

COMMERCIAL AVIATION (CONTINUED)

New Service in India

AT the beginning of this year Air Services of India opened a new line between Kolhapur and Bombay, and the service was officially inaugurated by the Maharaja of Kolhapur, who has shown considerable interest in the project and offered a subsidy to the company, apart from arranging for the necessary aerodrome facilities in his capital. The service at present operates three times a week, and the company hopes to extend it in due course.

Co-operation in the U.S.

EASTERN AIRLINES recently came to an agreement with United Airlines for the use of the latter's machines and personnel when Eastern's traffic was reaching its peak.

United has, in fact, released four of its D.C.3 Mainliners and a number of co-pilots and mechanics to E.A.L., who have used, and will use, the machines on the well-patronised New York-Miami service during the winter months. In April, when United put their additional schedules on the New York and San Francisco services, the machines and personnel will be returned. That is obviously the way in which airline companies should work; no single company can economically carry the equipment necessary for dealing satisfactorily with occasional peak periods.

An Australian D.C.A.?

ON February 7, when the Australian Cabinet meets in Hobart, a Director-General of Civil Aviation for Australia will be appointed. Previously the work concerned has been carried out by the Controller-General, a position held by Capt. E. C. Johnston, and until the new appointment Mr. M. W. Mahaffey will be Acting Director-General.

The names of those who are likely to be considered for the post include Mr. Hudson Fysh, managing director of Qantas Empire Airways, who has recently been in London; Capt. P. G. Taylor; and Mr. Clapp, chairman of the Victorian Railways Commissioners. Since Mr. Hudson Fysh has his hands full with the Empire and other air services, and Capt. Taylor has no executive experience, it is generally considered that Mr. Clapp will obtain the position.

Ultra-short-waves Down Under

DURING this month Australia's first ultra-short-wave transmitter is expected to be in full operation at Essendon, Melbourne. Tests have now been carried out there and at Mascot (Sydney), Nhill and Canberra, while ground tests have also been completed at Kempsey (N.S.W.) and Brisbane (Queensland).

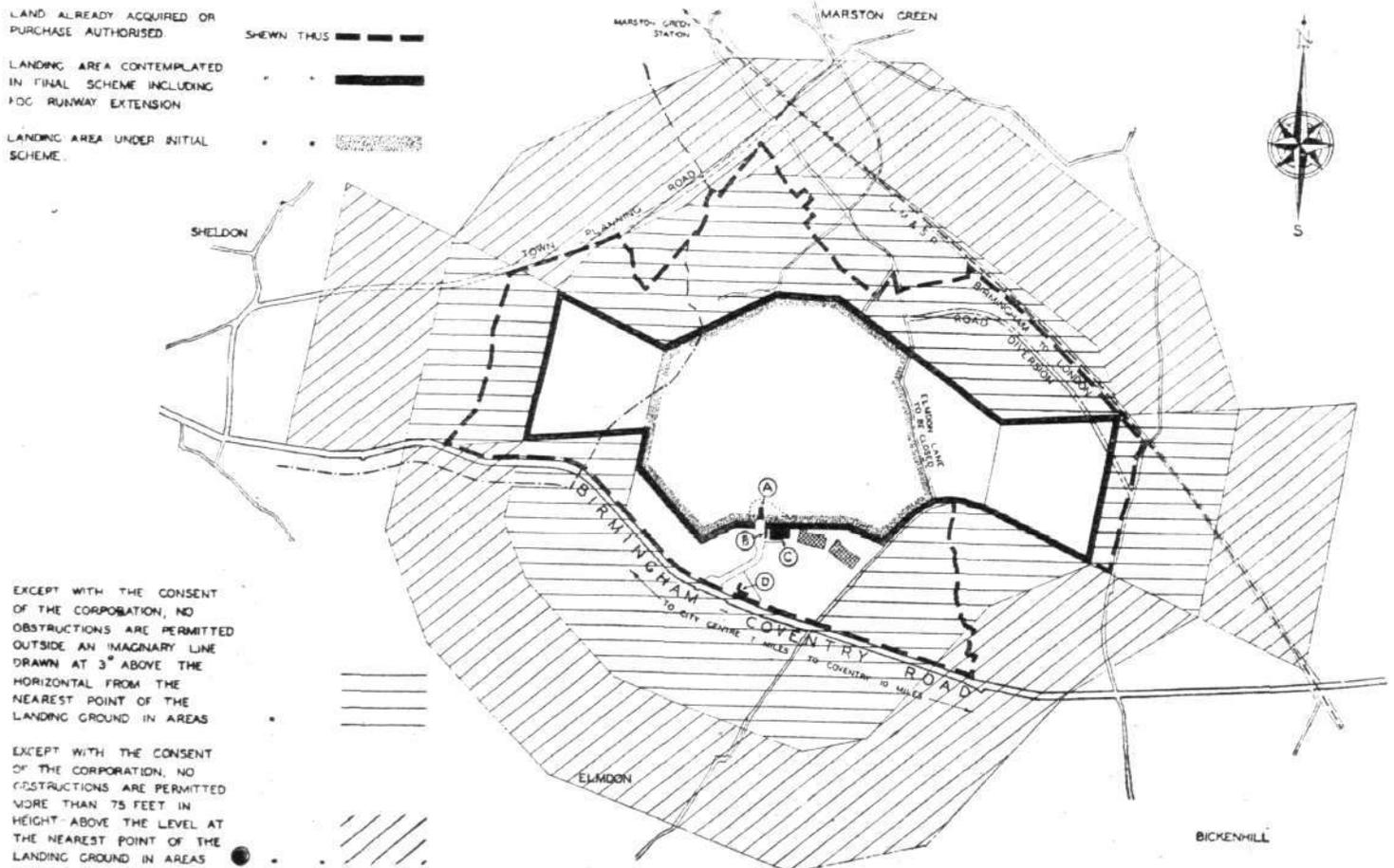
It will be remembered that the authorities in Australia propose that these ultra-short-wave beacons should be used for serious inter-airport navigation as well as for approach purposes, and the trials have indicated that the range of the transmitters is well in excess of the stipulated hundred miles—at least, when the machine is flying at a height above that normally used. No signs of distortion of the beams have been noticed, and no fading at night reported. The first batch of receivers is now being installed in various transport aeroplanes.

Big Extensions at Cannes

BY the end of next month Cannes aerodrome will be ready to receive large airliners, and the Marcel Blochs and Dewoitines of Air France will be able to land there on the company's Riviera service.

Up to the present the aerodrome at Mandelieu has been too small for the newer and faster types used by Air France, and a shuttle service between Marseilles and Cannes has been run with Wibault Golden Clippers. The present area of the airport is 350,000 square metres and this is being increased to 650,000 square metres by the acquisition and filling in of an adjoining lake. But this is not the ultimate scheme. The French Government have decided to enlarge it still further, to a total area of over a million square metres—1,100,000 to be exact—and to use one side of the aerodrome for Service flying training—news that will probably be greeted with mixed feelings by the commercial pilots. Barracks are to be built for a squadron which will be permanently stationed there.

Many of the services to the East may stop at Cannes instead of Marseilles; the airport of Marignanne is 16 miles from that city, as compared with the short motor run from Mandelieu Airport into Cannes.



PREPARING FOR THE FUTURE: The zoning scheme (described on pp. 96-98) as applied to Birmingham Airport: A special Bill was promoted to control not only the heights of any new buildings in the marked areas, but also to give power to deal with the already existing obstructions in these areas. The Birmingham Corporation is now able to control all building operations within 3,000ft. of the landing area; the actual restrictions imposed are indicated in this plan. The estimated cost of the initial Elmdon scheme, including the purchase of the land, is £362,000, and the aerodrome should be available for use by May 1.