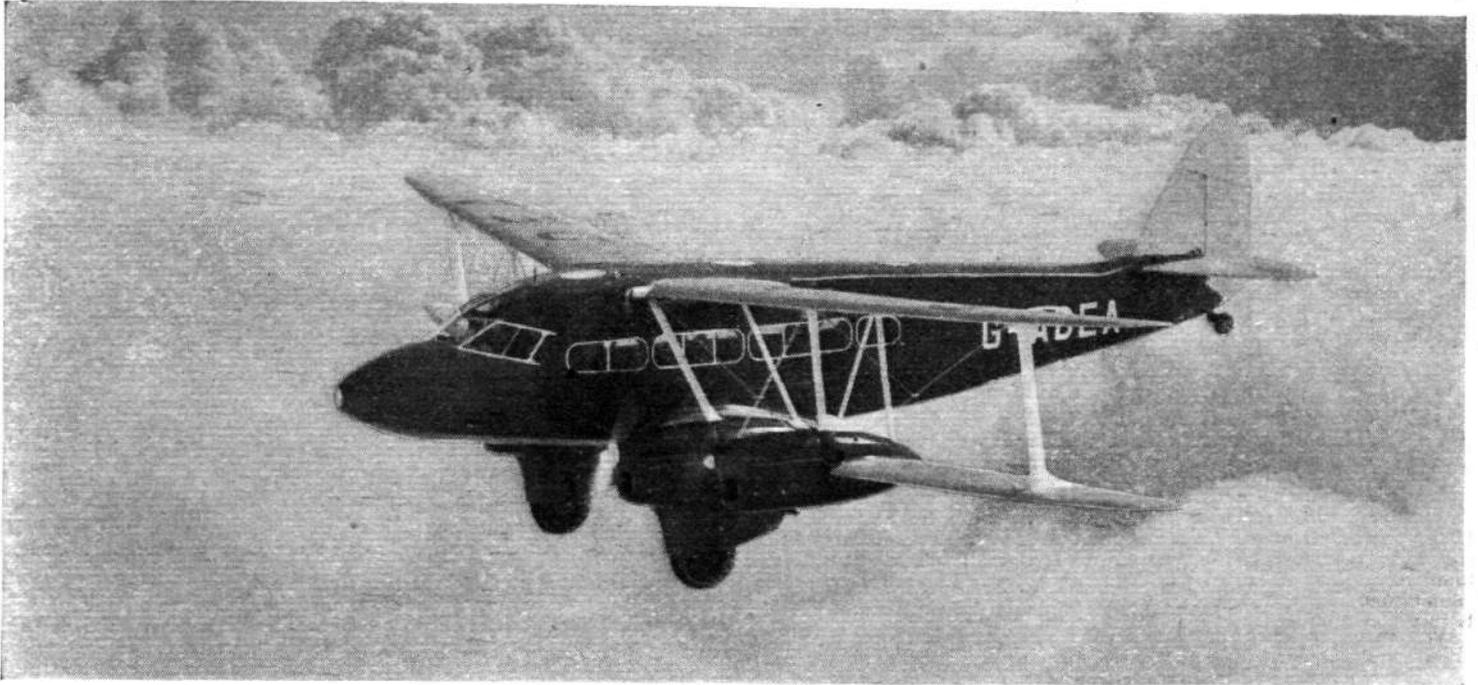


# COMMERCIAL AVIATION

— AIRLINES — AIRPORTS —



**HILLMAN'S BIGGEST** : The first of the three D.H. 86 machines ordered by Hillman's Airways for their Paris service, taken by a *Flight* photographer while it was flying above the clouds near Hatfield. This machine is fitted with full dual control though the later 86's will have the swing-over type.

## THE WEEK AT CROYDON

*Heavy Holiday Traffic : A Diplomatic Fleet Returns : Converting the Unconvertible : Mr. Smith Goes Home : An Airport Loss*

**W**HITSUN traffic was particularly heavy, especially to Paris, Le Touquet, Brussels and Ostend. All regular services were fully booked and could have been booked over again. Many duplicate services were run, and England appears to have attracted holiday makers, for K.L.M. duplicated several inward services which were easily filled up for the return journey.

A gossip writer recently lamented the fact that air companies were no respecters of persons, for even a prince could not obtain a seat. Gossip columnists may like titles, but traffic managers must keep faith with those clients who have firmly reserved seats.

Special charter has been a feature of Whitsun air travel. Imperial Airways had the smaller units of the fleet flying ceaselessly to and from the Continent. There was a machine full of golfers, another full of tennis players, and an endless procession full of those who take their exercise in Casinos.

Westward Ho! has been the idea of many internal air travellers, and Provincial Airways found that the Plymouth, Newquay and Penzance bookings were very brisk. People who spend holidays each summer in favourite Devonshire or Cornish fishing villages have now started to spend long weekends down there also. Captain Olley has been busy as usual over the holidays, and all other taxi and joy-ride firms have flown to capacity.

Dr. von Ribbentrop, who came here a week ago with a fleet of two Junkers Ju.52 machines full of Naval experts, returned to Germany last Saturday with the same two aeroplanes. His own machine landed at Munich, but the other flew from Croydon to Tempelhof non-stop, a distance of some 600 miles, which was covered in three hours ten minutes.

The Royal Dutch Company has at last adopted the pleasant habit of flying a "house flag" from the nose of their bigger aeroplanes. Flags are apt to be blown clean away in big tri-motor machines.

Recently there was yet another air traveller who surprisingly swore there was nothing like flying. Above "the chops of the Channel" he was lurching peacefully when the captain or first officer pointed out a Channel boat with waves breaking over its bows, and a general tendency to stand up on end. The passenger was a director of a cross-Channel shipping company!

Mr. Smith, obscure and unknown to fame, went up to Glasgow by train and it made him ill. Being of the bulldog breed he won no less than six first prizes, fourteen specials and three challenge cups, despite the train journey. Coming back he felt he owed it to his dignity to travel by air, and he returned by R.A.S. in a specially reserved seat. Mr. Smith is a bulldog and the property of Mr. C. W. Hiscox, of Purley.

Dogs are in the news this week, for—alas!—Gyp, the constant companion of Mr. "Timber" Woods, has gone missing. Gyp has been a well-known figure at the airport for about eight years, and was famed for an intelligence denied to many who have been about the place just as long. One inexplicable trait in this dog's character was that he knew when his master was coming back after an absence even of days. He would whine and scratch until he was allowed to trot along to the aerodrome, where he would sit and await his master's landing. There have been occasions when Gyp was aware of "Timber's" approach when nobody had any particular reason to expect him.

A. VIATOR.

### Skegness Again

During the past two seasons, it will be remembered, a service has been run with a "Fox Moth" between the Midlands and Skegness. This year Crilly Airways are operating the service from Tollerton, and this was inaugurated on June 6. The route is covered twice daily, including Sundays, and the service will be run until the autumn.