP AIRLIFT

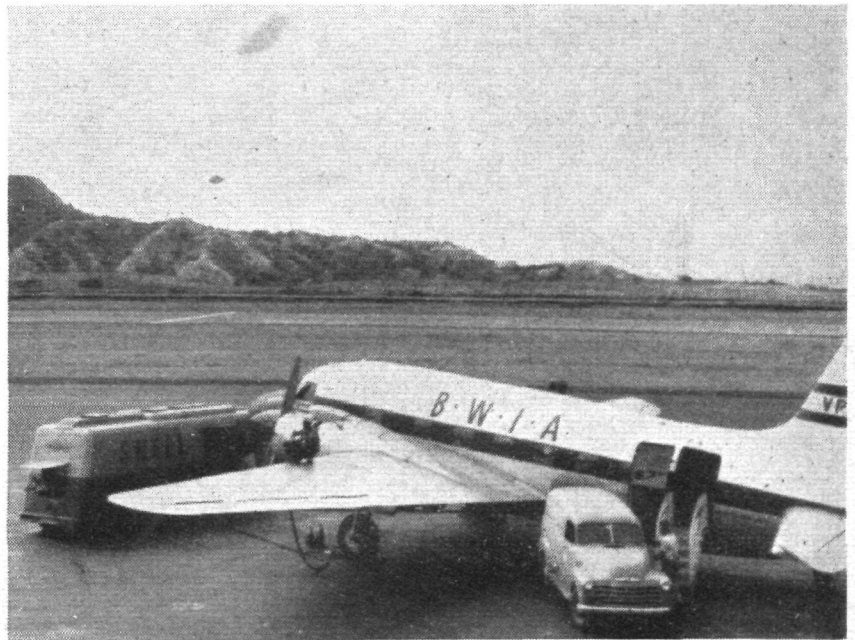
YORK freighters on B.O.A.C.'s Far East run are estimated to carry a yearly average of 130,000 animals, birds, fish and reptiles. The first large consignment of sheep was flown last week, when a York flew 150 from Singapore to Lod, Israel.

NEW U.S. COMET VIEW?

AMERICAN diplomatic officials in Washington report that the British Air Registration Board is expected to invite the U.S. Civil Aeronautics Administration to send a jet evaluation mission to Britain in November to speed up possible U.S. certification of Comet airliners. According to an agency message from the American capital, an official who recently returned from Britain has reported favourably on what he has seen of the Comets, and was impressed by the amount of the research work being performed at the de Havilland Company.

The officials said also that Civil Aeronautics Administration

VENEZUELAN VIEWS taken at Marquatia Airport. On the left, the stylish terminal building and control tower; on the right, a Viking of British West Indian Airways is seen being refuelled. The airline, which is owned by B.O.A.C., at present operates a fleet of six Vikings and two Dakotas—to be supplemented later by three Viscounts. Nearly 60,000 passengers were carried last year over the 7,000-mile B.W.I.A. network, which links various Caribbean islands with North and South America.



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knowledge of jets has been based largely on U.S. Air Force jet aircraft and not on civilian airliners.

In addition to meeting the Air Registration Board, the U.S. jet evaluation mission is expected to be given personal experience of flying in Comets.

BRAZILIAN NEWS

AN application by Canadian Pacific Airlines for exemption of Customs duties on imported aviation material has been refused on the ground that, although authorized to operate in Brazil, its air services are subject to prior approval by the Brazilian Government. Exemption can be granted only in the case of approved services and provided the Canadian Government extends a similar favour to Brazilian aircraft.

Modifications introduced in Pan American Airways services in August include: (i) two new weekly services between New York and Buenos Aires, via San Juan, Caracas, Rio, Sao Paulo, Porto Alegre and Montevideo; (ii) inauguration of Super DC-6 Tourist service on New York-Buenos Aires route, calling at San Juan, Port of Spain, Sao Paulo, Porto Alegre and Montevideo; the round trip means a saving of 120 dollars. The 48 Super DC-6s ordered by PAA represent an investment of \$60 million.

The runway at the Galeao Airport, Rio, is now being lengthened from 2,400 to 3,200 metres for the use of jet aircraft when weather conditions are unfavourable.



EXECUTIVES: A pleasing selection of American small medium/twins, all Lycoming-powered. They are the Piper Apache, Grumman Widgeon, Aero Commander, Riley Twin Navion and Beech Twin Bonanza.

BREVITIES

SOUTH African Airways ended the 1952-53 financial year with a profit of £198,527. During 1953-54 the expected increase of £1,205,000 in expenditure will be incurred mainly in meeting the cost of chartering B.O.A.C. Comets and thus improving the airline's overseas service.

Mr. Ivar L. Shogran, head of the Douglas Aircraft Company's jet transport study and development project, is now in this country to obtain first-hand information on British turbine power plants and turbine-powered aircraft. With M. E. Oliveau, chief European representative for Douglas, Mr. Shogran is exchanging views with major airline operators on jet and turboprop transport requirements.

Capt. Russell Tapp, of Sydney, line manager of Qantas, arrived in Johannesburg by the Cocos-Mauritius route, for the celebration of the first anniversary of Quantas Sydney-Rand service. Capt. Tapp said that the amount of traffic on the route had fulfilled

expectations, but it was too early yet to decide whether an increase in frequency of the service was warranted. An increase would not be considered until Qantas took delivery of its Super-Constellations, the first of which was expected in March.

First aircraft to land at Johannesburg's £6,000,000 new airport, Jan Smuts Airport, at the official opening on September 1st was a South African Airways aircraft, ZS-BWN. A new road is being built to link the airport, which is at Kempton Park, 14 miles from Johannesburg, with the main Glendower road to the city.

The second Comet service from Europe to South Africa will start its first flight from Paris to Johannesburg late in September or early in October, according to the South African Minister of Transport. The service will be operated by Union Aeromarine de Transport, and will take the route through Kano and over the Sahara Desert.

FROM THE CLUBS

A LARGE increase in the number of aircraft C. of A. overhauls performed is reported by the Wiltshire School of Flying, Thruxton. The School's instructors have been very busy since April on an amount of Army co-operation flying; a total of some 350 hours has been flown on this work. Recently, one of the pilots trained by the School, Mr. A. J. Steven, from East Africa, made a return flight to Hargeisa, East Africa, in his own Auster shortly after obtaining his P.P.L.

A RECENT appointment to the flying staff of the Elstree Flying Club is of Mr. J. McR. Patterson as a part-time instructor. A first solo has been made by Mr. E. Chappelle, who first flew as an air gunner in the 1914-18 war. Another Elstree veteran is Major H. Petre, who demonstrated a Deperdussin monoplane in 1912, and now flies regularly with the club.



BLUE skies and a warm sun attended the lunch patrol held the Christchurch Aero Club on Sunday, September 6th. The take-off tardiness of the defenders enabled six attacking aircraft (including *Flight's* Gemini) to arrive unobserved—and also enabled a forthright Auster pilot from Elstree to point out rather tactlessly, how much better things were done there. The afternoon's spot landing competition was won by Mr. J. Stone, of the Flight Refuelling Club.

THE Popular Flying Association announces the formation of the Tees-Side Flying Group, which is taking over the Taylorcraft aircraft formerly operated by the Tees-Side Flying Club. The new group is replacing this club, and will be run on co-ownership lines, operating from West Hartlepool Aerodrome.

Other P.F.A. news is that the Motor Tutor, the first post-war ultra-light aircraft to obtain its type C. of A., is being considered by Air Training Corps authorities for the conversion of glider pilots to power flying. Concerning the development of the Coventry Victor "Neptune" engine, which is being modified for use in ultra-light aircraft, the Association is hoping to arrange the necessary flight trials when the engine has passed its A.R.B. type test on the ground.

TO THE BELGIAN CONGO from Elstree, a recent delivery flight was made by Miss R. M. Sharpe, M.B.E., test pilot for W. S. Shackleton, Ltd. The aircraft is an Aiglet Trainer, seen here with pilot at Elstree before the 6,000-mile flight to Leopoldville.