

immediately experienced an extraordinary increase in traffic, some figures for which were given in *Flight* of August 20. In four and a half months of operation over the Weston-Cardiff route nearly 13,000 passengers have been carried out of a total of 16,907 for all services.

Although this ferry route is very short, the saving in time is extraordinarily great, while the cost of travel by air is little in excess of that of surface transport. During the summer a dozen return services were operated every day, and for the winter five services are being run. Since the boat service is not continued in the winter, the traveller can choose between a train journey of two or three hours at a cost of 11s. 2d., or an air journey of ten minutes at a cost of 9s. 6d. Many thousands of passengers will continue to patronise Western Airways ferry service as a form of good-value joy-ride; but the joy-rider becomes the confirmed air traveller when time and money can be saved.

During the summer a Birmingham-Weston service was opened, once again bringing the industrial district to the sea, and next year this service will be started much earlier in the season. At present the company uses four D.H.84s with two Puss Moths for supplementary work. Five pilots are employed.

Solent Ferry

Another pioneer ferry company—Portsmouth, Southsea and Isle of Wight Aviation—is now indirectly connected with Western Airways, inasmuch as they have leased part of the hangar at Weston and hold exclusive aircraft maintenance rights there, besides maintaining the W.A. fleet. During the year ending September 30, P.S.I.O.W.A. carried 30,682 passengers and 18,004 lb. of freight—mainly over the Portsmouth-Ryde ferry service. What is more interesting, the average load factor has been 55.2 per cent. over all services, and 57.5 per cent. on the Ryde service (representing a revenue of 4.6d. per passenger-mile). The latter has been scheduled twenty-six times daily during the summer months. The winter services allow for a daily schedule of nineteen return trips. The company now owns five Airspeed Couriers, and six pilots were employed during the peak periods, when more machines were also hired. During next season the principal London trains will be met at the Portsmouth stations. Naturally enough, traffic drops off during the winter, but the company is kept busy with maintenance and overhaul work. Ryde Airport, which is owned by an associated company, saw more than 47,000 passengers during the year, and on the busiest day 156 landings and take-offs were made by four companies.

Both Highland Airways and Northern and Scottish Airways are now associated with the British Airways' group. With the opening of the Shetland radio station, the former extended their mail service to Lerwick during the summer, and are also due to open a branch from Inverness, their operational base, to Perth and Renfrew. The latter have been running regularly to Skye, North and South Uist and to Islay, apart from the Isle of Man and Belfast. Once again we have services here which are a very definite advantage to the community in general.

In the North, too, Aberdeen Airways have extended their routes to Shetland, though the Edinburgh service has been

treated as an "on demand" affair. The projected extension to Hull, planned two years ago, is still in abeyance. This company owns two D.H.84s, a D.H.89, and a Short Scion, with a D.H. Puss Moth for charter work. Next year we should see a North Sea service to Norway.

Of other internal over-water services Channel Air Ferries, an offshoot of Olley Air Service, ran between Brighton and Ryde. "Olleys," of course, is primarily a charter organisation, though a summer service was again operated to Deauville this year. The fleet for all purposes consists of three D.H.89s, a D.H.84, an Airspeed Envoy, a Short Scion, a Leopard, and two Fox Moths.

Atlantic Coast Air Services have been doing very much better this year with the Lundy Island service, nearly twice as many passengers being carried, though the Cardiff extension has not been very productive. As in many other cases, the poor traffic on this route can be partially attributed to the lack of booking facilities for the independent companies—a handicap to which *Flight* has alluded on a number of occasions, notably in the issue of July 23. This company uses a Short Scion and a Monospar S.T.4.

For a very long time the possibilities of a Dublin-London service have been considered by various people, and this year an Irish company, Aer Lingus Teoranta, was formed to operate a service between the Irish Free State and this country with the co-operation of Blackpool and West Coast Air Services. At first A.L.T. ran between Dublin (Baldonnell) and Bristol (Whitchurch), passengers proceeding by train to their ultimate destinations in this country, and B.W.C.A.S. ran between Baldonnell, the Isle of Man, and Liverpool. Later in the year the Bristol service was extended to London, and this section will be operated throughout the winter. The Irish company owns a D.H.86A and a D.H.84.

Direct to the North

By the time this article appears, North-Eastern Airways will have restarted their Northern service between Croydon, Leeds, Newcastle, and Perth, with a stop, when requested, at Doncaster. For the winter, at least, this will be operated northwards on Monday, Wednesday, and Friday, and southwards on the alternate weekdays. Airspeed Envoys are used. Air Dispatch, of Croydon, are now running a service from Croydon to Portsmouth, Bournemouth, and Plymouth, providing a link with the W.E.A. services. With the help of the Air Dispatch Paris service it will be possible for passengers to travel from Perth to Paris in a matter of five hours.

Although hardly an internal air line, the Liverpool-Doncaster-Amsterdam service, operated this year by British Continental Airways and K.L.M., should be mentioned, since passengers can be booked between the two English centres. Traffic is slowly developing on this service.

In spite of the many difficulties involved in this business of internal airline operation, it would seem that no one is discouraged, and the route map is becoming almost standardised. Whether it is standardised in a really rational form remains to be seen. The subject of internal airline operation generally is discussed in a leading article on page 453.



Paying for itself: The fleet of Jersey Airways on the beach at St. Helier.