

Sport and Business

LOANS AMOUNTING to £189,000 have been provided to date by the Kemsley Flying Trust for the purchase of aeroplanes, gliders and equipment. This was stated on December 16 by Col R. L. Preston, honorary secretary-general of the Royal Aero Club, at a house dinner held in his honour at the club. "In my opinion," Col Preston said, "this Trust has done more good for general aviation—i.e., non-commercial aviation—than anything else. It is thanks to this Trust that the National Air Races were started and have been run each year in one form or another. These races have been responsible for keeping a number of private owners and their aircraft going.

"Now it seems possible that some new form of competition is in the offing which really will improve the breed of aircraft . . . There appears to be an increasing demand for private aircraft for business purposes. It is very sad to have to say that, with the retirement of Viscount Kemsley, the future of the Trust appears very uncertain . . ."

A SPECIFICATION for a cheap VHF radio has been prepared by the Standing Joint Committee on Private and Club Flying and Gliding, who are following this with a further specification for an economical light aircraft. This was stated by Mr. Geoffrey Rippon, Parliamentary Secretary to the Ministry of Aviation, in the House of Commons on December 7. Replying to Mr. Richard Collard, who asked the Minister what steps he was taking to encourage private flying in this country, Mr. Rippon said "The Government help private and club flying by landing concessions on certain Government aerodromes, reduced rates for housing and parking, rebate of petrol tax for club aircraft, payment for use of club

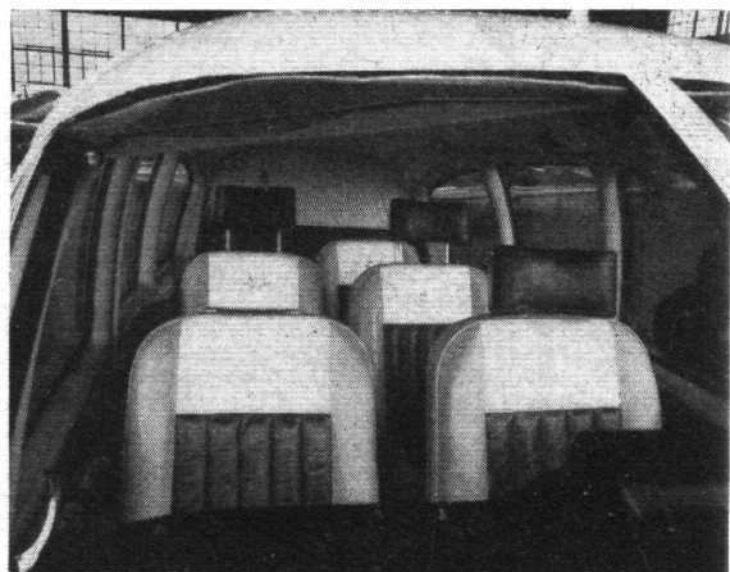


facilities by the Air Training Corps, and moderated airworthiness arrangements."

In a supplementary question, Mr. Collard suggested that private flying and the clubs in general were "in a bad way," and that one of the best ways of helping the clubs would be to enable them to buy new aircraft. This, he said, might create a market—which did not exist at present—for light aircraft in Britain. Mr. Rippon replied: "I do not know that I am prepared to agree that the clubs are in a bad way, or that they wish to say so themselves. We are well aware of the importance of giving every encouragement to private flying." Answering a question by Mr. Geoffrey de Freitas, Mr. Rippon said that the question of the petrol-tax rebate was now being considered.

GOVERNMENT SUPPORT for a manpowered aircraft project is not justified at present. This was stated by the Minister of Aviation, Mr. Duncan Sandys, in the House of Commons on December 14. Mr. W. Teeling had asked whether the Minister would consider making a Government grant "to further research and development in this field."

Newest twin from Piper: the Aztec five-seater, powered by two 250 h.p. Lycomings, carries a useful load of 2,025lb at a gross weight of 4,800lb. Front and centre seats (below) have three-position reclining backs and are adjustable fore-and-aft



NEWCASTLE GLIDING CLUB, which now operates from Usworth Aerodrome, North Durham, has been given permission to establish a gliding site at Carlton Bank, on the western edge of the Cleveland Hills. The site is twelve miles north of the Yorkshire Gliding Club's site at Sutton Bank. Permission has been granted by the North Yorkshire Moors National Park Committee.

A COURSE OF LECTURES for trainee glider instructors is to be held at the Kronfeld Club, London. Given by Mrs. Ann Welch, chairman of the BGA instructors' panel, the lectures will take place on January 25, February 1, February 8 and February 22, and the fee for the course will be 10s. A recent event on the club's social calendar was the Christmas Party held jointly with the British Women Pilots' Association on the evening of Wednesday, December 16.

RETROSPECT

From "Flight" of January 1, 1910

Clement-Bayard Airship: Although Mr. Arthur Du Cros, M.P., secretary of the Parliamentary Aerial Defence Committee, states that the Clement-Bayard airship is now ready to make the journey from Paris to London, it has been decided to postpone the voyage until after the General Election. The object of bringing the vessel over here is to make an impression on the public mind and to interest members of Parliament by taking them for trips over London. It is felt that this object would be defeated at the moment when all interest centres in the forthcoming elections.

And so the *Daily Mail* garage at Wormwood Scrubbs will have to wait patiently for another couple of months for its guest.

Newest twin from Beech: the Model 65 Queen Air seven-seater, which is powered by two 340 h.p. Lycomings and cruises at over 200 m.p.h. at a gross weight of 7,700lb. Fully instrumented for all-weather operation, the Queen Air has a maximum range of over 1,400 miles