

CIVIL AVIATION . . .

which Federal aid is granted for the development of international airports with runway lengths up to 8,400ft. (with the local government paying about half the cost). On the subject of runway bearing-strength Mr. Lowen pointed out that it meant nothing to say that a jet transport weighs, say, 280,000 lb: what did matter was how that load was distributed. Idlewild, for example, would support a hypothetical single-wheel aircraft of 200,000 lb but would take a dual tandem-wheel aircraft weighing 500,000 lb. On this basis many of the large U.S. airports already had adequate bearing strength, and where beefing up was needed it would be possible to install an overlay, which would be less costly than laying a new runway. On the topic of traffic control Mr. Lowen said that the primary purpose of new navigational facilities—for which \$40m was called for in the President's budget message—would be to extend control above 24,000ft. "We would", he said, "move our traffic control into the jet age immediately. The military . . . want such service, and we propose to give it to them, and by so doing to perfect our methods for the day when civil jets will add their numbers to the upper strata traffic."

BREVITIES

TALKS in Dublin on the revision of the 1946 Anglo-Irish air agreement began on February 20th. Discussions are aimed at the drafting of a new agreement between B.E.A. and Aer Lingus about the sharing of traffic, and, it is understood, the extent to which Aer Rianta will participate.

CLUB AND GLIDING NEWS

SINCE the inception of the A.T.C. flying scholarship scheme in 1950, over 1,500 cadets have received flying instruction up to P.P.L. standard. This was disclosed by Air Chief Marshal Sir Ronald Ivelaw-Chapman, speaking at the annual dinner of the Association of British Aero Clubs and Centres at the Waldorf Hotel, London, on Friday, February 17th. Of those cadets, he said, over 600 had entered regular R.A.F. service, more than 230 had served as National Service pilots and 120 were members of the Auxiliary and Reserve branches.

At the dinner the health of the Association was proposed by Mr. J. A. Boyd-Carpenter, M.P., Minister of Pensions and National Insurance and previously Minister of Transport and Civil Aviation. Replying, Mr. Geoffrey de Freitas, M.P., a vice-president of the Association, repeated the criticism made in the A.B.A.C. report (reported in *Flight* of February 17th) concerning the arrangement whereby club landing-cards for use at certain State aerodromes are issued by the Royal Aero Club and not by the Association. An immediate objection to this reference was voiced by Mr. S. Kenneth Davies, chairman of the Royal Aero Club, who was present as a guest and who later left the dinner, apparently in protest, during Mr. de Freitas' speech.

The toast of the guests was proposed by W/C. R. J. B. Pearce, vice-chairman of the Association, and the reply was made by Air Chief Marshal Sir Ronald Ivelaw-Chapman, Vice-Chief of the Air Staff. Sir Ronald referred to the recent change in emphasis in the flying-scholarship scheme; the Service's requirement, he said, was no longer for a large reserve of pilots; a high rate of recruiting must now be maintained, together with a higher standard of selection. The annual target number of scholarships was 400; 350 had been awarded in 1954 out of more than 600 applications, and 197 out of 450 applications in 1955.

The Lennox-Boyd Efficiency Trophy for 1954 was next presented by Mr. A. T. Lennox-Boyd, Secretary of State for the Colonies and donor of the trophy, to Air Chief Marshal Sir William Elliot, who received it on behalf of the West London Aero Club. The final speaker at the dinner was Monsieur l'Abbé Amiard of the French Fédération Nationale Aéronautique, who reported that his own home-built Jodel had made its first flight at Flers, and went on to urge all present to attend his club's rally there over the weekend of June 30th—July 1st.

A NEW hill site near Cocking, on the South Downs, was used for the first time by members of the Lasham Gliding Centre on Sunday, February 19th, when a Tiger Moth tug and five sailplanes were flown there by a party under C.F.I. Derek Piggott. The site, which has been loaned by Lord Cowdray, consists of a field large enough for aero-towing and situated at the top of the hill.

During the first visit, Lt. Virginia Sweet, U.S.A.F., Bruce Sinclair and Ernie Smith completed their "Silver C" five-hour duration legs, and reported experiencing thermals to 2,400ft and lift of 20ft/sec. It is hoped that a large number of five-hour flights will be completed from Cocking this year.

The "threatened traffic jams on the world airways" will, say I.A.T.A., be a prominent item on the agenda of the ninth annual technical conference at San Remo, Italy, from May 7th to 19th.

DC-6B, F-BGOD, of the French airline T.A.I. crashed 15 miles south east of Cairo on February 20th en route from Saigon. Of the 64 people on board 52 died; six of the crew, including the captain, survived.

York G-ANSY of Scottish Airlines, carrying 45 Service personnel and a crew of five from Egypt to the United Kingdom, crashed after taking off from Luqa, Malta, on February 18th. The passengers and crew were killed.

PanAm are to employ as stewardesses 50 British subjects between the ages of 21 and 27 for the airline's North Atlantic and Middle East schedules. The girls will be based in New York City, flying up to 85 hours per month. Starting salary is £82 per month.

Final arrangements have been made for Pacific Western Airlines of Vancouver to acquire Associated Airways of Edmonton. Last year the airline took over Queen Charlotte Airlines.

Mr. Geoffrey Gibbons, has been made the assistant traffic manager of British European Airways.

The C.A.B. has now approved a temporary ten per cent increase in first-class transatlantic and trans-Pacific fares. This is a reversal of the board's refusal on February 2nd to approve increases agreed by I.A.T.A.

Other news from Lasham is that the Surrey Gliding Club have now bought the prototype Slingsby T.42 Eagle (which will be used for advanced training); and that over 800 gliding-course enquiries were received following the recent B.B.C. "Holiday Hour" programme featuring a visit to the aerodrome.

AN appeal for funds for the Cambridge University Gliding Club is being made in an endeavour to prevent the club from ceasing operations. The financial difficulties were outlined by Dr. J.W.S. Pringle, F.R.S., president of the club, at the annual dinner in Cambridge on Saturday, February 18th. Other speakers at the dinner, which was attended by 64 members and guests, were A. Alexander, John Furlong and Hugo Trotter. The appeal is for £4,000. The chairman of the appeal committee, Dr. Alice Roughton, said that £500 was required immediately if the club, whose membership is at present 120, was not to close by the end of the academic year.

CELEBRATION of the Midland Gliding Club's twenty-first birthday took place at a dinner in the Long Mynd clubhouse recently, at which Mr. Robert Neill, chairman, recalled the club's pre-war history. During 1955, it was reported, 5,470 launches were made and 2,271 flying hours were logged.

THE remission of import duty on light aircraft suitable for training purposes has been announced by the New Zealand Minister of Customs, Mr. D. J. Eyre. This decision, he said, was intended to give further help to aero clubs in the important work of training pilots.

RECENTLY reported by Warsaw Radio is the setting up of an experimental gliding establishment in Bielsko, Poland, for the construction of new sailplanes and for gliding research in preparation for Poland's participation in the 1956 World Gliding Championships at St. Yan. Three new versions of the Jaskolka single-seater are planned, in addition to the Nietoperz (a tailless design); an all-metal machine; and one incorporating the extensive use of plastics. Experiments with jettisonable rockets for the launching of gliders, it is reported, are also being made.

SEVEN competitors for the 1956 flying scholarships awarded by the Women's Junior Air Corps received trial flying lessons at Fair Oaks recently. The scholarships entitle the winners to 25hr of free flying training, W.J.A.C. wings being awarded when P.P.L. requirements have been satisfied. According to the official W.J.A.C. announcement, one of the young ladies is "tall, dark and attractive, with curly hair"; one is "very attractive, small and dark"; one is "fair and vivacious"; one is "dark and of medium height"; and one is "dark, attractive and very intelligent" [our italics]. In addition, three northern entrants, colouring unspecified, were to take trial lessons at Newcastle.