

PERSONAL LOG

Continued from Page 30

a rapid visit to New Zealand on May 17 to take part in the important conference concerning the future of the Tasman air service.

He had to lead the case for the handing over of the service to British Commonwealth Pacific Airlines, and it is understood he was able to offer New Zealand, as major partner in the joint-Governmental Tasman Empire Airways Ltd., equal shareholding (40 per cent. each) in BCPA as an inducement. Announcement of the decision had still not been made when this note was written.

Britain regarded the loss of prestige over the service so seriously that she sent VAUGHAN WILLIAMS of the British Ministry of Civil Aviation, and T. PARIS, of the Ministry of Supply, to represent her at the committee meeting in addition to her High Commissioner to New Zealand, SIR PATRICK DUFF.

No sooner had Captain Johnston returned to Australia than he was off again—this time to Geneva, to represent Australia at the meeting of the General Assembly of the International Civil Aviation Organisation.

This meeting will be a vital one in its effects on world air transport. Before it will be laid the final reports of most of the technical division of ICAO, whose adoption will impose on the nations an obligatory code, covering recommendations and standard practices for all aspects of international commercial aviation.

The question of multilateral agreements will again be to the fore, and there will also be discussions on the

facilitation of air traffic by the cutting out of unnecessary or irksome immigration and customs forms.

A proposal will be made to the Assembly that the Council should be elected for three years and that the Assembly should meet only when a Council election is to be held.

Other members of the Australian delegation will be DR. K. N. E. BRADFIELD, MESSRS. D. G. ANDERSON, R. M. POWER, H. W. POULTON, J. T. FOGARTY, W. H. BURCHETT and C. J. SMITH.

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JOHN R. WATKINS, TAA's technical representative at the Consolidated Vultee factory for the past six months, has returned to Australia to take part in route planning in preparation for the delivery flights of the five Convair Liners.

He will return to the USA in a few weeks' time to take delivery of the aircraft.

Mr Watkins said that American Airlines had tested the Convair Liner over 100,000 miles on scheduled cargo operations and found the aircraft completely satisfactory. The company now operates its first 15. By the end of this month 30 Convair Liners will have been delivered to domestic US airlines.

Consolidated have promised that TAA's first Convair (No. 64 on production line) will be ready for acceptance by the end of this month.

CAPTAIN A. E. DORWARD, assistant branch manager (Melbourne) of TAA, has resigned to take over

a new garage service station he has purchased at Springvale. He was TAA's first flying instructor at National Airlines School at Point Cook during the middle of 1946. He later went on the route flight of Douglas DC-4's and was one of the four pilots who made delivery flights of TAA's DC-4's from America to Australia. "Ted" Dorward is not getting far away from flying; he finds his new service station is only three miles from the Mentone airport.

J. MORTON, recently ANA's popular Adelaide manager, has been appointed manager of the National Instrument Co., Melbourne. This new company incorporates ANA's Instrument Department at Essendon.

K. BEAMISH, previously manager of ANA's Passage Department, has replaced J. Morton in Adelaide. He will be acting manager pending the appointment of a new manager.

K. M. FREWIN advises that Corio Air Engineers has now taken over the Brown and Dureau establishment at Geelong, Vic. The four principals of the new firm are A. E. COGHLAN, general manager of Corio Air Engineers, and this company's operating associate, Corio Air Freighters; J. S. McCALLUM, secretary; J. E. WILSON, technical consultant; K. M. Frewin, manager of Corio Air Freighters. The engineering section will carry out conversions and repairs, and will do the servicing for the operating firm which will operate mainly between Geelong-King Island-Ballarat-Bendigo with proposals to extend to Shepparton and Echuca, and to Colac-Pt. Fairy-Hamilton-Horsham-Ararat. The company will carry its own fish and vegetables and do their own retailing. END

HUDSON AIRCRAFT and SPARES

The bulk of RAAF Hudson spares have been acquired by the Wilmor Trading Co. Pty. Ltd. and local and export orders are promptly arranged. Hudson aircraft are also available.

WILMOR AVIATION SERVICE Pty. Limited
Bankstown Aerodrome N.S.W.

Registered Address:

153 Beauchamp Road, Matraville, N.S.W.

Telephone FJ1919