

From the Clubs.

HATFIELD

Flying times for the London Aeroplane Club for the week totalled 18 hr. 5 min. Among new members, the Club have pleasure in welcoming Sabah El Said and Tareq el Askeri from Iraq. Mr. C. B. Mills has completed his tests for an "A" licence. The flying times for the R.A.F. Reserve Flying Club totalled 36 hr., there being nine new members. The Stage and Screen Aero Club recorded 25 min. flying time, a visitor being Miss Kathleen Stammers, the tennis player, who took a first flight with Mr. Fulford. Among other visitors to the aerodrome were Mr. Diamant, of the Dominion Motor Spirit Co., in a "Puss Moth," Mr. Upton, also in a "Puss Moth," and Mr. Harris, from Broxbourne, in a "Moth." A very successful children's party was held on Monday, January 8, at which about a hundred were present. The usual Saturday night dinner dances will be held during the month.

HANWORTH (N.F.S.)

Owing to the bad weather only 19 hr. flying was carried out during last week. Mr. Revell successfully carried out his first solo flight and Mr. Ian Ramsay, who is training for a "B" licence, left on Friday, January 12, for a cross-country flight to Middlesbrough. Two new pupils, Mr. A. M. Broad and Lt. Dupree, have joined the Club and have started flying instruction.

CINQUE PORTS FLYING CLUB

The Club reopened on Friday, January 12, and flying started with a swing, some 10 hr. being flown in the first two days. Mr. Topham completed his "A" licence tests which he had been unable to do before the holidays. All the Club machines have been painted silver and blue, with maroon trimmings to come in line with the Club colours. The sixth annual dinner and dance will be held at the Royal Pavilion Hotel, Folkestone, on Friday, February 2. A London dance band has been engaged, and during the evening there will be an opportunity of hearing two Russian singers, Georges Seversky and Zandra Swenska, who are flying over from Paris to attend the party. Lt. Col. and Mrs. Shelmerdine will be the guests of the evening. Tickets for the dinner and dance, 10s. 6d. single and 17s. 6d. double, may be obtained from the Secretary. Only dance tickets may be obtained at the door.

CARDIFF AEROPLANE CLUB

The flying times for the week ending January 14 totalled 2 hr. 5 min. dual, 8 hr. 45 min. solo, and 1 hr. tests.

BROOKLANDS

School flying has been considerably more active during the past week, the total flying times being 24 hr. solo and 18 hr. dual. New members are Messrs. G. T. Swann, Harrison, who is taking his "B" licence, and Shillingford, who has purchased his own machine. Cross-country flights were made to Hatfield and Southampton. Mr. G. Lowdell delivered a "Tiger Moth" to Amsterdam and brought back a "Gipsy Moth" for C. of A. The workshops have turned out three C. of A.'s and taken in two more for renewals. Members are advised to book tables early for the dance on Saturday, January 27, when the new bar will be open.

BRISTOL AND WESSEX AEROPLANE CLUB

During the year 1933 the Bristol and Wessex Aeroplane Club completed 1,627 hr. flying, which is a very satisfactory figure considering that only three machines were in use. Twenty-one new "A" licences were obtained and two "B" licences. Mr. R. J. Lee completed tests for an "A" licence during the past week.

READING AERO CLUB

A successful children's party was held during the week-end, Father Christmas arriving in a school "Moth" complete with toys which he presented to the children present. Mr. Hay has joined the Phillips & Powis School, and Mr. Lehmann is piling up hours towards a "B" licence, and has made several cross-country flights lately. He is a well-known glider pilot in Germany, but is now turning his attention to power-driven machines. Two practice parachute drops were made on Saturday last. Mr. Slade, who recently took his "B" licence at the school, has returned and is taking the instructors' course.

A very interesting talk was given by Mr. W. A. Smallcombe, on the subject of the conquest of the air by birds and plants. His slides of prehistoric birds, butterflies and reptiles, all of which flew in one way or another, were very interesting, as were also those of historical and modern aeroplanes.

YORKSHIRE AEROPLANE CLUB (N.F.S.)

About 8 hr. have been flown during the week, including flights to and from Hull, and from London to Yeaton.

EASTERN COUNTIES AEROPLANE CLUB

Mr. F. H. Jolly, whose services as secretary were lost by the Eastern Counties Aeroplane Club, a fact which was reported in FLIGHT for September 21, was not, we are informed, Director and Chairman of the Board, this position being held since the Club's inception in January, 1931, by Maj. M. MacEwan.

LIVERPOOL AND DISTRICT AERO CLUB

The flying returns for the week ending Friday, January 12, totalled 8 hours dual and 12 hours 5 minutes solo. (The year's total of 2,283 hours, given in last week's issue of FLIGHT, should have been recorded as nine months' total.)

AIR SERVICE TRAINING DURING 1933

Since the inception of Air Service Training in 1931, its annual review of progress has shown convincing evidence of the service which it is rendering to the cause of aviation. The past year yields further proof, for during 1933 a total of 6,425 hours' flying was carried out, the month of August alone being responsible for 1,046 hours. Both these figures constituted new records for the school.

Among the 87 civilians and officers of foreign Air Forces who attended the school were nationals of the following countries:—America, Austria, Canada, Denmark, Great Britain, India, Iraq, Norway, Sweden, the Irish Free State, Peru and South Africa.

Certificates of proficiency were issued for courses successfully completed, while the following Air Ministry licences were obtained:—19 "A," 16 "B," six 2nd Class Navigators', seven "W/T" Air Operators', five Ground Engineers', Category "X," and one Ground Engineers', Category "C" and "D."

In April, training of R.A.F. reserve pilots under the new Air Ministry contract was commenced. This necessitated the change over from "service" type to light type aircraft, the Avro "Cadet" (7-cylinder Siddeley "Genet") replacing the "Atlas" and D.H.9.J. The "Cadet" was adapted to perform the numerous practices required under the new training scheme, which included, beside primary and advanced flying, instrument flying, air photography and gunnery. The *ab initio* reserve officer pupils allotted to the school were also trained on this type of aircraft. In addition, the school undertook the training of the R.A.F. reserve seaplane pilots, and in this connection "Cutty Sark" Amphibians (two 7-cylinder Siddeley "Genets") were used.

The long course of three to four years' duration, which is intended for those wishing to make aviation their career, proved a remarkable success. Owing to its popularity, it was found necessary to divide it into terms commencing in January, May and September, the present term commencing on January 16, 1934. Among the pupils at present taking this course are ex-public schoolboys from Rugby, Uppingham, Winchester, Charterhouse, Eastbourne, Malvern, Canford, Blundells and Brighton.

A very important feature of the school is the variety of aircraft available for training purposes. For elementary flying training, the Avro "Cadet" and Avro "Avian" are used. For a Service course, the Avro "Tutor" of the type used extensively in the Royal Air Force for a similar purpose is available. For advanced training, the more highly-powered Armstrong-Whitworth "Atlas" and "Siskin" type aircraft are used, while the Avro 626 is available for wireless work. Pilots wishing to gain experience on multi-engined aircraft made good use of the Avro V (three 5-cylinder Siddeley "Genets"), which proved itself admirably suited to the purpose, and of the "Cutty Sark" Amphibian.

Early in the year the rapid expansion of the school