

CONGO BOUND

river there are fairly well kept emergency fields every 40 km.

LEOPOLDVILLE

Customs: On airfield; *Petrol:* All grades; *Met.:* On airfield; *General:* Main airport of the Congo. One long concrete runway, in good condition (railway running across the middle).

FROM LEOPOLDVILLE TO LAGOS AND RETURN

MOANDA

General: One concrete strip in need of repair and a windsock.

SAINT NOIRE

Customs: Police from town inspect passports; *Petrol:* 73 and 87; *General:* One rather poor gravel strip. French Air Force station.

MAYOUMBA

General: Grass strip in the bush. One extremely dirty rest house.

PORT GENIIL

General: One gravel strip (being enlarged)—nothing else. Petrol obtainable in about two hours from Shell agent (English trading firm) in town 7 miles away.

LIBREVILLE

Petrol: 73 and 87 at least; *General:* One grass strip and an overnight hangar for aircraft. At least 73 and 87 octane. Hotel in town best seen on West Coast (which isn't saying much).

DOUALA

Customs: On airfield, but immigration authorities have to be seen in town; *Petrol:* 73 and 87 (from Shell agent); *General:* One good gravel strip with large hangar nearby. French Air Force station. All hotels filthy to an extreme.

PORT HARCOURT (Nigeria)

Petrol: 87, 90 and 100 octane; *General:* Two excellent all-weather grass strips. As everywhere else visited in Nigeria, airfields perfectly kept and efficiently run.

BENIN CITY

Petrol: 73 at least; *General:* Two excellent all-weather grass strips. If no hotel available near airfield in Nigeria, accommodation always offered by hospitable English residents.

LAGOS

Customs: Officer in attendance certain times of the day; *Petrol:* All grades; *General:* Main airport of Nigeria used by R.A.F., B.O.A.C. and run by civil authorities. One tarred runway and one grass strip, both in good condition. Airfield 10 miles from town. Hotels only fair.

B.O.A.C. CAPTAINS HONOURED

LORD KNOLLYS presided at a luncheon given last week by B.O.A.C. in honour of two of its old-timers, Capt. O. P. Jones and Dudley Travers. He jestingly referred to the fact that the corporation does not encourage "records" (a reference to the flight made by O. P. Jones a few days previously, when he crossed the Atlantic in 5 h 28 min) and said that records and schedules do not go well together. He was glad to pay tribute to these two captains, and through them to the other great captains of the past and of the future. Their flying careers had been outstanding and were now coming to an end so far as B.O.A.C. was concerned, Capt. Jones going to the Irish company, which is to operate Atlantic services in competition with B.O.A.C., while Capt. Travers would, he hoped, do useful work in helping to develop the new large Saro flying-boat. Capt. Jones's training had been incomplete in that he had never piloted a flying-boat!

Lord Knollys said the great feature of the careers of these two old pilots had been the personal contacts and many friendships they had formed during their long service, thus building

up a very valuable tradition of service to airline passengers.

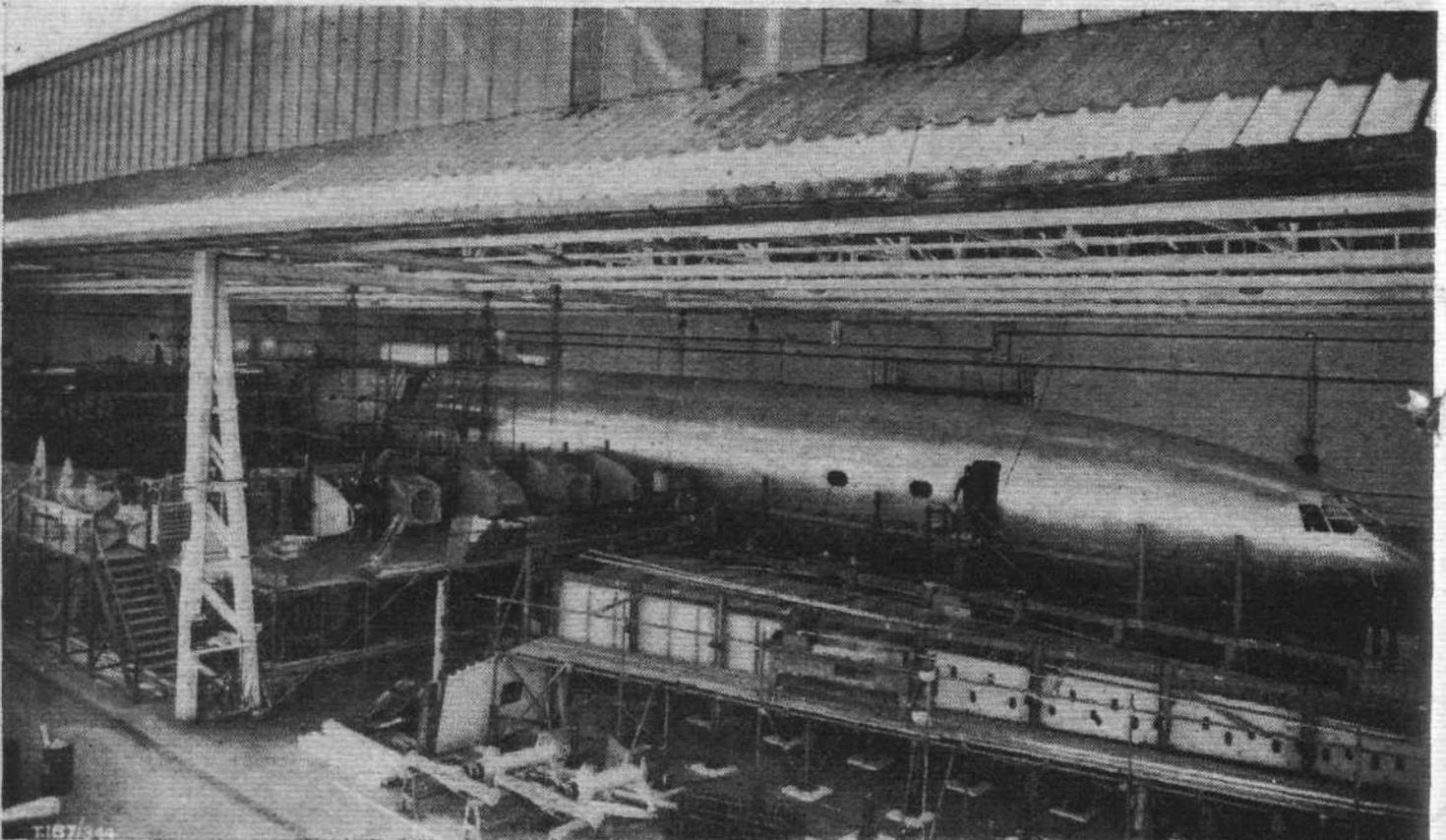
Referring to the recent announcement that there are to be no more American aircraft for Britain, Lord Knollys said B.O.A.C. would do its best with available British types and would provide a *different* service. Details were now being worked out for operating routes with the Solent and Plymouth flying-boats.

Capt. Jones assured Lord Knollys that his last flight was quite unpremeditated. He recalled that many pilots had given their lives in the service of aviation, and was glad to see present two old-timers such as Capt. Bailey and Wilcockson. He paid a warm tribute to his wife, without whose care and encouragement he would not have been able to carry on the work.

Capt. Dudley Travers paid a tribute to the engineers and ground crews, without whose conscientious work the good safety record could not have been achieved.

A telegram was read, from Calcutta, whence A. Cdre. Brackley sent greetings and good wishes to his two old friends.

TAKING SHAPE



The latest production stage of the Bristol Brabazon I, showing for the first time the fuselage completely covered. The 65ft starboard outer main plane is shown under construction and the oleo legs of the Dowty undercarriage are in the foreground. The main wheels will have four 62in x 35in—29in Dunlop Compacta tyres and the nose wheel twin 38in x 11.75—17in tyres.

Bristol