

**Private Flying**

To continue with the overhaul, the normal procedure was followed with, perhaps, rather closer inspection than usual. The carburetter was stripped down, jets calibrated, and float level checked up. The magnetos were taken down and thoroughly overhauled on the bench. This opportunity was taken to incorporate a small modification to the impulse drive, as laid down in Air Ministry Notice "G.E.27." Two flexible couplings to the magneto drive were also replaced. All rubber connections were renewed and engine controls adjusted, worn parts being replaced.

Finally, all instruments were checked up and recalibrated

as necessary. One quite important minor operation might be mentioned in this connection, and that is the regraphiting of the revolution counter drive cable.

The engine cooling on a journey which involved crossing the Equator needed a little thought, as there was no room in the machine to carry a spare cowl. To overcome this problem it was decided to start off with a tropical cowl and to fit into the frontal aperture or louvre a small shield which would reduce the opening to the normal for flight in temperate climates, and which could be removed when the tropical zone was reached.

## FROM THE CLUBS

### *Events and Activity at the Clubs and Schools*

#### LIVERPOOL AND DISTRICT

The total flying time for the past week at both Hooton and Spêke was 48 hr. 30 min., which included 4 hr. 50 min. night flying.

#### CAMBRIDGE

Flying times for last week at Marshall's School were 22 hr. dual and 15 hr. solo. Three new members joined, and there is another private owner member—Mr. F. W. Green, who has bought a Klemm Salmson.

#### WITNEY AND OXFORD

High winds curtailed flying on several days last week, so that the total flying time amounted to only 24 hr. Mr. H. F. R. Sewell passed his tests for his "A" licence, and a new associate member has joined the club—Mr. Tozer.

#### HERTS AND ESSEX

The dance held on October 25 was well attended, and proved to be a very enjoyable evening for everyone. The flying times for last week were 25 hr. dual and 26 hr. solo. A first solo was accomplished by Mr. W. I. Scott-Hill, and Mr. L. Pyle made his "A" licence test. Four new members have joined the club. A snooker match will be held on November 8 against a visiting club.

#### BROOKLANDS

Weather was not too kind to pupils last week, and the added attraction of going up to Mildenhall for the start of the race lured away members on Friday, so that flying was not resumed until Saturday afternoon. Nevertheless, flying hours remained good, being 29 solo and 80 dual, total 109 hr.

The cold weather has not deterred two new members from joining.

Mr. Downing has passed his "A" tests. Visitors to the aerodrome included the directors of Airspeed, in one of the new "Envoy" machines, which excited much admiration. On Sunday a very successful tea dance was held in the club, supported by a large number of visitors by air.

Five students of the College passed their "X" tests for their parachute licence. They are Messrs. Bickerton, Hoare, Donaldson, A. Wedderburn, and Hector. The Aeronautical College of Engineering has started a Rugby football team, and has already made several fixtures.

Mr. Chizik is taking delivery of his new "Tiger Moth," which he proposes to fly to Palestine. This machine is to be the first aircraft of a flying club which he is forming out there.

### *The Future of Hanworth Club*

General Aircraft, Ltd., have acquired the property known as the Hanworth Club and London Air Park, Feltham, and have granted a forty-two-years' lease of the aerodrome to Major F. S. Moller, M.C., D.F.C., and Mr. B. Brady (managing director of Aircraft Exchange and Mart, Ltd.), who will control the flying school and the aerodrome.

A new syndicate, to be known as London Air Park Club, Hanworth, is being formed, the directors of which are Major T. S. Ruttle and Mr. Robert Blackburn, with the lessees as managing directors. The club is primarily intended for flying pupils, but will be open also as a social country club for people who may not be interested in aviation. The addition of a squash court and a swimming pool is, among other improvements, under consideration.

The resident manager will be Mr. Harry Dolacombe, who was very well known in the earlier days of flying.

#### CARDIFF

Bad weather prevented flying on two days last week; the total flying times for the week were 8 hr. 45 min. dual, 1 hr. 25 min. solo, and 35 min. tests.

#### CINQUE PORTS

There being a distinct improvement in the weather last week, total flying times totalled just over 41 hr. Four new members have joined the club. Some excitement was caused during the week by the preparations for Col. Fitzmaurice's start to Australia in the *Irish Swoop*.

#### BENGAL

During September the club has put in a total of 84 hr. 35 min., showing that, in spite of heavy rainfall and consequent state of the aerodrome, there has been considerable activity during the period under review. Messrs. S. N. Chowd-bury and A. S. M. Ali Ashraf both passed their tests for "A" licences, and three members made first solos. The total membership of the club is now 201, three aircraft are in club use, and three are privately owned.

#### HATFIELD

The flying time last week at the London Aeroplane Club totalled 69 hr. 15 min. Mr. N. Hurst carried out his first solo flight, and two new members have joined the club.

On Saturday, October 20, it was at last possible to hold the navigator's competition for the cup presented by Mr. E. Hicks, the winner being Mr. A. H. Cook. The judges had a very arduous and difficult task in deciding the winner, as Messrs. Matusch, Sprosen, Mills and Young were very close finishers.

#### NORFOLK AND NORWICH

Most of last week's flying was instructional, and a number of qualified pilots took the opportunity of taking advanced or refresher courses with Mr. J. Collier. During the week Mr. F. Low and Mr. Collier flew over Yarmouth and obtained a number of air photographs of the herring fleet. Some six members received instruction from Mr. Collier, and eleven members went solo. Members have received an invitation from the Norwich Engineering Society to attend a lecture on "The Engineering Aspect of Civil Aviation" at the Stuart Hall on Monday, November 12, at 8 p.m. This is being given by Mr. F. W. Hewitt, of the Imperial Airways. To-morrow, November 2, the annual ball is being held at the aerodrome, the hangar adjoining the club house having been lent by Boulton and Paul, Ltd., for use as a ballroom.

### *Imperial Airways' Profits*

The annual report of Imperial Airways, Ltd., indicates, for the year ending on March 31, an increase of £25,677 net profit, and a dividend of 6 per cent. is recommended on the ordinary shares. The actual net profit was £78,571.

Some of the figures given are illuminating. Traffic on the South African route, for instance, increased by 42.4 per cent., and on the Karachi service by 33.4 per cent. During the year 50,945 passengers were carried and 2,354,176 miles were flown, apart from charter and pleasure flying.

The year under review completes a decade of operation by the Company. The fleet at present consists of seven flying boats—four of them "Calcuttas"—and of twenty-five landplanes, apart from those operated on special charters and by subsidiary companies. Some seven of the latter are marked as being under construction, and these may be taken as including D.H.86s and the new Boulton and Paul and Avro feeder line machines