

flight lasted 1¼ hours and—as is usual with first flights—was reported to be completely satisfactory. First deliveries from the initial production batch will enter service this summer with a French internal operator, Air-Inter, on a network which should give the Super-Broussard an excellent shakedown. Production is planned £A1,140,000 to start Super-Broussard production and to get it into service.

The photograph of the model MH.262 development, the prototype of which will fly fairly late in the year, makes an informative comparison with that of the prototype MH.260. The same 990 hp Turbomeca Bastan turboprops are fitted to both aircraft, but Nord-Aviation has also started brochuring the pressurised Super-Broussard MH.262 with two 1065 ehp Turbomeca Bastan VI. The more powerful engine is fitted with four-bladed Ratier airscrews 10 ft. 6 in. in diameter. Revised performance figures for the 29-seater with these engines are summarised below:

Empty weight	12,550 lb.
Max. takeoff	21,715 lb.
Max. landing	20,720 lb.
Zero fuel	20,500 lb.
Max. payload	7,570 lb.
ISA performance—	
Max. cruise (2 x 890 shp)	217 kt.
Normal cruise (2 x 790 shp)	205 kt.
Stall, power off, 21,715 lb., take off configuration	76 kt.
Climb, sea level	1,930 ft./min.
One engine	370 ft./min.
Takeoff ground run	1,380 ft.
to 35 ft., one engine	3,250 ft.
Landing run from 50 ft., at 20,720 lb.	1,740 ft.
Range (with 45 min. holding)	2760 nm.

### BOAC OPTIMISTIC

A RECENT release from British Overseas Airways Corporation points up a number of encouraging prospects for 1962, which it describes as a year of consolidation after the difficulties of 1961. In the spate of rather dismal comments that have issued from other sources these are worth noting. They point out that costs per unit of output have recently come down "dramatically" and are continuing to do so. In January they were only 27d a capacity-ton-mile. The trend of break-even load factors was also significantly downward. For BOAC as a whole they are not more than 56%, compared with 63%-65% five years ago. Though, for the first time in the corporation's history, they were making a small reduction in the number of seats offered on the North Atlantic, expansion was planned in other directions.

"Some of our 707s will be applied to the eastern routes and will link up in Hongkong with our trans-Pacific 707s to provide from April an unsurpassed one-aircraft round-the-world operation," states BOAC. "Later in the year the 707s will also operate between Britain and Australia, augmenting our Comet services on that route. A number of Comets will then be transferred to BOAC's East African and West African routes and so give us the opportunity to strengthen our competitive position in these areas. By about November it is hoped that the Britannia 102s will have been completely superseded and some will become available for sale."

BOAC points out that in the past 2½ years it has opened 30 new sales offices — a total of 59 — and 32 new sales shops (83), aimed to fill the additional capacity

## BANKSTOWN AIR SHOW

THREE closed circuit pylon air races will be a new feature of this year's Bankstown Air Show to be held at the Bankstown airport on April 1. Interest in these and a full day's program of flying displays by Service and civil aircraft — as well as an extensive static display of aircraft and aviation equipment — are expected to attract big crowds to this two-yearly event.

Held over a course that roughly follows the boundary of the airport, in full view of those attending, the three races include

- The KLG 50th Anniversary Race, open to aircraft with a recognised or manufacturer's maximum speed of under 150 mph, which will be over a distance of 20 miles (three laps);
- The 26-mile (four laps) Mobil Trophy Race, open to aircraft with a maximum speed of more than 130 mph; and
- A "women pilots only" Powder-Puff Derby over four laps (26 miles) limited to aircraft with a maximum speed of less than 200 mph.

A free-for-all aircraft and licensed pilots' Time-of-Arrival contest will also be held, in which prizes will be awarded to competitors arriving at Bankstown between 10-11 a.m. and closest to a secret time. These aircraft are to takeoff from a place at least 75 miles from Bankstown.

Though the RAAF will not take part — due to a directive banning participation in any air shows apart from Air Force Week — both the Royal Australian Navy and Army will join in displays. Navy Sea Venom and Sea Furies will offer both formation flying and individual aerobatic displays, and there will also be a Gannet dive-bombing attack. Royal Australian Army Light Aircraft Squadron and Navy helicopters will give demonstrations.

Other attractive items in the program include sky-diving and mid-air baton passing by six members of the Para-nauts, and also wing-walking attempts by these skilled parachutists; formation flying and aerobatics by the Royal Aero Club of NSW; formation banner pick-ups; a midget aircraft demonstration; a fire-fighting demonstration by DCA firemen, and a mass parachute descent and supply drop by the NSW School of Parachuting.

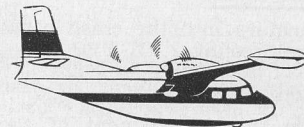
now available. "Profits are within our reach," BOAC claims on an encouraging note of optimism.

It is also interesting to note that this month the three British Commonwealth parallel partners, BOAC, Qantas and Air India International, are sending a combined sales team to Belgium, Germany, Switzerland and Italy to boost interest in the East and Australia as tourist areas. Messrs N. Geikie, A. Vicary and L. Power are the Qantas representatives on this venture. Four hostesses, one each from Australia, China, India and Japan, will accompany the team. Their program will include Press, TV and radio publicity and representations to travel agents.

### CPAL TALKS WITH AUSTRALIA

REPORTS in the British aviation Press that Canadian Pacific Air Lines "has been unsuccessful so far in obtaining Australian agreement to operate turbojet equipment on its Vancouver-Sydney route, although Qantas operates 707s into Vancouver" are emphatically denied by the Australian Department of Civil Aviation. Reason for the emphasis . . . CPAL has not sought such

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