

CIVIL AVIATION NEWS

tion and maintenance, for example, of airstrips in Alaska, Hawaii and Puerto Rico, and the maintenance of Washington National Airport.

None of the authorized funds will be used for the construction or improvement of private airports, but it is understood that flying clubs in some of the American cities are planning development of aviation country clubs on a group basis. The growth in commercial aviation in the U.S. over the past twenty years may be an indication of the development to be expected in the future. In 1925 there were 500 small airfields in the nation, but by the middle of 1940 there were 4,000 established airports, and during the same period the passengers carried per year rose from a token figure of twenty to over five million.

It is understood that the majority of the smaller airports will have no runways if, of course, it is practicable to provide good grass surfaces. In this connection probably half the Class II airfields also will be without concrete except for perimeter tracks and other special areas. A substantial number of the 1,625 airports proposed for improvement may also remain grass covered but with improved facilities, consequently the U.S. will have many new airports which will be very suitable for private flying.

QUICK DELIVERY ✓

A MILES Aerovan chartered from Air Contractors made what was probably the first delivery of a British motor car by air on Thursday, October 17th, from Woodley, Reading, to Guernsey airfield.

Express delivery of a Morris Eight had been requested by the distributors of Morris cars in Guernsey, with the result that arrangements were made for the customer to take delivery at the airport in Guernsey within four hours of the moment when it left the factory at Cowley. Although this was, of course, by the way of being a publicity stunt, the possibilities, even for Continental car tourists, are certainly considerable and the experiment was an interesting one.



AT HATFIELD: Mr. Goodenough, the High Commissioner for Southern Rhodesia, recently took delivery of the first D.H. Dove for Central African Airways. Mr. Goodenough and Mr. Peter de Havilland are in the centre of the group.

NEW LANDING FEES ✓

AS readers will have gathered from a leader in this week's issue, the landing fees applying to aircraft up to 6,000 lb in weight have been considerably reduced, and the details are given in *Notice to Airmen No. 168*. The important point is that, up to this weight, there is no variation in the fee between grass and runway airfields—a concession which is reasonable enough when it is realized that a fair proportion of light aircraft would, if possible, use the grass surface in any case.

The new figures are: For aircraft not exceeding a weight of 2,000 lb, 5s; for those not exceeding 4,000 lb, 12s 6d.; and for those up to 6,000 lb, £1 5s. To aircraft with a weight in excess of this figure the previous rates apply.

Landing fees do not apply to dual or solo landings by club aircraft at their own base, though pilots of these must, of course, be charged when landing at other airfields or when the aircraft concerned is being used for commercial purposes. The amendments came into force on October 20th, but the *Notice* explains that even the amended figures are temporary and may be modified when a permanent system is introduced.

FROM THE CLUBS

THE solitary Tiger Moth secured by the Herts and Essex Aero Club under the "£50" scheme has now emerged from the workshops as AHRS, and increases the club's fleet to three Tigers and one Hornet Moth. All four are being kept very busy. Further Tigers are awaited—two more should be in service by now or very shortly. During September the flying hours totalled 315, with eight first solists and seven "A" licence tests completed. Incidentally, the club heard with great regret that M. Dutoict had lost his life; he was the radio operator in the Sabena Skymaster which crashed near Gander. He took his "A" licence with the club in 1936, and had, during the war, been an active member of the Belgian underground movement.

The Derby Aero Club at Barnaston—which is one of a group of clubs operated by Air Schools, Ltd.—held a clubhouse opening ceremony last Sunday. The Mayor of Derby was due to perform the ceremony, and members of all other clubs in the area were invited.

Garden Corner, the residential club which was opened on the Chelsea Embankment by three ex-R.A.F. officers on June 13th this year, is now offering direct flying facilities to members. The primary aim of the club has always been to offer everything possible to members, and to this end a subsidiary company—Garden Corner Air, Sea and Land Charter, Ltd.—has recently been formed to deal with the transportation side of the club's activities. Apart from yachts and cars, the subsidiary company has recently purchased a Vega Gull. This side of the organization is being looked after by Mr. R. R. C. Walker, and it is hoped eventually to include both a flying training and a hire-and-fly-yourself service when the necessary

aircraft are available. A Miles Gemini has also been ordered, and bids have been made for two D.H. Dominies.

The official reopening ceremony of the Lancashire Aero Club was held on September 21st at the club's new headquarters at Barton. The occasion was a considerable success, and a great many of the pre-war members, as well as those of the new generation, were brought together. Since starting operations early in July the Lancashire Club has made considerable progress, and the weekly flying totals are improving steadily. Six pilots have so far renewed their "A" licences, and at present there are about twenty pupils under instruction.

A flying club is to be started in Cornwall by Mr. H. T. Nicholls, who has recently taken delivery of the first Auster which was flown down to Perranporth from Leicester early last month.

Since restarting flying on June 1st, the Weston Aero Club has flown some 400 hours at Weston-super-Mare. The present fleet consists of a Hornet Moth, an Auster and a Magister, and membership has already passed the hundred mark. So far ten first solos have been flown, seven new "A" licences been obtained, and six pre-war licence holders have renewed theirs. At the moment only a somewhat austere clubroom is available, but the club hopes before very long to resume occupation of the pre-war building.

On October 28th Marshall's Flying School will extend its activities with the start of the first "B" licence technical course. Each of these courses lasts five weeks and covers navigational and allied subjects.