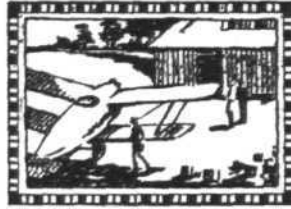


# PRIVATE



# FLYING

A Section of **FLIGHT** in the Interests of the Private Owner, Owner-Pilot, and Club Member

## NEW AERODROME Heston, Middlesex

We have enlightened our readers in recent issues concerning the new aerodrome now being constructed at Heston, Middlesex. To be more geographically exact the village of Cranford is the venue rather than Heston, the distance between the villages being about 1½ miles. The office of Airwork, Ltd.,

it is on the eastern side that no obstructions lay whatever, and a machine heading down into a westerly or south-westerly wind can come in so flat as to be practically down when on the very border of the field. The immediate surroundings generally are flat fields, which add considerably to the advantages of the site. Then such will be the designed placing of the hangars, etc., that, as a rule, a machine will be able to land towards them, and continue straight on when taking-off again, instead of taxi-ing all the way back for a suitable run.

Fields surround the site on the east, south and north, and the village of Cranford is on the south-west and west, but even then there is an intervening field, allowing time for safe clearance over the village. To the north and below the Grand Junction Canal there is a large area of land which would make an admirable site for any commercial development that may follow in the wake of an expanding aerodrome. It is hoped that it will be utilised in that way! It would not restrict the flying field because there would still be intervening land, which will be added to the present field as occasion demands.

### Wide Outlook

It is the far-sighted policy of the directors of Airwork, Ltd., in making certain, at great expense, of scope for development that makes their programme so authentic. There is much talk today about schemes for aerodromes without corresponding practical results. One can see from the experience of the directors of Airwork, Ltd. that some who propose schemes should be active followers of aviation



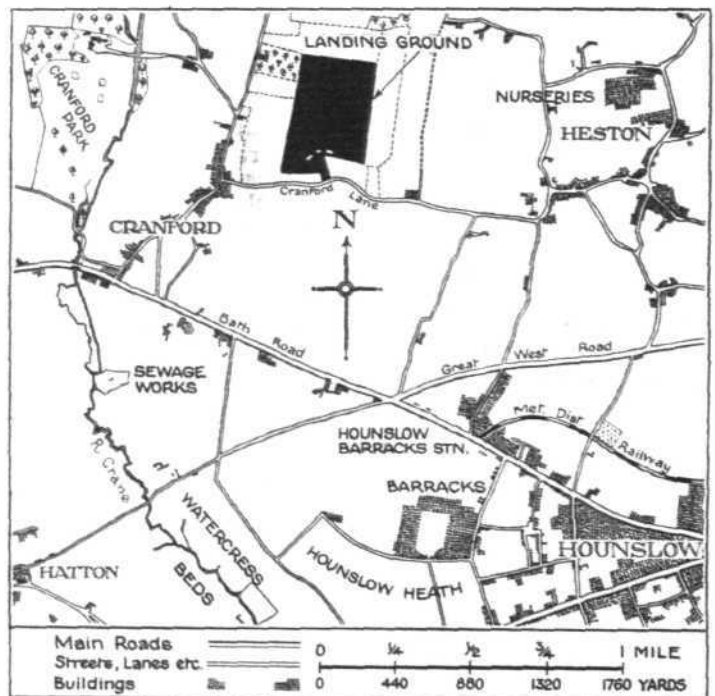
["FLIGHT" Photo

Mr. N. St. V. Norman, private owner of a D.H. "Moth" (Cirrus) fitted with Handley Page slots. He is co-director with Mr. F. A. I. Muntz, of Airwork, Ltd., who are constructing the Heston Aerodrome, Middlesex.

the company responsible, is in Cranford and the field practically adjoins it. The site comes almost on the ten-mile radius of London, and although for pedestrians it involves a considerable walk from the nearest public conveyances at the present time it cannot by any means be called inaccessible, whilst there is every possibility in the future of a hundred-foot road running through to the heart of London, absolutely cutting the edge of the flying field.

A large field separates the aerodrome from the Great West Road and approach by car is quite convenient. The site can be seen from that road. The close district of Hounslow has been considered as the victim of too much fog for flying and this was understood to be one of the reasons against the development of the civil air port there, from which the first air lines to the Continent operated. But one understands that an investigation into statistics from authentic sources do not confirm that meteorological condition as being more partial to the district than elsewhere.

The prevailing wind is south-west, so that the artificial clouds which belch forth from London and constantly lower the degree of light are not blown over Heston. This prevailing wind is also favourable for the best landings because



**HESTON AERODROME, MIDDLESEX:** This new aerodrome is about 600 yards by 450 yards, and is suitable for enlargement to 800 by 800 yards as necessity demands. It is on the 10-mile radius from London, and will be ready by next April.

who find a need for aerodromes. There would be wider progress. The Heston scheme originated from a direct need of the directors, Mr. N. St. V. Norman and Mr. F. A. I. Muntz in their capacity of private owners. They required a field convenient to London for their private use. And this led