



Inside the Airwork Services Ltd hangar at Panshanger Aerodrome, Hertfordshire. Distributors in this country for the Cessna Aircraft Co, Airwork have included in the Panshanger facility a series of modern offices, behind which is the maintenance area. In this photograph are, from the left, a Model 310D, Model 175 and Model 182D Skylane

## SPORT AND BUSINESS . . .

FOLLOWING THE SUCCESS of their inaugural rally last year, Waveney Flying Group at Seething Airfield near Norwich are holding a "fly-in" on Sunday, May 7. In 1960, when the airfield (a wartime USAAF base ten miles SSE of Norwich and four miles NNW of Bungay) was opened by the Group, 43 visiting aircraft came and the Group hope that this year the figure may be doubled. Since last summer an augmented membership has cleaned and marked the runways and rebuilt the hangar. Chairman James Hoseason strikes the right note when he says "the whole spirit of the flying movement in this country depends on co-operation and assistance and we are always anxious and delighted to see visitors."

The county of Norfolk, with an enviable amount of free airspace, has about 30 light-aircraft aerodromes. Almost 100 licensed private pilots and 150 pilots under training are members of three private flying groups, two training groups and one training club. Membership of the Waveney Group is built up on a basis of £25 shares, with over 30 members (some with several shares) at present.

THREE PETERBOROUGH ENGINEERING FIRMS, Baker Perkins Ltd, Mitchell Engineering Ltd and Mitchell Construction Co Ltd, have formed a company to operate their executive aircraft from a former RAF airfield near the town. The new company, known as Peterborough and Spalding Aviation Ltd, will provide pilots and operation and maintenance staff for the three aircraft and will also offer its services as consultants to other local firms or people wishing to acquire or operate aircraft.

Mitchell Engineering Ltd has operated a private aircraft since 1948 and has had its present Dove for some years. Baker Perkins and Mitchell Construction both bought Piper Aztecs at the end of last year. Until the Peterborough Corporation requires the site for housing purposes, the aircraft will continue to be based at Westwood Airfield, adjoining the Baker Perkins works.

THE UK SPARES DISTRIBUTORSHIP for all Lycoming engines and a UK distributorship for King Radio Corporation have been taken by Vigors Aviation Ltd, the Piper distributors based at Oxford Airport.

While Rolls-Royce handle Continental engines, Vigors will now stock spares for every type of Lycoming engine imported into Britain, and they have appointed Hants and Sussex Aviation as overhaul agents for the range of engines. Vigors are now to offer a fixed-price overhaul on time-expired engines and a one-day exchange service.

The other distributorship, held in conjunction with Airwork Services Ltd, concerns the new range of lightweight VHF radios designed by King Radio Corp. They include 90/190-channel communications radio and VOR receiver, designed to TSO standards (British Class I) and costing much less than equivalent existing equipment. Further details are given on the System Survey page (p. 556) in this issue.

THE ROYAL FEDERATION OF AERO CLUBS OF AUSTRALIA will ask the Federal Government for a new subsidy contract to extend the airline pilot training scheme and train more commercial pilots. The federation wants the continuation of the five-year Government agreements which provide subsidies to the aero club movement. The current agreement will expire on June 30. The federation believes many of the voluntary services it provides will become impossible if the Government grant is stopped on June 30.

These services include bushfire spotting, supply dropping, emer-

gency aerial ambulance work, transport of blood plasma for the Red Cross, and flood relief work. The federation represents 30 aero clubs throughout Australia, Papua and New Guinea with a membership of more than 7,000. This includes more than 2,500 holding private pilots' licences and 1,500 student pilots. The clubs have had Government financial assistance for 30 years.

THE DECISION taken by the Australian Aerial Agricultural Association at its recent symposium in Wagga Wagga, NSW, to form a training school at Hawkesbury College, Sydney, is evidence that the industry has come of age, writes a correspondent. The bad old days of cheap pilot labour, aged aircraft and broken promises to clients are passing. The use of aircraft for spraying, dusting and spreading has developed into a properly organized industry. The association's decision followed a previous decision by the Department of Civil Aviation for the proper rating of pilots in the industry and full licensing of operators.

Hawkesbury College authorities are so keen on the industry as a major contributor of primary wealth to Australia that they have offered to house the association's proposed school. Theoretical and flying training will be done at the Aerial Agricultural School when it is opened later this year. In 1960 the total acreage treated by aerial applicators was estimated at 4,260,000. This compares with 3,200,000 acres in 1958, and 1,800,000 acres in 1957.

WE REGRET TO RECORD the death in a flying accident on April 16 of Mr C. A. G. Wills and Mr D. W. Woodhouse, both members of the Surrey and Kent Flying Club, Biggin Hill. At the time of the accident the two men were flying in a Tiger Moth participating in a breakfast patrol organized by the clubs and groups based at Biggin. The aircraft dived into the ground at Keston, Kent, in foggy conditions.

A NEWS ITEM in our March 30 issue concerning the Governor-General's Cup Air Race in South Africa may have been interpreted as attributing political opinions to the organizers of the race. At the request of the Aero Club of South Africa, organizers of the race, our correspondent asks us to emphasize that the club is strictly a non-political body representing all sections of the population without bias.



Members of the Waveney Flying Group at work rebuilding and painting their 2,000 sq ft hangar at Seething Airfield, Norwich. The hangar is now complete and the group is organizing a fly-in rally at Seething on May 7 (see first news item on this page)