

## AERO CLUBS

Its future headquarters is the No. 1 worry of the Royal Aero Club of New South Wales.

"The future location of the club's activities is very doubtful," writes the manager of the club (Squadron-Leader Monkton). "From numerous rumors coming unofficially from official sources we gather it is only a matter of time before we are asked to pack up and leave Mascot."

This is not particularly worrying the club, so long as a suitable alternative sight is made available.

"Mascot aerodrome is, and always has been, one of the worst in the Commonwealth, and undoubtedly must constitute a problem for all pilots using it," says Mr Monkton. "Therefore, the hazards of an airport which the traffic has outgrown ought not to be increased by the pressure of training aircraft. Training aircraft are a menace to the airlines, and in turn are frequently a menace to the trainee."

### Substitute Site

The club believes that the only solution is to separate the club's activities from the commercial airport. It is in favor of banishing flying training altogether from Mascot.

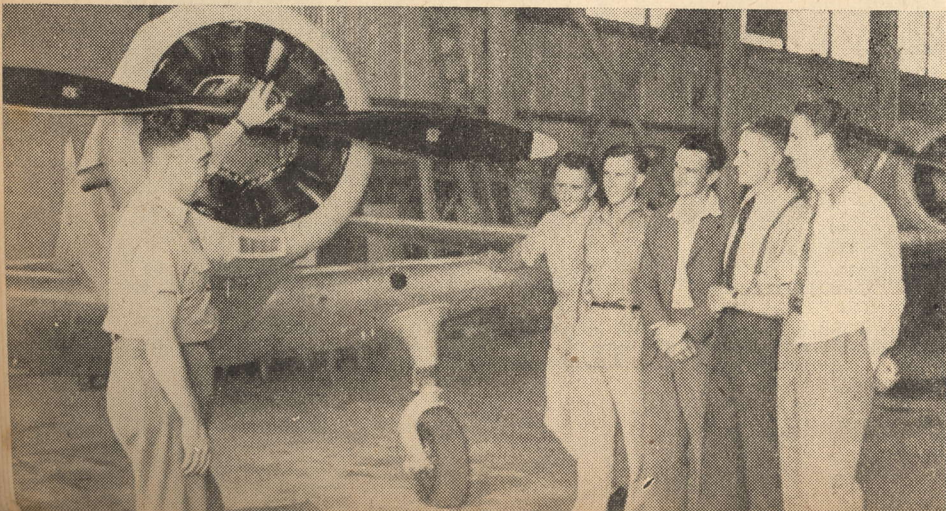
The club, of course, has a substitute site in view—Bankstown aerodrome, which is shortly to be vacated by the Royal Navy. Even if the RAAF wishes to take it over the club feels that it would be possible for club activities to be accommodated on the opposite side of the aerodrome without inconvenience to the Air Force. Bankstown is within 18 miles of the city.

In the meantime the club is continuing its activities under difficulties. Its hangar—which, incidentally, was the first one on Mascot—is still in use by the Air Department, and the club workshop is now serving as hangar, repair section, and clubroom.

The RAAF is still occupying the club-house, but indications are that it is shortly to be returned to the club.

Another hangar, in a secluded corner of the aerodrome, is also under consideration. The club believes it would serve its purpose admirably if the centre of its activities remained at Mascot.

Hon. Instructor L. C. Fleming (left) explains operation of CP airscrew to Newcastle Club members. Group from left: Messrs D. L. Hilder, R. Gilford, R. Rogerson, J. McDougall, and K. Henry.



NSW has no worries on the score of membership. Its total is now well over 500. Between the New Year and February 14 it enrolled 93, both pupil and pilot members! That is good going, but it carries a penalty. It is putting a heavy strain on the club's small fleet of aircraft.

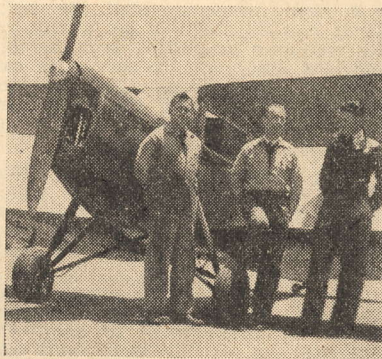
Some progress is being made in improving this position. The club, in mid-February, had two Tigers, two Majors and a Hornet. Three more Tigers and two Dragons were awaiting collection at a country RAAF station.

### Advanced Training Facilities

It is intended to fit one of the Dragons with radio and navigation gear, so that it can serve as a flying classroom. The fact that it is a two-engined craft will give it use also to those who wish to train for a commercial flying career.

Incidentally commercial licences were recently gained by two members, Miss N. Ellis and Mr W. R. K. Matthews. Miss Ellis also gained her third class radio ticket.

Mr D. Collins, who has been the club's instructor for the past two



NSW Club personalities with the club Hornet. From left: Messrs. A. H. Ray (Chief Engineer), Dan Collins (Instructor), and Bruce Kennedy, a pupil member.

years, will shortly be joined by S/Ldr. J. J. Larkin, one of the pre-war flying staff. Two honorary instructors, Messrs L. Ray and L. Schultz, are still acting in that capacity.

The Royal Aero Club of Western Australia is just getting under way again after five years' suspension of

activity, following the impressment of all equipment and aircraft, and the absorption of most members and staff into the RAAF. It reports that large numbers of old members are returning and that the applications of new members, mostly ex-RAAF personnel, promise to lift membership figures to record levels.

Some new pupils have begun training at Maylands, and it is hoped to start organised courses in April with groups of pupils.

The club has purchased eight aircraft and has an option on six more from Commonwealth Disposals. Its present fleet consists entirely of Tigers, with one Hornet awaiting repair and assembly. The club intends to purchase some new types of moderately priced three and four-seater cabin aircraft for cross-country work as soon as such types are available.

Its future plans include cross-country excursions, as numbers of new aerodromes are now available at country centres within reasonable distance of Perth.

The Royal Queensland Aero Club, which is holding its annual meeting this month, is in the process of re-establishment. There is a big future for this club in the hands of an active committee. It will take some time, however, to reach a full pitch of activity.

The Tasmanian Aero Club has a fair smattering of ex-RAAF officers on its newly elected committee, under the presidency of Mr D. T. Oldham, of Launceston. Here again the club has not yet re-established itself fully. It intends to resume flying operations shortly, however, at Western Junction, Cambridge, and Wynyard aerodrome, establishing instructors and ground engineering staff at each centre.

### What of New Clubs?

It is, as we said at the start, not a particularly impressive picture that is to be painted, but it is early yet to be over-critical. Much has yet to be done at most clubs to get them into full pre-war motion, but a great deal more will require to be done if the clubs are to play the part that is expected of them in the future.

One of the most difficult problems of all faces new-forming clubs, which are seeking registration from the Civil Aviation Department. Such a club is the "North Western Flying Club," which ex-RAAF personnel are trying to establish, with headquarters near Wahroonga, NSW.

Its acting secretary (Mr Graham Moody) writes that they have had their proposals before the Civil Aviation Department for months, but can neither be registered nor receive a subsidy until they have satisfied the department that they can "function efficiently and continuously."

They cannot function without a subsidy, and without registration they cannot obtain aircraft from the Disposals Commission at the reduced club rate. How can they satisfy the department in advance?

There are other cases like this one and not much that can be done about it. The best advice that can be given is for these proposed new clubs to get under the wing of one of the already established clubs. They have much both to offer and receive in an amalgamation of interests.