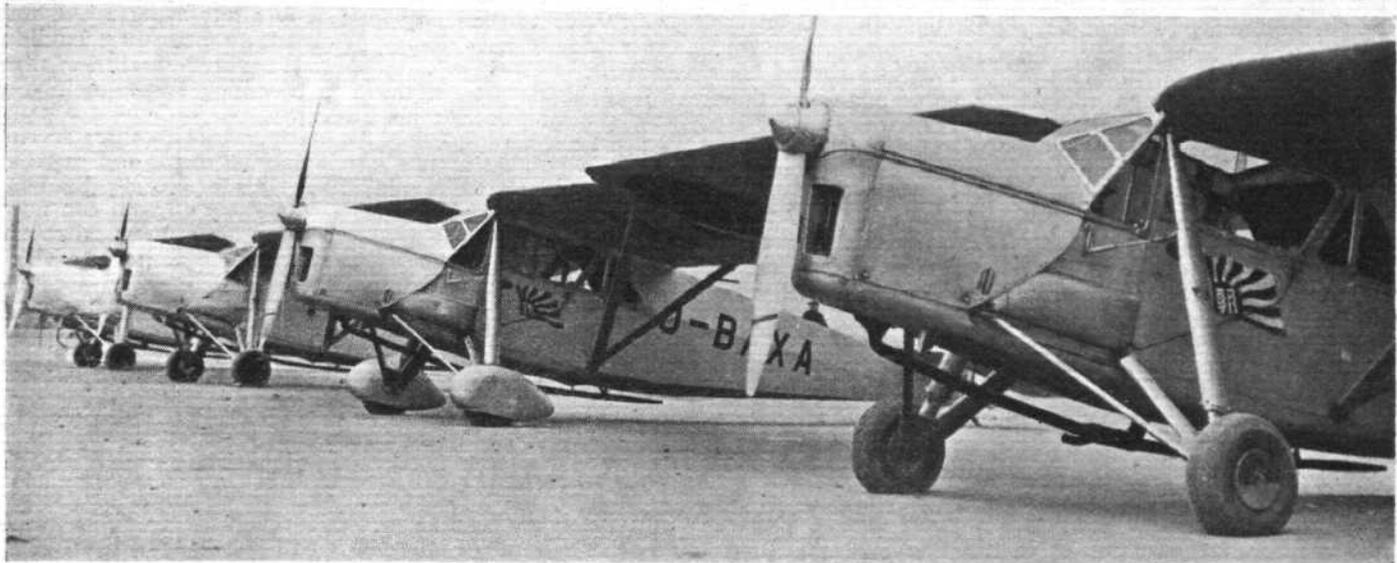


# Air Transport & Commerce



BRITISH AIR TRANSPORT IN JAPAN: Four D.H. "Puss Moths" owned and operated by the "Osaka Asahi," the Japanese newspaper.

## K.N.I.L.M. DURING 1933

THE annual report of K.N.I.L.M. (Royal Netherlands Indian Airways) has just been published. Taking into account the unfavourable economic conditions, the results obtained during 1933 give cause for satisfaction. The number of passengers carried equals that of 1932, the amount of freight carried was increased by 5 per cent. and air mail by 25 per cent. The detailed returns are as follows:—

Route	Passengers	Goods, in kg.	Air Mail and Parcels, in kg.
Batavia-Bandoeng (twice daily)	2,836	29,613	883
Bandoeng-Batavia (twice daily)	3,027	12,749	836
Batavia-Semarang-Sourabaya (daily)	1,408	5,071	5,771
Sourabaya-Semarang-Batavia (daily)	1,547	7,782	5,319
Batavia-Palembang-Singapore (weekly)	280	5,309	505
Singapore-Palembang-Batavia (weekly)	276	1,375	669
Batavia-Palembang-Pakan Baroe-Medan (weekly)	289	5,591	5,182
Medan-Pakan Baroe-Palembang-Batavia (weekly)	211	1,341	1,830
Medan-Alor Star (weekly), since May 4, 1933	39	74	1,273
Alor Star-Medan (weekly), since May 4, 1933	43	45	1,278
Special flights	568	118	733
Joyrides	2,554	—	—
	13,078	69,068	24,279

During 1933, 2,294 flights were made in 5,339 hours and 536,678 miles were flown.

When, in May, 1933, the K.L.M. Company took the Singapore route on their Amsterdam-Batavia service, K.N.I.L.M. opened a weekly service between Medan and Alor Star, connecting in both directions at the latter port with K.L.M. At the same time departures from Batavia and from Amsterdam were fixed for Wednesdays after the arrival of the K.N.I.L.M. machine from Sourabaya and Semarang. During the operation of the winter time-table of K.L.M., which commenced on November 1, machines from Holland arrived in Batavia on Saturdays. Since then, if possible, K.N.I.L.M. have made connection on the day of arrival to Semarang and Sourabaya with a special aeroplane.

The Netherlands Indian Government found that it was impossible to provide for the organisation of new air routes, and the subsidy granted to K.N.I.L.M. has been reduced for the period January 1, 1934, to January 1, 1937, by 60 per cent.

Excepting for the Bandoeng and Medan lines, regularity has been 100 per cent. on all lines. Unusually bad weather

prevented the crossing of the Preanger Mountains on two occasions. On the Bandoeng line regularity was 99.76 per cent., but the softness of the landing ground at Pakan Baroe caused damage to the undercarriage of one machine and prevented its reaching Medan on the same day, thus reducing the regularity on the Medan line to 99.04 per cent.

No new aircraft were ordered during 1933. On December 31, 1933, the fleet of the company consisted of two Fokker F.VIIB's (three Bristol "Titan"), four Fokker F.VIIB's (three Siddeley "Lynx") and two Fokkers F.XII (three Pratt & Whitney "Wasps").

Assistance was given to a number of privately-owned aircraft, most of which were on their way to and from Australia. Only one large transport machine passed through Netherlands India, this being the A.W. XV *Astraea* of Imperial Airways making a reconnaissance flight to Australia.

As passengers on the Bandoeng line are mostly holiday makers the decrease during 1933 was not unexpected. The Medan line report a slight decrease in the number of passengers carried, whereas the results obtained on the Sourabaya and Singapore services compare favourably with those obtained during 1932. About 50 per cent. of the number of passengers travelled by return ticket. Among the prominent passengers carried were H.E. the Governor-General of Netherlands India, H.E. the Governor of the Straits Settlements, Prins Paribatra of Siam, and the ex-Governor of the Philippines.

Fares between Batavia and Bandoeng have been reduced. In December a system was introduced by which at the end of each year passengers receive a rebate according to the amount which they have flown.

Among the sight-seeing trips made were flights to the craters of Tangkoeban-Praho, Sibajak and Slamet. A special flight was made from Batavia to Semarang to convey an urgently-required serum, and another flight was made from Batavia to Muntok to take medical assistance to a sick child. Yet another flight was made for the purpose of tracing a motor boat which had been lost at sea.

## HIGHLAND AIRWAYS SUMMER SERVICES

THE first internal air service of the British Isles celebrates its first birthday on May 8. Highland Airways, of Inverness, nearly a year ago launched an experimental service from Inverness to Kirkwall, in the Orkney Isles, with a four-seater twin-engined monoplane. The North of Scotland, which has not had the opportunity of becoming inti-