

## CIVIL AVIATION NEWS

Information concerning operations by Ethiopian Airlines, Inc., for the first nine months of the current year reveal a profit of £15,408, as compared with £14,172 for the whole of 1948. The total of revenue passenger-miles flown for the first three quarters of 1949 was 6,440,380—229,425 more than the figure for the whole of last year. Ethiopian Airlines operate a fleet of ten aircraft, nine of which are DC-3s; the other is a Stinson L-5.

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In connection with the British air charter market it is reported that several operators have submitted quotations for the carriage of passengers on inclusive tours between the United Kingdom and various Continental resorts during the holiday season of 1950. Additionally, the possibilities of chartering aircraft to bring regular parties of tourists from the U.S.A. to European destinations are being investigated by travel agencies.

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The Director of Civil Aviation in the American zone of Germany has announced that Germans are being trained for air-traffic duties in the American as well as in the British zone. Forty Germans are said to have been chosen out of 2,000 applicants and their training is now in progress. When qualified they will be detailed for duties in control towers under Allied supervision.

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A three-times-weekly service between New York and Nice



**BONANZA SENIOR**: The first photograph of the Beech Twin-Bonanza reveals a new design for an all-metal, 5-seat, light twin for the private or commercial owner. Powered by 260 h.p. Lycoming engines, the first Model 50, as it is designated, made its initial flights on November 15th. A cruising speed of over 180 m.p.h. and a range of 1,000 miles are among the estimated performance figures; six passengers can be carried with shorter-range fuel load. The price is estimated at 30,000 dollars.

was inaugurated on December 2nd by Pan American World Airways. The new direct service, on which Constellations will be used, brings the French Riviera within less than a day of New York. Travellers to Nice this winter can also take advantage of the off-season rates, which are approximately 25 per cent below the year round fares. Sixty-day returns now cost \$549, compared with the normal fare of \$711.

## FROM THE CLUBS

**T**HE Royal Aero Club of New South Wales held its annual pageant at Bankstown on Saturday, November 26th. Some 25,000 spectators paid for admission, while a further 25,000 watched the excellent flying display from nearby roadsides.

The programme included performances by the R.A.A.F. and R.A.N., and gliders from a nearby club. Highlights of the afternoon were an aerobatic display by a formation of Vampires and simulated deck landings on a special strip on the airport by 14 naval aircraft, whose performance also included a demonstration of JATO technique.

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**A**LTHOUGH not favoured with a single fine week-end, the Southend Municipal Flying School accumulated a total of 134 hours during November. Three members obtained their Private Pilots' licences, and were all able to take advantage of the Club's recent "approval," each pilot completing his course in approximately 31 hours. Three first solos were also recorded during the month. The flying school will be closed on Christmas Day, but will be in full operation from 9 a.m. on Monday, December 26th.

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**D**UE to adverse weather throughout November, total flying by the London Aeroplane Club amounted to 48 hr 25 min. One student successfully passed all tests for his Private Pilot's Licence.

With flying thus curtailed, thoughts have naturally turned to the Club's social activities, and it has been decided that the annual dinner and dance will be held on January 20th at the Waterend Barn, St. Albans. The choice of a local venue for the party is considered to be more in keeping with the post-war traditions of the Club and will also permit a lower admission fee to be charged. Tickets (25s, exclusive of wine) may be obtained from the Club's secretary, at Panshanger Airfield.

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**A**T White Waltham on Saturday there was a sequel to last summer's first annual convention of the Association of British Aero Clubs and Centres—when, it will be remembered, 5s contributions to the Association's fighting fund brought the opportunity of acquiring, among other things, one complete Auster Autocrat.

On Saturday, S/L. Ronald Porteous, chief pilot of Auster Aircraft, Ltd., manufacturers and donors of the aircraft, presented the Autocrat's C. of A. to Mr. "Eustace" Miles, chairman of the Association, and Mr. Miles, in turn, awarded the

desirable document to Miss Margaret Kelly, a 25-year-old non-flying member of the Liverpool Flying Club. Fortune does not always discriminate, but in this case, it seems, luck was on the right side. Running expenses may prevent Miss Kelly from remaining a full private-owner indefinitely, but long-desired and previously unattainable flying lessons are hers, together with the prospect of many pleasant hours of piloting in the future.

There were a number of firms whose generosity made possible the presentation. Auster Aircraft, Ltd., provided the airframe, and assembly of the complete aircraft; the power unit was given by Cirrus Engine Section of Blackburn and General Aircraft, Ltd.; the Fairey Aviation Company was responsible for the airscrew; the instruments were from Smiths; upholstery by Ernest Turner (London), Ltd.; and wheels, tyres and brakes by Dunlop. Cellon, Ltd., provided the finishing touch in attractive cream and green.

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**T**HE Plymouth and District Aero Club reports a total of 980 hours in the four months from June to September. Even during October and November, with adverse weather and short days, 150 hours were flown. The Club's course of training for the Private Pilot's licence has been inspected by the M.C.A. and approval has been announced. Potential pupils can now take advantage of the ten-hour reduction in flying time required to qualify for the Licence.

For the coming months a series of entertainments, including lectures and film shows, has been organized, the clubhouse newly decorated and more efficient heating arrangements installed.

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**S**URREY Gliding Club, aided and abetted by Imperial College G.C., who share their site at Redhill, held their annual Christmas party at the club-house on Saturday. The affair was "informal" in the sense understood by gliding enthusiasts—which means very informal indeed, deafeningly noisy and extremely entertaining.

A "Victorian melodrama" metaphorically brought the house down—a process which was nearly completed in the literal sense by later developments; musical contributions ranged from "Doc" Slater's famous tin whistle to a massed band equipped entirely with kitchen utensils; and Instructor Lorne Welch was forcibly presented with a nicely potted "aileron bush" and other tokens of pupillary esteem.