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COMPETITION - WIN GEMINI MODELS



CROYDON, JULY 1931



Simon Murdoch bought a photo album in an antiques shop recently and inside was this image with the following inscription. "The world's largest passenger aircraft of 1931 inaugurated its first passenger service to Croydon, London Airport from Berlin Tempelhof on July 1, 1931. The giant two-storied fuselage aircraft – a Junkers G.38 with four engines – was one of only two actually built by Junkers. It was operated by Deutsche Lufthansa as D-2000 and was later re-registered as D-AZUR. It was

so large that six passengers sat in comfortable scenic seats with floor windows inside the wings between the engines and the fuselage! This prototype aircraft was later upgraded to hold 30 passengers on two levels in the main fuselage and a crew of seven. The photograph shows it on the apron at Croydon with a large crowd of interested people having a closer look around it. Note the old Croydon control tower and Armstrong Whitworth Argosy G-AACI 'City of Liverpool' in the background."

GOATS SACRIFICED AT NEPALESE AIRLINE

Officials at Nepal's state-run airline have sacrificed two goats to appease Akash Bhairab, the Hindu sky god, following technical issues with one of its two Boeing 757 aircraft. Nepal Airlines suspended some services in recent weeks due the problem. A spokesman for the carrier said the goats

were sacrificed in front of the 'troublesome' aircraft at Nepal's international airport in Kathmandu in accordance with Hindu traditions. "The snag in the aircraft has now been fixed and it has resumed flights," said a senior airline official, without explaining what the problem had been.

A POUND TO 'SPEND A PENNY'

I read with great interest your lead European news story last month (October 2007) regarding Ryanair's decision to start charging passengers for using airport check-in facilities.

The low-cost airlines like Ryanair have certainly revolutionised air travel. Yes, it is now much cheaper to fly and we can reach a much greater variety of destinations, but have low-cost airlines really changed the industry for the better?

There are now so many additional charges to pay, that although budget airline fares may appear to be cheaper than those of the legacy carriers, the additions may make them more expensive.

First they started charging for food and drink onboard, then for allocated seating, followed closely by the introduction of a premium for passengers requiring priority boarding. More recently they have begun to charge for hold baggage and now Ryanair is charging for checking-in at the many airports it serves. What will come next? Maybe a charge for using overhead lockers or even worse to use onboard toilets! (Dominic Anderson)

MALPENSA OPENS DOORS TO ENTHUSIASTS



Aviation enthusiasts were actually allowed airside to take photographs at Milan's Malpensa Airport on September 16, 2007. Thanks to a good relationship with the airport authority SEA, more than 80 enthusiasts – many from other European countries – spent a day close to the taxiways, aprons and runway taking pictures. They had submitted the required applications in advance

SERENGETI COMPETITION

Congratulations to Neil Roberts of Tamworth, UK, who is the lucky recipient of a pair of Serengeti Salto sunglasses as featured in our September issue competition. We hope you enjoy the prize.

APPRENTICE OPPORTUNITIES IN THE UK

UK executive helicopter charter and management company PremiAir has teamed up with Farnborough-based Gama Aviation and TAG Farnborough Airport, to offer an ab initio apprentice scheme for 15 engineering students, backed by the Farnborough College of Technology.

"This offers the students a great opportunity to embark on an engineering career," said Stuart Murray, Head of the School of Engineering at Farnborough College. "We were totally over-subscribed with applications for these apprenticeships and this four-year course will provide the successful students with a highly regarded qualification and the best possible experience in aviation engineering."

Barry Stone, PremiAir's Engineering Director, said: "Business aviation in the UK is growing fast as people increasingly recognise the time saving and security advantages compared with flying commercially. Unfortunately, however, the supply of well-qualified young engineers wishing to make a career in this industry has failed to keep pace with business growth."