

**THIS IS UTILIZATION . . .**

the time-lag between check strips—thus providing a closed spiral of progress.

Since mere utilization is valueless by itself as a money-making aim, it will be interesting to look at the passenger-load factors on which the service frequency might be usefully stepped up. The Australian figures quoted are for the first quarter of 1950 and are interesting if only as a means of once more emphasizing the popularity of air travel in that country.

Analysing some of the highlights, we find that A.N.A. filled 86 per cent of their seats on the Melbourne Sydney run. The present A.N.A. timetable offers eight to nine services a day in each direction on that route—against 12 summer services on B.E.A.'s Paris run. That 86 per cent factor is, as one might expect, one of the highest given in the records for the chosen period, but it is not quite the highest. Guinea Airways were reported to have filled 90 per cent of their seats on the Adelaide-Kingscote run, but this service is not recorded in timetables and may therefore be assumed to have been a "special."

The next best figure given in the table is for Butler Air Transport, with 84 per cent between Sydney and Nabic—a semi-local run, where the results confirm the way in which air travel is used in preference to the sometimes slow and uncomfortable means of alternative surface transport. Guinea Airways, incidentally, gallop home with the highest average factor throughout their Adelaide-area network, with a figure of 73 per cent.

Of equal incidental interest is the fact that Guinea Airways no longer operate to or in New Guinea, where Qantas Empire Airways now hold sway—though G.A., otherwise occupied, have retained the name which was made in the days of the air gold-rush of the 'thirties, when mining equipment was carried piecemeal (and in very hefty pieces) between the coast

and the mines in Junkers 52s on which tin-opening structural alterations had been carried out.

When it is recorded that the total average passenger-load factor for all the internal services in Australia was as high as 66.8 per cent in 1950—and may even be higher now—we begin to see why maximum utilization is both possible and important. The airlines there, we are told, actually make money, which (remembering our good friend Doctor Samuel Johnson, who, with the evidence then at his disposal, and in all solemnity, said that we should die of suffocation if exposed to stage-coach speeds in excess of 20 m.p.h.) just isn't possible.

**T.A.A. Convairliner Operations on Introduction into Service**

	Total hours in first year
VH-TAO	2,658
VH-TAP	2,732
VH-TAQ	2,312
VH-TAR	2,600
VH-TAS	2,565

**First Four Convairliners Delivered: Average Daily Flying Times During Six Months' Initial Operation**

Reg.	January 1949	February 1949	March 1949	April 1949	May 1949	June 1949
	hr min	hr min	hr min	hr min	hr min	hr min
VH-TAP	5 43	6 7	7 6	9 8	6 17	8 9
VH-TAQ	5 53	5 34	7 22	7 47	8 25	7 58
VH-TAR	6 30	5 37	7 44	9 16	8 42	7 38
VH-TAS	6 10	6 22	6 58	7 36	7 56	8 46

  

Number of days off service:						
VH-TAP	1*	4	2	1	8*	1
VH-TAQ	6	3	2	5	1	0
VH-TAR	1	3	1	1	0	2
VH-TAS	4	2	3	5	1	1

Total Hours for First Six Months:		Inclusive average per day	
	hr min		hr min
VH-TAP	1,145 15	...	7 18
VH-TAQ	1,300 10	...	7 11
VH-TAR	1,375 40	...	7 36
VH-TAS	1,322 55	...	7 18

\* VH-TAP went into service on January 24, 1949, and these missing days are not of course, included in the off-service totals or the daily average for that month. In May VH-TAP was withdrawn for repairs, following an undercarriage mishap.

**R.Ae.C. AVIATORS' CERTIFICATES**

**B**ELOW is another of the periodical lists of those who have qualified for Royal Aero Club Aviators' Certificates, covering the period from June 25th, 1951, to July 26th, 1951. The previous list (May 10th to June 25th) appeared in *Flight* of July 13th.

No.	Name	Club or School	Date
27,300	Raymond Thomas Whitfield	Qualified Service pilot	25.6.51
27,301	James Anthony Vigar	Qualified Service pilot	25.6.51
27,302	Ian Richmond	Qualified Service pilot	25.6.51
27,303	Amos Michael John Merry	Qualified Service pilot	25.6.51
27,304	Alan Ernest Creeth	Qualified Service pilot	25.6.51
27,305	Dennis Coop	Qualified Service pilot	25.6.51
27,306	Albert Edward Niven	Airways Aero Club	26.6.51
27,307	Stephen Mitchell Thomas	Liverpool Flying Club	28.6.51
27,308	Guy Sydney Hatch	Liverpool Flying Club	28.6.51
27,309	William Jeffrey Roberts	Liverpool Flying Club	28.6.51
27,310	Brian Erbery Grimshaw	Liverpool Flying Club	28.6.51
27,311	Kenneth Albert Oriol Munson	Qualified Service pilot	28.6.51
27,312	Wallace Ivon Warmington	Qualified Service pilot	28.6.51
27,313	Graeme Bruce Young	Strathtay Aero Club	28.6.51
27,314	Ronald Hugh McLaughlan	Qualified Service pilot	3.7.51
27,315	Cedric William George Hughes	Wolverhampton A.C.	3.7.51
27,316	Stephen William Botterill	Strathtay Aero Club	3.7.51
27,317	Alastair John MacDonald	Royal Naval Flying Club	3.7.51
27,318	Derrick John Woods	Herts and Essex A.C.	3.7.51
27,319	Oliver Quentin Hyder	Cambridge Aero Club	3.7.51
27,320	Douglas Thompson Adamson	Qualified Service pilot	3.7.51
27,321	Peter Sidney Bridger	Qualified Service pilot	3.7.51
27,322	Frank Percy Mann	Qualified Service pilot	3.7.51
27,323	George Cowper	Qualified Service pilot	3.7.51
27,324	Terence Henry Pollans	Herts and Essex A.C.	9.7.51
27,325	Michael Robert Southgate	Herts and Essex A.C.	9.7.51
27,326	Brian Edwin King	Cardiff Aero Club	9.7.51
27,327	Dennis John Yann	Wolverhampton A.C.	9.7.51
27,328	George Lewis Huntley	Qualified Service pilot	9.7.51
27,329	George Frederick Harvey	Qualified Service pilot	9.7.51
27,330	Edmond Augustus Devillez	Qualified Service pilot	9.7.51
27,331	John Richardson	Qualified Service pilot	9.7.51
27,332	Alan Edwin Colman	Qualified Service pilot	9.7.51
27,333	Peter Moffat Slade	Wolverhampton A.C.	9.7.51
27,334	Antonio Pastor	Elstree and Luton F.C.	12.7.51
27,335	Anthony Colin Bruce Chapman	London Aeroplane Club	12.7.51
27,336	Ian McPherson Fenton	R.A.F., Cottesmore	12.7.51
27,337	Ellis Wyn Williams	R.A.F., Hooton Park	12.7.51
27,338	Donovan Herbert Clarke	Wiltshire School of Flying, Ltd.	12.7.51
27,339	John Michael Hughes	Herts and Essex A.C.	12.7.51
27,340	Gwilym Lloyd Williams	R.N. Flying Club	12.7.51
27,341	Richard Trenary	Airways Aero Club	12.7.51
27,342	John Wycham Scofield Suckling	Qualified Service pilot	12.7.51
27,343	Charles Hannah Walker	Strathtay Aero Club	13.7.51
27,344	John Mark Mitchell	Redhill Flying Club	16.7.51
27,345	John Trevlyn Holmes	Midland Aero Club	16.7.51

No.	Name	Club or School	Date
27,346	George Nathan Drinkwater	Redhill Flying Club	16.7.51
27,347	Arthur Clive Charlesworth	Redhill Flying Club	16.7.51
27,348	Kenneth Francis Peacock	Redhill Flying Club	16.7.51
27,349	Alan Bernard O'Hagan	Rochester Flying Club	19.7.51
27,350	Harold Percival Dixon	Strathtay Aero Club	19.7.51
27,351	Luis George Anthony Maria Gordon	Redhill Flying Club	19.7.51
27,352	John Malcolm Copeland	Redhill Flying Club	19.7.51
27,353	Edward Statters	Qualified Service pilot	19.7.51
27,354	Alan Raymond Taylor	Qualified Service pilot	19.7.51
27,355	Robert Geoffrey Halstead	Qualified Service pilot	19.7.51
27,356	Arthur Christopher Doggett	R.A.F., Cranwell	19.7.51
27,357	Desmond Arthur Vaughan Clark	R.A.F., Cranwell	19.7.51
27,358	David Mangnall Howorth	Qualified Service pilot	19.7.51
27,359	Trevor George Prytherc	Central Flying Group	19.7.51
27,360	Neville Nathan Wolfe Bradpiece	Lancashire Aero Club	19.7.51
27,361	Somphong Butranon	Qualified Service pilot	19.7.51
27,362	Brian Stephen Walley	Qualified Service pilot	19.7.51
27,363	John Akers	Qualified Service pilot	19.7.51
27,364	Geoffrey Raymond Willson	Qualified Service pilot	19.7.51
27,365	George Kingsley Edward Martin	Qualified Service pilot	19.7.51
27,366	Kenneth John Michael Davis	R.A.F., Cranwell	19.7.51
27,367	Edward Hugh Leggett	R.A.F., Cranwell	19.7.51
27,368	Frederick Ronald Lund	R.A.F., Cranwell	19.7.51
27,369	Nihal Evelyn Weerasinghe	R.A.F., Cranwell	19.7.51
27,370	David Allen Wickins	Fair Oaks Aero Club	20.7.51
27,371	Jack Perkins Hey	Airways Aero Club	23.7.51
27,372	Alan Glanville Tipper	Herts and Essex A.C.	24.7.51
27,373	Richard Henry Tretheway	Plymouth and Dist. A.C.	24.7.51
27,374	Patrick Dale Wood	U.L.A.A. Experimental Group	24.7.51
27,375	Samuel Morris	Redhill Flying Club	24.7.51
27,376	Bryan Leonard Earl Irvine	London Aeroplane Club	24.7.51
27,377	Colin Douglas Stewart	Strathtay Aero Club	24.7.51
27,378	John Derek Euman Renshaw	R.A.F., Cranwell	24.7.51
27,379	James Stewart Readdie Salmond	R.A.F., Cranwell	24.7.51
27,380	Kenneth Levi Hirst	Qualified Service pilot	24.7.51
27,381	Matthew Young	R.A.F., Cranwell	24.7.51
27,382	Ivor Arthur Simmons	R.A.F., Cranwell	24.7.51
27,383	Alan John Selwood	R.A.F., Cranwell	24.7.51
27,384	James Hadley	Qualified Service pilot	24.7.51
27,385	Francis Lincoln Wellford	Qualified Service pilot	24.7.51
27,386	Stanley Leslie Aitken	Liverpool Flying Club	26.7.51
27,387	Edwin Wild	Coventry Aero Club	26.7.51
27,388	Geoffrey Arthur Henry Coleridge	Coventry Aero Club	26.7.51
27,389	Robert John Williams	Luton Flying Club	26.7.51
27,390	Francis Edward Cload	Plymouth and Dist. A.C.	26.7.51
27,391	Ernest John Smith	Herts and Essex A.C.	26.7.51
27,392	John James Lawrence	Darlington and Dist. A.C.	26.7.51
27,393	John Anthony Hawkey	Qualified Service pilot	26.7.51
27,394	Henry Howard Bernard Capes	Doncaster U.L.A.A. Gp.	26.7.51
27,395	Albert Allan Carress	Qualified Service pilot	26.7.51