

## COMMERCIAL AVIATION (CONTINUED)

### Airworthiness

AFTER an informal dinner on February 13 at 8 p.m., a discussion dealing with "Airworthiness and the Air Registration Board" will be held by the G.A.P.A.N. at the Royal Aero Club. This discussion will be opened by Dr. H. Roxbee Cox, and pilots who are not members of the Guild will be welcomed provided that they notify the G.A.P.A.N. secretary beforehand.

### Together at the B.I.F.

FOR the first time Imperial Airways and British Airways will be combining at the British Industries Fair, where they will be exhibiting a map showing the projected route from London to West Africa and across the South Atlantic, as well as those from Hong Kong to Shanghai and from New Zealand to Western Canada. Imperial Airways will also be exhibiting on the Newfoundland Government's stand.

### London's Airports

ANSWERING a question by Mr. Perkins in the House on February 1. Capt. Balfour said that the large-scale programme of development work at Heston aerodrome was now proceeding, and that this programme should be completed by 1942. At the same time the Fairlop aerodrome, which is being developed by the City Corporation, was, he said, likely to be ready within the next three years.

As soon as these two airports were available it would be possible to close Croydon for major improvements to the surface and to the buildings. It was, however, clear that the increase in air traffic would necessitate the provision of yet another land airport and negotiations were now in progress for the purchase of a suitable area at Lullingstone, Kent. It will be remembered that this is the area in which the Southern Railway was originally interested.

### Maybury Airport in Scotland?

THE new aerodrome which is being laid out by Scottish Aviation at Grangemouth for Volunteer Reserve and similar use, may eventually, it appears, become a central airport serving Edinburgh and Glasgow. Grangemouth actually lies an equal distance between these two cities and it is reported that North Eastern Airways, who at present run to Edinburgh from London, are likely to make use of it as soon as it is ready—which will be during May.

Certainly the aerodrome is more than adequate in size. The runs in all directions are in the vicinity of 1,500 yards, and there is provision for a bad weather run of 1,850 yards. The disadvantage of its distance from the two main centres in Scotland may be outweighed by the aerodrome's size and eventual facilities. Scottish Aviation, it will be remembered, has been running a Reserve School at Prestwich, Ayr, for more than two years.

### Atlantic Competition—and Co-operation

WHILE Imperial Airways expect to start this year's Atlantic experimental flights on or about June 1, it has been stated in America that Pan-American Airways may be able to make a start somewhere towards the end of next month.

Replying to a question in the House on February 1, Capt. Balfour explained that the necessary permits for the operation of a regular service by Imperial Airways and Pan-American Airways over the North Atlantic were issued in 1937, but that the establishment in the United States of the new Civil Aeronautics Authority has made it necessary for Imperial Airways to apply for a new permit. Such an application has, of course, been made. Capt. Balfour added that though this country had hoped that the start would be simultaneous, no obstacle would be put in the way of Pan-American Airways if they cared to start earlier than June 1.

The agreement which Pan-American Airways completed with the French Government on January 20, by which that company and Air-France will co-operate on a strictly reciprocal basis in running a series of mail-carrying flights across the North Atlantic between the United States and France, is likely to result in these two companies being first in the field in the North Atlantic crossings this year. The French company may have to take over one of the Boeing 314 flying boats pending the completion of the French transatlantic machines.

It is reported in New York that the first of these flights will start on the 18th of this month, the terminal points being New York on the American side and Biscarosse, in the Landes Department of France, on the European side. The

Etang de Biscarosse, some fifty miles south of Bordeaux, is one of the finest bases in France. The airport at Bordeaux is also being prepared for the Atlantic flights of the Farman landplanes and special concrete runways are being prepared for the purpose.

Although Pan-American Airways have one, or perhaps two, of their new Boeing 314 boats ready for action, it is difficult to see how, even with all six of those ordered, and with the available-Martin boats, it will be possible for them to operate regular services across the Atlantic, across the Pacific to Hong Kong, and southwards to New Zealand. It has already been announced in New Zealand that the first of the Boeings will be used for the service to Auckland. Editorial comment on this and kindred matters appeared last week.

### Imperial Additions

IMPERIAL AIRWAYS have just placed an order for two more of the Frobisher class of landplanes—better known to the majority as the D.H. Albatross type. These two machines, which have no doubt been ordered at this particular moment largely because of machine-shortage difficulties following the withdrawal of the Ensigns from service, are expected to be delivered almost immediately. In spite of all the criticisms which have been made, it must be said that Imperials are now operating the fastest commercial machines in regular service. With new engines, the Ensigns may also be the fastest and the most comfortable.

### An Unusual Imperial Occasion

AIRLINE operators and representatives of the Press were invited last week to witness an unusual and pleasant little ritual—the handing over of a Royal Humane Society Certificate for life-saving by Sir John Reith, chairman of Imperial Airways, to the London manager of Air France, Mr. Jack Bamford. As Sir John said in a brief speech, Imperials, in one of its wiser moments, saw fit to break away from the usual procedure connected with the presentation of a life-saving certificate—wherein the rescued hands over the certificate to his rescuer. It had decided that it should undertake the presentation on behalf of a respected member of the company, Mr. Snowden Gamble, whose life was saved by Mr. Bamford when the two, unknown to each other, were bathing at Frinton last year.

With due ceremony, Sir John handed over the certificate to a very bashful Mr. Bamford, whose reply could scarcely be heard, even above the faint clinking of cocktail glasses. All the while one could not help but sympathise with Mr. Gamble, who still looked far from well—he had contracted pneumonia after being rescued, a fact which Sir John had raised as proof that there had been no collusion.

### Skal Again

SINCE last year's Skal Club dinner in London four more centres have been formed in Boston (United States), Riga (Latvia), Belgrade (Jugoslavia) and—Birmingham. Two more, at Saigon and Hanoi, in Indo-China, are on the way towards formation. Although, outwardly, the organisation of Skal clubs is one purely of international amity and general good-fellowship, it has to be admitted in one's more cynical moments that it is a magnificent device for fostering the tourist trade. In fact, the membership is solely confined to those concerned with the travel business, whether that of selling tickets or of operating transport companies of one kind or another. The interesting thing is that transport operators as a whole are represented very largely by air travel organisations.

At this third annual dinner and dance Sir Douglas Hacking, the Vice-President of the Constructional and Industrial Development Association of Great Britain and Ireland, confidently echoed Mr. Neville Chamberlain during his speech in proposing the toast of the London club. He said that there were two means of securing peace in the world, and these could be briefly described under the heading of Strength and Skal. In other words, it was necessary to extend the right hand in friendship while holding a large stick in the left hand.

Mr. E. Huskisson, one of the vice-presidents of the London club and the recently appointed managing director of Cooks, stressed the importance of the second means to peace. In the end the travel and hotel people did more for international good feeling than for anyone else.

Once again Mr. R. W. Waigh, of Imperial Airways, was in the chair, and the toastmastering business was ably and professionally looked after by Mr. H. A. Ostelius, of A.B. Aero-transport. In fact, air transport was very much to the fore.