

My very sincere good love
to you and family
I hope to see you
in the near future
I am ever your
affectionate
father
John D. Rockefeller

As a result of the
investigation
conducted by the
committee
the following
recommendations
are made
1. That the
present
organization
be maintained
2. That the
present
board of
directors
be continued
3. That the
present
constitution
be amended
4. That the
present
by-laws
be amended
5. That the
present
articles of
incorporation
be amended
6. That the
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charter
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7. That the
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8. That the
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announced in various ways by the

quality was to be provided for the

As a result of the investigation conducted by the committee the following recommendations are made

1. That the present organization be maintained

2. That the present board of directors be continued

3. That the present constitution be amended

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their control over the oil to deal with

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quality was to be provided for the

As a result of the investigation conducted by the committee the following recommendations are made

PUBLIC

RECORD

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PUBLIC RECORD OFFICE

CONTINUED FROM PREVIOUS FILM

PUBLIC RECORD OFFICE

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TIGHTLY BOUND FOR ALL WORDS TO BE
REPRODUCED IN ENTIRETY

C.—AERODROMES—(Contd.)

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: No special procedure.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Two runways at right angles; N.E.—S.W., 800 by 60 yards and N.W.—S.E., 1,000 by 80 yards.
 (b) Altitude above Mean Sea-level: Sea-level.
 (c) Surface Conditions: Sandy loam with smooth grass surface, good drainage and little tendency towards flooding. Surfaces occasionally soft.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: Nil.

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: No boundary marks or centre circle.
 (ii) Signals: Nil.
 (iii) Wind Indication: Wind indicator on hangar roof.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: In township.
 (b) Oil: In township.
 (c) Fresh Water: Available.
 (d) Airship Gas: Nil.

(a) Hangars or Shelters:

Number	Structure	Net Breadth	Net Depth	Net Door Height	Net Door Width	Reservation
One	Corrugated iron with steel girders; semi-circular	50 ft.	58 ft. 6 ins.	22 ft.	50 ft.	

- (b) Mooring or Pegging-down Facilities: Nil, but could no doubt be arranged if desired.
 (c) Handling Personnel: Natives available.
 (d) Hotels, Rest Houses, etc.: Two hotels in township.
 (e) Medical Facilities: Available.

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Used occasionally by Wilson Airways, Ltd.
 (b) Railway: At Mombasa.
 (c) Road: Yes, to Mombasa and Lamu.
 (d) Local Transport: Available.
 (e) Shipping: Nil.
 (f) Telegraph: At Malindi Post Office.
 (g) Telephone: Nearest telephone 14 miles distant.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Usual monsoon seasonal winds; no mists or fogs.
 (b) Supply of Data: M. D. Trench or J. E. Carberry, Malindi.

13.—CHARGES

No charges at present.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya, on information supplied by Mr. Carberry. 8th April, 1939.

C.—AERODROMES—(Contd.)

MASARA

1.—FUNCTION

- (a) Class: Landing ground (licensed), public civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: The Kenya Gold Mining Syndicate, Ltd., Masara Private Bag, P.O. Kisii.
 (d) Commercial Agencies, etc.: Used by Wilson Airways, Ltd., but not on scheduled services.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Nyanza Province.
 (b) Latitude: 1° 01' S. Longitude: 34° 22' E.
 (c) Magnetic Variation (1938): 3° W. Annual change about 3' annually.
 (d) Local Position: Two miles south of Gori River and 19 miles east of Mohoru Bay.
 (e) Day Landmarks: Lokorian-Karungu Road, miteheads, and a large white sand dump.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Bushveld—forced landings could probably be executed in certain parts.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: A form is signed by the pilot giving the registration marks of his aircraft, number of passengers, etc.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Three runways; E.—W., 860 yards; N.W.—S.E., 600 yards; N.N.E.—S.S.W., 330 yards.
 (b) Altitude above Mean Sea-level: 4,000 feet.
 (c) Surface Conditions: Surface conditions good—covered with short grass. Good drainage and no tendency to flood.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side:
 (b) East Side:
 (c) South Side:
 (d) West Side:
 (e) General: } Low bush of an average height of about 15 feet all round.

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Standard boundary markings and centre circle.
 (ii) Signals: Nil.
 (iii) Wind Indication: Wind indicator to south of landing ground.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: Nil, nearest supply at Kisumu.
 (b) Oil: As (a) above.
 (c) Fresh Water: At mine.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: Nil.
 (b) Mooring or Pegging-down Facilities: Nil, but could probably be arranged if desired.
 (c) Handling Personnel: Natives available.
 (d) Hotels, Rest Houses, etc.: Nil.
 (e) Medical Facilities: Nil.

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Used by Wilson Airways, Ltd., but not on scheduled services.
 (b) Railway: At Kisumu, 140 miles distant.
 (c) Road: Yes, to Kisii 60 miles, Karungu 20 miles, and Kisumu 140 miles.
 (d) Local Transport: Emergency only, not guaranteed.
 (e) Shipping: Fortnightly lighter service from Karungu to Kisumu.
 (f) Telegraph: Nil.
 (g) Telephone: Nil.

C.—AERODROMES—(Contd.)

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: No special procedure.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Two runways at right angles; N.E.—S.W., 800 by 60 yards and N.W.—S.E., 1,000 by 80 yards.
 (b) Altitude above Mean Sea-level: Sea-level.
 (c) Surface Conditions: Sandy loam with smooth grass surface, good drainage and little tendency towards flooding. Surface occasionally soft.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: Nil.

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: No boundary marks or centre circle.
 (ii) Signals: Nil.
 (iii) Wind Indication: Wind indicator on hangar roof.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: In township.
 (b) Oil: In township.
 (c) Fresh Water: Available.
 (d) Airship Gas: Nil.

(a) Hangars or Shelters:

Number	Structure	Net Breadth	Net Depth	Net Door Height	Net Door Width	Reservation
One	Corrugated iron with steel girders; semi-circular	50 ft.	58 ft. 6 ins.	22 ft.	50 ft.	

- (b) Mooring or Pegging-down Facilities: Nil, but could no doubt be arranged if desired.
 (c) Handling Personnel: Natives available.
 (d) Hotels, Rest Houses, etc.: Two hotels in township.
 (e) Medical Facilities: Available.

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Used occasionally by Wilson Airways, Ltd.
 (b) Railway: At Mombasa.
 (c) Road: Yes, to Mombasa and Lamu.
 (d) Local Transport: Available.
 (e) Shipping: Nil.
 (f) Telegraph: At Malindi Post Office.
 (g) Telephone: Nearest telephone 14 miles distant.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Usual monsoon seasonal winds; no mists or fogs.
 (b) Supply of Data: M. D. Trench or J. E. Carberry, Malindi.

13.—CHARGES

No charges at present.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya, on information supplied by Mr. Carberry. 8th April, 1939.

C.—AERODROMES—(Contd.)

MASARA

1.—FUNCTION

- (a) Class: Landing ground (licensed), public civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: The Kenya Gold Mining Syndicate, Ltd., Masara Private Bag, P.O. Kisii.
 (d) Commercial Agencies, etc.: Used by Wilson Airways, Ltd., but not on scheduled services.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Nyanza Province.
 (b) Latitude: 1° 01' S. Longitude: 34° 22' E.
 (c) Magnetic Variation (1938): 3° W. Annual change about 3' annually.
 (d) Local Position: Two miles south of Gori River and 19 miles east of Mohoru Bay.
 (e) Day Landmarks: Golgories—Karungu Road, mineheads, and a large white sand dump.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Bushveld—forced landings could probably be executed in certain parts.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: A form is signed by the pilot giving the registration marks of his aircraft, number of passengers, etc.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Three runways; E.—W., 860 yards; NW.—SE., 600 yards; NNE.—SSW., 330 yards.
 (b) Altitude above Mean Sea-level: 4,000 feet.
 (c) Surface Conditions: Surface conditions good—covered with short grass. Good drainage and no tendency to flood.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side:
 (b) East Side:
 (c) South Side:
 (d) West Side:
 (e) General: } Low bush of an average height of about 15 feet all round.

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Standard boundary markings and centre circle.
 (ii) Signals: Nil.
 (iii) Wind Indication: Wind indicator to south of landing ground.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: Nil, nearest supply at Kisumu.
 (b) Oil: As (a) above.
 (c) Fresh Water: At mine.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: Nil.
 (b) Mooring or Pegging-down Facilities: Nil, but could probably be arranged if desired.
 (c) Handling Personnel: Natives available.
 (d) Hotels, Rest Houses, etc.: Nil.
 (e) Medical Facilities: Nil.

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Used by Wilson Airways, Ltd., but not on scheduled services.
 (b) Railway: At Kisumu, 140 miles distant.
 (c) Road: Yes, to Kisii 60 miles, Karungu 20 miles, and Kisumu 140 miles.
 (d) Local Transport: Emergency only, not guaranteed.
 (e) Shipping: Fortnightly lighter service from Karungu to Kisumu.
 (f) Telegraph: Nil.
 (g) Telephone: Nil.

C.—AERODROMES—(Contd.)

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Prevailing wind from east in morning and from west in afternoon. Wet seasons from March to May and from September to November. No mist or fog.
 (b) Supply of Data: Particulars regarding local conditions from the General Manager at the Mines.

13.—CHARGES

Unknown, a purely private landing ground but are believed to be same as Government.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

MOMBASA (Shimani)

1.—FUNCTION

- (a) Class: Aerodrome, public civil, open to use by visiting aircraft; no special permission for use need be obtained other than the usual permission to enter Kenya.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: Controlled by the Divisional Engineer, Public Works Department, Mombasa, on behalf of the Kenya Government.
 (d) Commercial Agencies, etc.: Used by Wilson Airways, Ltd.
 (e) Customs Arrangements: A Customs Officer meets all regular scheduled arrivals and all machines which give reasonable prior advice of arrival. Foreign machines arriving without giving prior notice are detained until a Customs Officer is informed and an inspection made. The following is the procedure:—(1) Stamping and signing of journey log book; (2) Issuing and receiving Clearance certificates; (3) Checking, signing and stamping manifests and passenger lists; (4) Examination of passengers' baggage; (5) Observance of Air Navigation Directions generally.
 (f) Quarantine Arrangements: In theory all passengers, animals, etc., entering by means of aircraft are subject to the same quarantine restrictions as in the case of ships. The International Sanitary Convention for Aerial Navigation in 1933 is regarded as the basis of procedure to be adopted. Correspondence to Port Health Officer, Mombasa.
 (g) Temporary Conditions Affecting Air Stations: No further works contemplated. Periodical mowing by machine takes place. Soft ground, etc., indicated by movable white crosses.

2.—LOCATION

- (a) Department or Province: Coast Province, Mombasa Island.
 (b) Latitude: 4° 08' S. Longitude: 39° 39' E.
 (c) Magnetic Variation (1939): 3° 40' W. Annual change about 3".
 (d) Local Position: On Mombasa Island at its north-west corner and two miles from civic centre.
 (e) Day Landmarks: Large oil tank installations.
 (f) Night Landmarks: Township and harbours lights only.
 (g) Nature of Surrounding Country: Flat but with many large trees. Oil tanks to west and overhead electric mains to north. Unsuitable for emergency landings.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: No actual control office on aerodrome. Aerodrome under control of Divisional Engineer, P.W.D., Mombasa. Native caretaker on aerodrome by day to whom advice of projected arrivals is telephoned. Watchman on aerodrome by night.
 (b) Circuit Rules: No special circuit rules (but see Special Local Rules under (f) below).
 (c) Special Landing and Take-off Directions: No compulsory directions for landing.
 (d) Arrival and Departure Procedure: Notification of projected arrival is wired to "Aerodrome, Mombasa" from station of departure. No permission for departure required except in the case of foreign aircraft.
 (e) Flying Hours: Daylight hours only (see (f) below).
 (f) Local Flying Restrictions: N.B.—Special Local Rules.
 (1) Flying between the hours of 15 minutes after sunset and 15 minutes before sunrise is prohibited on or in the vicinity of the aerodrome.
 (2) The areas within fifty yards of any of the oil tanks situated to the west and north-west of the aerodrome are danger areas and flying machines may under no circumstances pass over such areas at a height of less than 500 feet. Pilots of flying machines passing between danger areas are responsible for steering a course which will carry the machine well clear of oil tanks and oil installation buildings.
 (3) When there is no wind, take-offs and landings should be made in the line of the runway from the north-west to south-east. A "no wind" landing tee is placed in the north-east corner of the aerodrome.
 (4) Persons qualifying for a pilot's "A" licence shall not take off or land on the aerodrome, nor shall flying instruction be carried out from the aerodrome.
 (5) No person shall enter upon the Mombasa Aerodrome except on legitimate business.

4.—LANDING AREA

- (a) Dimensions: NE.—SW., 960 yards; NW.—SE., 698 yards; N.—S., 775 yards and E.—W., 546 yards.
 (b) Altitude above Mean Sea-level: 65 feet.
 (c) Surface Conditions: Grass on sandy soil. Some portions liable to become soft after prolonged rain. No special drainage facilities. Maximum gradient 1.62 per cent.
 (d) Description of Runways: No specially prepared hard runways.

5.—OBSTRUCTIONS

- (a) North Side: High tension electric cables 150 yards from north-east corner. Trees on east and south sides.
 (b) East Side: On west side high tension electric cables (poles 35 feet high) 450 yards away. Groups of large oil tanks 70 feet high situated in close proximity to west and north-west side of aerodrome.
 (c) South Side: do.
 (d) West Side: do.
 (e) General: No grazing allowed on aerodrome.

C.—AERODROMES—(Contd.)

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Corner and perimeter markings and centre circle 60 feet in diameter.
 (ii) Signals: Nil.
 (iii) Wind Indication: Black and white windsock on lattice tower at north end of aerodrome. Method of indicating zero wind-fixed tee [see Special Local Rules under 3 (f)].
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: Not stocked on aerodrome but available from Shell, Vacuum or Texas Oil Companies nearby. Shell Company stocks—(i) Shell Motor Spirit, (ii) Shell Aviation Gasoline 77 octane, (iii) 80 octane, (iv) 87 octane, (v) 100 octane. Mobile refuelling outfit.
 (b) Oil: All grades of lubricating oils and greases obtainable.
 (c) Fresh Water: Piped supply available.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: The following are the particulars of hangars at Shimani:—

Owner	Structure	Length	Breadth	Door Height	Reservations
W. G. Nicol	Concrete piers, galvanized iron panels. Wood truss roof	34 ft.	48 ft.	12 ft.	One half.
J. E. Carberry	Semi-circular galvanized iron on rails	59 ft. 8 ins.	55 ft. 6 ins.	25 ft.	By arrangement with owner.

- (b) Mooring or Pegging-down Facilities: Pegging-down considered necessary during the south-west monsoon period, i.e., April, May and June due to high winds.
 (c) Handling Personnel: No special personnel available for handling aircraft. Normally an average of ten natives are on the site for general work. Their services may be utilized between the hours of 7 a.m. and 4 p.m. No tractors are available.
 (d) Hotels, Rest Houses, etc.: There are at least four modern hotels within a distance of two miles of the aerodrome.
 (e) Medical Facilities: No first aid equipment on aerodrome. Hospitals in Mombasa.

9.—REPAIR FACILITIES

- (a) Workshops: One ground engineer who undertakes private work. No equipped workshops or factory in Mombasa but there are motor garages and also Marine Workshops at the Port.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Wilson Airways, Ltd. to Nairobi and Dar es Salaam.
 (b) Railway: Mombasa Station. Mombasa-Nairobi train daily.
 (c) Road: Bitumen surfaced road from civic centre to aerodrome.
 (d) Local Transport: Taxis or lorries may be obtained. No bus service.
 (e) Shipping: Kilindini Port on Mombasa Island.
 (f) Telegraph: Telegraphic address "Aerodrome Mombasa". Nearest telegraph station, Mombasa Post Office, 2½ miles distant.
 (g) Telephone: On aerodrome, No. 132, Mombasa.

11.—RADIO FACILITIES

- (a) Radio Telegraphy:
 (b) Radio Telephony:
 (c) Direction Finder: } The following are the particulars of radio facilities available:—

Call Sign	Frequency		Range Approx.	Hours of Watch	Times or Bearings of Inefficient Communication	System and Station Description
	Transmission	Reception				
(i) ZNW	336 KCB	333 KCS	900 miles	As required by Empire Air Mail Scheme	Class II throughout	D/F Station A1, A2, A3.
(ii)	6593 KCS	6593 KCS	250 miles	Point/point schedules	—	A/C Point to point communication, A1 only.

- (d) Radio Beacon: No radio beacon.
 (e) Blind-landing System: No blind-landing system.

12.—METEOROLOGICAL

- (a) General Description: Generally good; no fog. Low clouds during rains, April-June and December. Some haze usually in afternoons.
 (b) Supply of Data: The local Meteorological Station is situated on the aerodrome and weather reports are available there. Upper air observations are made. Forecasts can be supplied from Nairobi for any of the routes generally served by air services in East Africa.

13.—CHARGES

Standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

C.—AERODROMES—(Contd.)

NAIROBI

1.—FUNCTION

- (a) Class: Aerodrome, public civil, open to use by visiting aircraft; no special permission for use need be obtained. Also used as an Air Force aerodrome.
- (b) Government Classification (if any): All types of aircraft.
- (c) Owner and Operating Authority: Controlled by Public Works Department, Nairobi, on behalf of the Kenya Government. The Aerodrome Superintendent is always on the aerodrome during daylight hours.
- (d) Commercial Agencies, etc.: Headquarters of Messrs. Wilson Airways, Ltd., and No. 223 "B" Squadron, Royal Air Force.
- (e) Customs Arrangements: Normally from 8 a.m. to 6 p.m. but also at any other time after these hours when Customs formalities have to be complied with. The Immigration Officer stationed in town attends to all scheduled services while immigration formalities in respect of private or specially chartered aircraft are attended to by the Aerodrome Superintendent.
- (f) Quarantine Arrangements: The Aerodrome Superintendent is under instructions from the Medical Department of Kenya to disinfect any aircraft which may arrive from yellow fever districts.
- (g) Temporary Conditions Affecting Air Stations: Levelling and enlargements in progress on the aerodrome at present and various installations are frequently being effected by the R.A.F. in the vicinity of their Camp. Extensions will be completed by end of May.

2.—LOCATION

- (a) Department or Province: Kikuyu Province.
- (b) Latitude: 1° 16' S. Longitude: 36° 48' E.
- (c) Magnetic Variation (1928): 2° W. Annual change about 3' decrease.
- (d) Local Position: For identification purposes the aerodrome is situated SSE. of the town and approximately 2½ miles from the business centre.
- (e) Day Landmarks: Nairobi township to NNW; Ngong hills 15 miles to WSW; O'Donoy Sabuk hill 30 miles to NE. and various corrugated iron hangar roofs which are usually visible from the air at some considerable distance.
- (f) Night Landmarks: The lights of Nairobi township.
- (g) Nature of Surrounding Country: The country to the east and south is reasonably flat and with the exception of occasional dry river beds and low thorn bush could be considered suitable for emergency landings. The country to the west is hilly with intervals of forests while that to the north and north-west is generally termed the settled area.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: The office of the Aerodrome Superintendent is situated approximately WNW. of the centre circle and about 50 yards off the perimeter of the aerodrome.
- (b) Circuit Rules: Normal left-hand or anti-clockwise circuits when starting from or about to land at the aerodrome.
- (c) Special Landing and Take-off Directions: A "no wind" landing tee and ball are situated in front of the Aerodrome Superintendent's office. When no wind conditions prevail the black ball is hoisted and the tee exposed indicating that it is compulsory for aircraft to land or take-off in the direction indicated by the tee, i.e., in a line parallel to the shaft towards the cross-piece. The tee is parallel to the ENE.-WSW. runway and all landings and take-offs must start from the WSW. end of the runway.
- (d) Arrival and Departure Procedure: No rules other than Customs exist, i.e., that an aircraft must report in or out if arriving from or departing for other territories.
- (e) Flying Hours: This aerodrome is officially open during daylight hours. An officer is in attendance from 8 a.m. to 6 p.m. daily and at any other time when information is received that an aircraft is expected to arrive or depart after these hours, necessitating Customs or disinfection formalities being complied with. Government (at present) do not impose any night landing facilities and therefore accept no responsibility in the event of any damage incurred whilst night flying, which is at the owner's risk entirely. There are no public holidays on which the aerodrome is closed, and as there are two hard-surfaced runways the aerodrome is open in all seasons. In the event of heavy rain making the grass surface boggy, a notice to airmen is issued warning them to keep strictly to the runways.
- (f) Local Flying Restrictions: Vide "Special Rules for Air Traffic on and in the Vicinity of Aerodromes Open to Public Use" contained in the Air Navigation (C. P. & M. T.) Order, 1927.

4.—LANDING AREA

- (a) Dimensions: The aerodrome is a circle 1,000 yards in diameter with two hard-surfaced runways each 1,000 by 30 yards running ENE.-WSW. and NW.-SE.
- (b) Altitude above Mean Sea-level: 5,500 feet.
- (c) Surface Conditions: The greater portion of the aerodrome is black cotton soil, grass covered and with natural drainage. Flooding is unlikely as there is a considerable gradient from west to east. The rough patches which usually occur after heavy rain are the north-east and south grass sectors, these readings being taken from the centre circle. The north-east sector always becomes marshy for some considerable time after heavy rain. In dry weather the surface of the runways is inclined to be very dusty. No artificial surfacing is employed other than murrum which is used in filling in white-ant holes, etc. No snow or ice conditions exist.
- (d) Description of Runways: Two hard-surfaced runways each 1,000 by 30 yards run ENE.-WSW. and NW.-SE. A stone foundation was used in the construction of the runways and the stones were then covered with murrum.

5.—OBSTRUCTIONS

- (a) North Side: The aerodrome is in the form of a circle. The highest obstructions are constituted by the R.A.F. hangars (numbering four), the heights of which are 33 feet, and one of Wilson Airways' hangars which measures 41 feet in height. There are twenty obstruction lighting masts each 30 feet high, and surmounted by a red obstruction light, running along the line of buildings on the western side of the aerodrome and indicating their presence as obstructions.
- (b) East Side:
- (c) South Side:
- (d) West Side:
- (e) General: No stock of any description are allowed on the aerodrome, around which a fence has been built to keep out animals. Zebra, wildebeeste and small gazelles however sometimes manage to get on to the aerodrome, but these are always chased off as quickly as possible.

C.—AERODROMES—(Contd.)

6.—MARKINGS AND SIGNALS

- (a) Day:
- (i) The aerodrome has a centre circle 60 feet in diameter and fifteen boundary marks surround the landing area. Temporary mobile obstruction markings are used to close off any portion of the aerodrome which may become temporarily closed to air traffic.
- (ii) Signals: Nothing of this sort in existence.
- (iii) Wind Indication: There are two wind indicators on the aerodrome, one being approximately 50 yards from the perimeter and due south of the aerodrome, the other being approximately 50 yards from the perimeter and due west of the aerodrome and at the extreme end of the line of buildings. This mast is permanent and is fitted with a red obstruction light at the top in conjunction with all the other obstruction light masts. There are no smoke generators or special wind velocity indicators in existence. As regards zero wind, vide para. 3 (c) of this schedule.
- (b) Night:
- (i) Location Beacon Light: There is no fixed beacon light on the aerodrome.
- (ii) Floodlights, Landing Lights, etc.: Proper night flying facilities are not provided by Government and night flying is not therefore encouraged. The R.A.F. however possess a floodlight as also do Wilson Airways, the latter floodlight having been loaned to Imperial Airways by the Air Ministry when they were operating on the Central African run. Buckets flares are used by the R.A.F., and also by Wilson Airways in cases of emergency. Twenty obstruction light masts operated by two switches independently are situated along the front of the buildings. One switch is controlled by the Aerodrome Superintendent and the other by the R.A.F. personnel. There are two fixed boundary lights, red hurricane lamps being used when required. Applications by owners of civil aircraft for the use of such night landing facilities are available should be addressed in advance to Wilson Airways, Ltd., Nairobi, who may be prepared to oblige in special circumstances. Neither Government nor Wilson Airways, Ltd., will accept any responsibility for damage incurred in or arising from night flying, the full responsibility for which will rest upon the pilot and/or owners of the aircraft.
- (iii) Other Markings:
- (iv) Signals:
- (v) Wind Indication:
- (c) Fog, etc.: No need to utilize the above precautions during fog as fog has not as yet been experienced on the aerodrome.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: Most refuelling undertaken by the Shell Company of East Africa who stock various brands of fuel and oil. They have fixed fuel pumps as well as three mobile tanks. The Vacuum Oil Company have one mobile fuel truck on the aerodrome. Prior notice is usually given to the Company by pilots wishing to refuel with Vacuum products as only a small stock is held on the aerodrome.
- (b) Oil: As (a) above.
- (c) Fresh Water: Water available on the aerodrome.
- (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: There are no Government hangars on the aerodrome and accommodation for visiting aircraft is by private arrangement with Wilson Airways, Ltd. When no accommodation is available the visiting aircraft are compelled to anchor outside. The following are the particulars of hangars on Nairobi Aerodrome:—

Owners	Structure	Length	Breadth	Door Height	Reservations
		ft. ins.	ft. ins.	ft. ins.	
The late Sir Piers Mostyn	Corrugated iron	33 4	17 6	11 7	Nil
Mr. Rhys-Maitland	ditto	28 9	18 0	10 0	"
Mr. W. C. Mitchell	ditto	28 6	35 0	11 0	"
Shell Company of East Africa	ditto	29 6	21 2	11 2	"
Mr. N. Kirkham	ditto	35 8	36 0	11 10	"
Mr. N. Turner	ditto	50 0	42 0	11 6	"
Mr. G. Blowers	ditto	28 6	34 7	11 6	"
Wilson Airways	ditto	100 0	103 0	20 0	See above
Wilson Airways	ditto	98 0	77 0	18 0	"
Wilson Airways	ditto	60 5	65 0	12 0	"
R.A.F. (i)	ditto	176 0	95 0	27 0	Nil
R.A.F. (ii)	ditto	176 0	95 0	27 0	"
R.A.F. (iii)	ditto	176 0	95 0	27 0	"
R.A.F. (iv)	ditto	176 0	95 0	27 0	"

- (b) Mooring or Popping-down Facilities: Popping-down of aircraft is considered necessary over night when the machine is out in the open. No moorings, masts or blocks for airships are available.
- (c) Handling Personnel: Government supply no personnel or tractors for the handling of aircraft but if called upon to do so will render all possible assistance, making it quite clear to the owner of the aircraft beforehand that no responsibility for any damage will be accepted by Government, although all reasonable care will be taken.
- (d) Hotels, Rest Homes, etc.: No sleeping accommodation is supplied by Government on the aerodrome but there are many up-to-date hotels in Nairobi.
- (e) Medical Facilities: The Aerodrome Superintendent has a small first aid box in his office together with a stretchers. In the event of an accident on the aerodrome, the R.A.F. render medical aid. Hospitals in Nairobi.

C.—AERODROMES—(Contd.)

9.—REPAIR FACILITIES

- (a) Workshops: Messrs. Wilson Airways have workshops on the aerodrome and maintain all their own aircraft as well as all civil aircraft.
 (b) Spare Parts: They stock all necessary spares for their own aircraft, have all the necessary tools and a large engineering staff. Owners of private or visiting aircraft must make arrangements with the Company's representative on the aerodrome for any repairs which they may wish to have carried out on their machines. There is no aircraft factory in the vicinity.
 (c) Compass Base: Compass base at the western end of the NE.—SW. runway.

10.—COMMUNICATIONS

- (a) Air Line: Many scheduled services to all parts of the country arrive at and depart from the aerodrome each day.
 (b) Railway: Nairobi Railway Station, two miles from aerodrome.
 (c) Road: Excellent macadamized road from aerodrome to the centre of the town.
 (d) Local Transport: Cars from various hotels usually meet scheduled services. A bus service runs between the town and the aerodrome. Taxis may be summoned by telephone.
 (e) Shipping: Nil.
 (f) Telegraph: Post office in Nairobi; telegraphic address of aerodrome, "Aerodrome, Nairobi".
 (g) Telephone: Telephone in Aerodrome Superintendent's office, No. 2107. Also at Wilson Airways, Shell Company, and Aero Club of East Africa.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: } Ngong Wireless Station, 5 miles distant, provides all requirements. The following are the
 (b) Radio Telephony: } particulars:—
 (c) Direction Finder: }

Call Sign	Frequency		Range Approx.	Hours of Watch	Times or Bearings of Inefficient Communication	System and Station Description
	Transmission	Reception				
(i) VQR	338 KCS	333 KCS	500 miles	As required by Empire Air Mail Scheme	Class II through-out	D.F. Station, A1, A2, A3.
(ii)	6593 KCS	6593 KCS	250 miles	Point to point schedules	—	A/C and point to point communication A1, A2, A3.

- (d) Radio Beacon: } There are no radio beacons in Kenya nor any blind-landing system.
 (e) Blind-landing System: }

12.—METEOROLOGICAL

- (a) General Description: The wind is usually variable. Prevailing wind during 1936 was from south-east and during 1937 from north-east. The rainy seasons are from March to May and from October to early December. Fogs and local storms are very rare and no snow or ice conditions prevail.
 (b) Supply of Data: Nearest meteorological station in Nairobi where reports and forecasts are regularly available. No upper-air observations are generally made.

13.—CHARGES

Standard Government charges levied for landings and housing. Charges regarding repairs are by private arrangement with Messrs. Wilson Airways, Ltd.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

NAIVASHA

1.—FUNCTION

- (a) Class: Landing ground, Government, public civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: The Foreman in Charge, Public Works Department, Naivasha, through the Divisional Engineer, P.W.D., Nairobi, on behalf of the Kenya Government.
 (d) Commercial Agencies, etc.: Nil.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Rift Valley Province.
 (b) Latitude: 0° 43' S. Longitude: 36° 25' E.
 (c) Magnetic Variation (1939): 3° 25' W. Annual change about 1' decrease.
 (d) Local Position: In Naivasha township approximately 1½ miles north-west of civic centre.
 (e) Day Landmarks: Township, railway line and Lake Naivasha.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Hilly in most parts and therefore unsuitable for forced landings. There are, of course, large stretches of plain on which a forced landing could probably be executed.

C.—AERODROMES—(Contd.)

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: Certain particulars must be entered by the pilot in a book which is provided.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Two runways at right angles: NNE.—SSW., 641 by 100 yards; WNW.—ESE., 631 by 100 yards.
 (b) Altitude above Mean Sea-level: 6,234 feet.
 (c) Surface Conditions: Volcanic ash covered with rough grass. Natural drainage but has a slight tendency towards stickiness in wet weather.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Trees and telegraph wires about 160 yards from aerodrome boundary.
 (e) General:

6.—MARKINGS AND SIGNALS

- (a) Day: }
 (i) Markings: Standard boundary marks and centre circle 74 feet in diameter.
 (ii) Signals: Nil.
 (iii) Wind Indication: Standard wind indicator in southern corner of landing ground.
 (b) Night: }
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: } Ordinary petrol in township. Nearest supply of aviation spirit in Nakuru.
 (b) Oil: }
 (c) Fresh Water: In township.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: Nil.
 (b) Mooring or Tying-down Facilities: Nil, but could be arranged if desired.
 (c) Handling Personnel: Natives available.
 (d) Hotels, Rest Houses, etc.: The Bell Inn, 1½ miles distant. Sparks' Hotel, 4 miles distant.
 (e) Medical Facilities: Nearest medical aid at Kijabe Mission Hospital, 20 miles distant.

9.—REPAIR FACILITIES

- (a) Workshops: } Nil, beyond facilities of a local garage.
 (b) Spare Parts: }
 (c) Compass Base: }

10.—COMMUNICATIONS

- (a) Air Line: Used by Wilson Airways, Ltd., but not on scheduled services.
 (b) Railway: Yes, station 1½ miles away.
 (c) Road: Yes, roads rather rough in vicinity.
 (d) Local Transport: Cars available from garage.
 (e) Shipping: Nil.
 (f) Telegraph: Telegraph at post office. Telegrams regarding landing ground should be addressed P.W.D., Naivasha.
 (g) Telephone: At Naivasha Post Office.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: }
 (b) Radio Telephony: } Nil.
 (c) Direction Finder: }
 (d) Radio Beacon: }
 (e) Blind-landing System: }

12.—METEOROLOGICAL

- (a) General Description: Prevailing wind from south-west. No mists or fogs except perhaps in the very early morning.
 (b) Supply of Data: Particulars regarding local conditions, etc., from two natives who are permanently stationed on the landing ground.

Standard Government charges.

13.—CHARGES

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

C.—AERODROMES—(Contd.)

NAKURU

1.—FUNCTION

- (a) Class: Landing ground, licensed, private civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): All types of aircraft.
 (c) Owner and Operating Authority: The Nakuru Municipality.
 (d) Commercial Agencies, etc.: Used by Wilson Airways, Ltd., on scheduled services.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Rift Valley Province.
 (b) Latitude: 0° 18' S. Longitude: 36° 08' E.
 (c) Magnetic Variation (1939): 2° 40' W. Annual change about 3' decrease.
 (d) Local Position: About one mile north of Lake Nakuru midway between the lake and township.
 (e) Day Landmarks: Township and lake.
 (f) Night Landmarks: Nil, with the exception of a few township lights.
 (g) Nature of Surrounding Country: Very hilly in most parts, but there are flat plains in the vicinity on which forced landings could probably be executed with little difficulty.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: On arrival certain particulars are entered by the pilot in a register which is provided.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Runs in three directions: NE.-SW., 1,342 yards; E.-W., 1,300 yards; NNW.-SSE., 1,284 yards.
 (b) Altitude above Mean Sea-level: 6,100 feet.
 (c) Surface Conditions: Very firm volcanic soil with a good smooth grass covered surface. Natural drainage and no tendency towards flooding. An all-weather landing ground.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: There is a large mound about 70 feet high to the south of the landing ground, but this does not constitute an actual obstruction.

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Standard boundary markings and centre circle, within which is printed the word "NAKURU".
 (ii) Signals: Nil.
 (iii) Wind Indication: Standard type wind indicator with black and white sleeve to north-west of landing ground.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.

- (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: Petrol and oil on aerodrome. Pilots who wish to avoid delay in refuelling should circle the town before landing.
 (b) Oil: Nil.
 (c) Fresh Water: In township.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters:

Number	Structure	Net Breadth	Net Depth	Net Door Height	Net Door Width	Reservations
One	Corrugated iron	40 ft. 5 ins.	20 ft. 2 ins.	18 ft.	40 ft. 5 ins.	As required.

- (b) Mooring and Pegging-down Facilities: Nil, but could always be arranged if desired.
 (c) Handling Personnel: Natives available.
 (d) Hotels, Rest Houses, etc.: Excellent hotels in township.
 (e) Medical Facilities: Hospital three miles away. Six doctors in township.

C.—AERODROMES—(Contd.)

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Yes, used by Wilson Airways, Ltd., on scheduled services.
 (b) Railway: Railway in township.
 (c) Road: Roads in vicinity are good.
 (d) Local Transport: Lorries and cars available in town.
 (e) Shipping: Nil.
 (f) Telegraph: At Nakuru Post Office. Telegrams regarding landing ground to "Municipality, Nakuru."
 (g) Telephone: On aerodrome—No. 45.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Prevailing wind from east in morning and from either north-east or north in evening. Very occasional early morning mist.
 (b) Supply of Data: Data of local conditions from Town Clerk.

13.—CHARGES

The same as standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

NANYUKI

1.—FUNCTION

- (a) Class: Landing ground, public civil, Government, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: The Divisional Engineer, P.W.D., Nyuri, on behalf of the Kenya Government.
 (d) Commercial Agencies, etc.: Used by Wilson Airways, Ltd., on scheduled services.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Central Province, North Nyuri District.
 (b) Latitude: 0° 0' Equator. Longitude: 37° 06' E.
 (c) Magnetic Variation (1939): 2° 20' W. Annual change about 3' decrease.
 (d) Local Position: Three quarters of a mile west of township.
 (e) Day Landmarks: Nanyuki township and railway station.
 (f) Night Landmarks: None, with the exception of a few township lights.
 (g) Nature of Surrounding Country: Flat and open to north, south and west; township to east.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: Upon arrival certain particulars are entered by the pilot in a register.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Two runways at right angles: NW.-SE., 950 by 400 yards and NE.-SW., 1,000 by 100 yards.
 (b) Altitude above Mean Sea-level: 6,400 feet.
 (c) Surface Conditions: Black cotton soil covered with short grass. Heavy going for aircraft in wet weather as landing ground becomes rather boggy.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: There are telegraph wires and fences to south-east.

C.—AERODROMES—(Contd.)

NAKURU

1.—FUNCTION

- (a) Class: Landing ground, licensed, private civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): All types of aircraft.
 (c) Owner and Operating Authority: The Nakuru Municipality.
 (d) Commercial Agencies, etc.: Used by Wilson Airways, Ltd., on scheduled services.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Rift Valley Province.
 (b) Latitude: 0° 18' S. Longitude: 36° 08' E.
 (c) Magnetic Variation (1939): 2° 40' W. Annual change about 3' decrease.
 (d) Local Position: About one mile north of Lake Nakuru midway between the lake and township.
 (e) Day Landmarks: Township and lake.
 (f) Night Landmarks: Nil, with the exception of a few township lights.
 (g) Nature of Surrounding Country: Very hilly in most parts, but there are flat plains in the vicinity on which forced landings could probably be executed with little difficulty.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: On arrival certain particulars are entered by the pilot in a register which is provided.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Runs in three directions: NE.—SW., 1,342 yards; E.—W., 1,300 yards; NNW.—SSE., 1,284 yards.
 (b) Altitude above Mean Sea-level: 6,100 feet.
 (c) Surface Conditions: Very firm volcanic soil with a good smooth grass covered surface. Natural drainage and no tendency towards flooding. An all-weather landing ground.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: There is a large mound about 70 feet high to the south of the landing ground, but this does not constitute an actual obstruction.

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Standard boundary markings and centre circle, within which is printed the word "NAKURU".
 (ii) Signals: Nil.
 (iii) Wind Indication: Standard type wind indicator with black and white sleeve to north-west of landing ground.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: Petrol and oil on aerodrome. Pilots who wish to avoid delay in refuelling should circle the town before landing.
 (b) Fresh Water: In township.
 (c) Airship Gas: Nil.

8.—ACCOMMODATION

Number	Structure	Net Breadth	Net Depth	Net Door Height	Net Door Width	Reservations
One	Corrugated iron	40 ft. 5 ins.	20 ft. 2 ins.	18 ft.	40 ft. 6 ins.	As required.

- (a) Mooring and Pegging-down Facilities: Nil, but could always be arranged if desired.
 (b) Handling Personnel: Natives available.
 (c) Hotels, Rest Houses, etc.: Excellent hotels in township.
 (d) Medical Facilities: Hospital three miles away. Six doctors in township.

C.—AERODROMES—(Contd.)

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Yes, used by Wilson Airways, Ltd., on scheduled services.
 (b) Railway: Railway in township.
 (c) Road: Roads in vicinity are good.
 (d) Local Transport: Lorries and cars available in town.
 (e) Shipping: Nil.
 (f) Telegraph: At Nakuru Post Office. Telegrams regarding landing ground to "Municipality, Nakuru."
 (g) Telephone: On aerodrome—No. 45.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Prevailing wind from east in morning and from either north-east or north in evening. Very occasional early morning mists.
 (b) Supply of Data: Data of local conditions from Town Clerk.

13.—CHARGES

The same as standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

NANYUKI

1.—FUNCTION

- (a) Class: Landing ground, public civil, Government, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: The Divisional Engineer, P.W.D., Nyuri, on behalf of the Kenya Government.
 (d) Commercial Agencies, etc.: Used by Wilson Airways, Ltd., on scheduled services.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Central Province, North Nyuri District.
 (b) Latitude: 0° 0' Equator. Longitude: 37° 08' E.
 (c) Magnetic Variation (1939): 2° 20' W. Annual change about 3' decrease.
 (d) Local Position: Three quarters of a mile west of township.
 (e) Day Landmarks: Nanyuki township and railway station.
 (f) Night Landmarks: None, with the exception of a few township lights.
 (g) Nature of Surrounding Country: Flat and open to north, south and west; township to east.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: Upon arrival certain particulars are entered by the pilot in a register.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Two runways at right angles: NW.—SE., 950 by 100 yards and NE.—SW., 1,000 by 100 yards.
 (b) Altitude above Mean Sea-level: 6,400 feet.
 (c) Surface Conditions: Black cotton soil covered with short grass. Heavy going for aircraft in wet weather as landing ground becomes rather boggy.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: There are telegraph wires and fences to south-east.

C.—AERODROMES—(Contd.)

6.—MARKINGS AND SIGNALS

- (a) Day :
 (i) Markings : Standard white boundary markings with centre circle and within it the letters N.U.K.
 (ii) Signals : Nil.
 (iii) Wind Indication : On southern boundary of the NE.-SW. runway consisting of a standard type wind vane on a 30 ft. cedar pole.
- (b) Night :
 (i) Location Beacon Light : Nil.
 (ii) Floodlights, Landing Lights, etc. : Nil.
 (iii) Other Markings : Nil.
 (iv) Signals : Nil.
 (v) Wind Indication : Nil.
- (c) Fog, etc. : Nil.
- (d) Fuel : In town about $\frac{1}{2}$ mile distant. Pilots, if wishing to refuel, should circle the town before landing.
 (e) Oil :
 (f) Fresh Water : In town.
 (g) Airship Gas : Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters : No hangar accommodation, but parking space available.
 (b) Mooring or Pegging-down Facilities : Nil, but could be arranged if desired.
 (c) Handling Personnel : Natives available.
 (d) Hotels, Rest Houses, etc. : Two hotels, one mile from landing ground.
 (e) Medical Facilities : Resident medical practitioner about $\frac{1}{4}$ miles distant.

9.—REPAIR FACILITIES

- (a) Workshops : Nil.
 (b) Spare Parts : Nil.
 (c) Compass Base : Nil.

10.—COMMUNICATIONS

- (a) Air Line : Yes, used by Wilson Airways, Ltd., on scheduled services.
 (b) Railway : Railway terminus in town.
 (c) Road : Yes, good.
 (d) Local Transport : Available in township.
 (e) Shipping : Nil.
 (f) Telegraph : At Nanyuki Post Office, half a mile distant.
 (g) Telephone : As (f) above.

11.—RADIO FACILITIES

- (a) Radio Telegraphy : Nil.
 (b) Radio Telephony : Nil.
 (c) Direction Finder : Nil.
 (d) Radio Beacon : Nil.
 (e) Blind-landing System : Nil.

12.—METEOROLOGICAL

- (a) General Description : Prevailing winds from north-east and south-west. Conditions usually good; a strong wind in dry weather. No mists or fogs. Surface soft after very heavy rain.
 (b) Supply of Data : Particulars regarding local conditions from Foreman in Charge, P.W.D., Nanyuki.

13.—CHARGES

Standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

NAROK

1.—FUNCTION

- (a) Class : Emergency landing ground, Government, public civil, open to use by visiting aircraft; no permission for use need be obtained.
 (b) Government Classification (if any) : Light and medium types of aircraft.
 (c) Owner and Operating Authority : The District Commissioner, Narok, on behalf of the Kenya Government.
 (d) Commercial Agencies, etc. : Nil.
 (e) Customs Arrangements : Nil.
 (f) Quarantine Arrangements : Nil.
 (g) Temporary Conditions Affecting Air Stations : Nil.

2.—LOCATION

- (a) Department or Province : Masai Province.
 (b) Latitude : $1^{\circ} 15' S$. Longitude : $35^{\circ} 45' E$.
 (c) Magnetic Variation (1939) : $2^{\circ} 15' W$. Annual change about $3'$.
 (d) Local Position : Three miles SSE. of town.
 (e) Day Landmarks : Town, three miles NNW. of landing ground.
 (f) Night Landmarks : Nil.
 (g) Nature of Surrounding Country : Undulating woodlands and numerous valleys; a bad country for forced landings.

C.—AERODROMES—(Contd.)

3.—TRAFFIC CONTROL

- (a) Control Tower, etc. : Nil.
 (b) Circuit Rules : Nil.
 (c) Special Landing and Take-off Directions : Nil.
 (d) Arrival and Departure Procedure : No special procedure.
 (e) Flying Hours : Sunrise to sunset.
 (f) Local Flying Restrictions : Nil.

4.—LANDING AREA

- (a) Dimensions : A roughly triangular shaped landing ground with runs of 1,100 yards from NW.-SE. and 350 yards from NE.-SW.
 (b) Altitude above Mean Sea-level : 6,250 feet.
 (c) Surface Conditions : A good grass covered surface with natural drainage. Serviceable during rains. Slight slopes from N.-S. and from E.-W., care should be exercised when landing.
 (d) Description of Runways : Grass covered.

5.—OBSTRUCTIONS

- (a) North Side : Nil.
 (b) East Side : Nil.
 (c) South Side : Nil.
 (d) West Side : Nil.
 (e) General : A valley covered with medium scrub to the north, and small trees on all other sides.

6.—MARKINGS AND SIGNALS

- (a) Day :
 (i) Markings : Boundary markings only; no centre circle.
 (ii) Signals : Nil.
 (iii) Wind Indication : Wind indicator situated in north west corner of landing ground.
- (b) Night :
 (i) Location Beacon Light : Nil.
 (ii) Floodlights, Landing Lights, etc. : Nil.
 (iii) Other Markings : Nil.
 (iv) Signals : Nil.
 (v) Wind Indication : Nil.
- (c) Fog, etc. : Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel : Nil, nearest supply at Naivasha 80 miles distant.
 (b) Oil :
 (c) Fresh Water : Unlimited in Narok.
 (d) Airship Gas : Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters : Nil.
 (b) Mooring or Pegging-down Facilities : Nil, not usually available but could be arranged if desired.
 (c) Handling Personnel : Native labour available.
 (d) Hotels, Rest Houses, etc. : Nil.
 (e) Medical Facilities : First aid available at Narok.

9.—REPAIR FACILITIES

- (a) Workshops : Nil.
 (b) Spare Parts : Nil.
 (c) Compass Base : Nil.

10.—COMMUNICATIONS

- (a) Air Line : Nil; this is an emergency landing ground on one of the Nairobi-Kisumu routes.
 (b) Railway : Nearest railway connection at Kijabe, 60 miles distant.
 (c) Road : Yes, main Narok-Kijabe-Nairobi road.
 (d) Local Transport : Available at Narok.
 (e) Shipping : Nil.
 (f) Telegraph : In Narok. Communications regarding landing ground should be addressed "District, Narok".
 (g) Telephone : At District Commissioner's Office.

11.—RADIO FACILITIES

- (a) Radio Telegraphy : Nil.
 (b) Radio Telephony : Nil.
 (c) Direction Finder : Nil.
 (d) Radio Beacon : Nil.
 (e) Blind-landing System : Nil.

12.—METEOROLOGICAL

- (a) General Description : Prevailing wind from south; mists and fogs not frequent. Rains normally from February to June and from October to December.
 (b) Supply of Data : Information regarding local conditions from the District Commissioner.

13.—CHARGES

Standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

C.—AERODROMES—(Contd.)

NJORO

1.—FUNCTION

- (a) Class : Landing ground, licensed, private civil, open to use by visiting aircraft ; no special permission for use need be obtained.
 (b) Government Classification (if any) : Light and medium types of aircraft.
 (c) Owner and Operating Authority : The Njoro Country Club.
 (d) Commercial Agencies, etc. : Used occasionally by Wilson Airways, Ltd.
 (e) Customs Arrangements : Nil.
 (f) Quarantine Arrangements : Nil.
 (g) Temporary Conditions Affecting Air Stations : Nil.

2.—LOCATION

- (a) Department or Province : Rift Valley Province.
 (b) Latitude : 0° 20' S. Longitude : 35° 56' E.
 (c) Magnetic Variation (1938) : 3° W. Annual change about 3' decrease.
 (d) Local Position : About a quarter of a mile south-west of Njoro Railway Station.
 (e) Day Landmarks : Njoro Golf Course, railway station and hangar with "Njoro" on both slopes of roof.
 (f) Night Landmarks : Nil.
 (g) Nature of Surrounding Country : Surrounding country is flat to north and east but hilly to the south and west. Forced landings could probably be executed in parts.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc. : Nil.
 (b) Circuit Rules : Nil.
 (c) Special Landing and Take-off Directions : Nil.
 (d) Arrival and Departure Procedure : No special rules.
 (e) Flying Hours : Sunrise to sunset.
 (f) Local Flying Restrictions : Nil.

4.—LANDING AREA

- (a) Dimensions : 1,100 by 75 yards N.-S. and 1,000 by 75 yards ENE.—WSW.
 (b) Altitude above Mean Sea-level : 7,180 feet.
 (c) Surface Conditions : Grass covered chocolate loam which drains very easily and is never waterlogged.
 (d) Description of Runways :

5.—OBSTRUCTIONS

- (a) North Side :
 (b) East Side :
 (c) South Side :
 (d) West Side :
 (e) General : Nil.
- } No obstructions in close proximity to the landing ground.

6.—MARKINGS AND SIGNALS

- (a) Day :
 (i) Markings : Standard boundary markings and centre circle within which is printed the word "NJORO".
 (ii) Signals : Nil.
 (iii) Wind Indication : Standard wind indicator at south-east junction of the two legs of landing ground.
 (b) Night :
 (i) Location Beacon Light : Nil.
 (ii) Floodlights, Landing Lights, etc. : Nil.
 (iii) Other Markings : Nil.
 (iv) Signals : Nil.
 (v) Wind Indication : Nil.
 (c) Fog, etc. : Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel : } Supplies on landing ground.
 (b) Oil : }
 (c) Fresh Water : At Njoro Club.
 (d) Airship Gas : Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters : Two privately owned hangars :—

Number	Structure	Net Breadth	Net Depth	Net Door Height	Net Door Width	Reservations
Two	(i) Corrugated iron	35 ft.	40 ft.	9 ft.	35 ft.	By arrangement with owner.
	(ii) Corrugated iron	35 ft.	20 ft.	9 ft.	35 ft.	

- (b) Mooring or Pegging-tow Facilities : Not available, but could probably be arranged through Njoro Club.
 (c) Handling Personnel : Natives available.
 (d) Hotels, Rest Houses, etc. : Accommodation for personnel at Njoro Club.
 (e) Medical Facilities : In Nakuru, twelve miles distant. Connected by telephone from aerodrome.

9.—REPAIR FACILITIES

- (a) Workshops : Nil, but Ngata Workshops, three miles distant, could probably undertake urgent minor repairs.
 (b) Spare Parts : Nil.
 (c) Compass Base : Nil.

C.—AERODROMES—(Contd.)

10.—COMMUNICATIONS

- (a) Air Line : Used by Wilson Airways, Ltd., but not on scheduled services.
 (b) Railway : Yes, station quarter of a mile distant.
 (c) Road : Yes, fair in the vicinity of Njoro.
 (d) Local Transport : Available from Nakuru and can be summoned by telephone.
 (e) Shipping : Nil.
 (f) Telegraph : At Njoro Post Office. Telegrams should be addressed "Club Njoro".
 (g) Telephone : Telephone on aerodrome. Njoro No. 18.

11.—RADIO FACILITIES

- (a) Radio Telegraphy : Nil.
 (b) Radio Telephony : Nil.
 (c) Direction Finder : Nil.
 (d) Radio Beacon : Nil.
 (e) Blind-landing System : Nil.

12.—METEOROLOGICAL

- (a) General Description : The mornings are almost always fine. Rain, in wet season, in afternoons. Mists are very rare. Prevailing wind up or down the N.-S. runway.
 (b) Supply of Data : Club Secretary or bar steward are always available on telephone for enquiries.

13.—CHARGES

Same as standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

NYERI

1.—FUNCTION

- (a) Class : Landing ground (Government), public civil, open to use by visiting aircraft ; no permission for use need be obtained.
 (b) Government Classification (if any) : Light and medium types of aircraft.
 (c) Owner and Operating Authority : Controlled by the Divisional Engineer, P.W.D., Nyeri, on behalf of the Kenya Government.
 (d) Commercial Agencies, etc. : Used by Wilson Airways, Ltd., on scheduled services.
 (e) Customs Arrangements : Nil.
 (f) Quarantine Arrangements : Nil.
 (g) Temporary Conditions Affecting Air Stations : Nil.

2.—LOCATION

- (a) Department or Province : Central Province.
 (b) Latitude : 0° 25' S. Longitude : 36° 57' E.
 (c) Magnetic Variation (1939) : 2° 15' W. Annual change about 3'
 (d) Local Position : In Nyeri township and about one mile north-east of civic centre.
 (e) Day Landmarks : Nyeri township and Nyeri hill to north-west of aerodrome.
 (f) Night Landmarks : None, with the exception of a few township lights.
 (g) Nature of Surrounding Country : Hilly and therefore unsuitable for forced landings.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc. : Nil.
 (b) Circuit Rules : Nil.
 (c) Special Landing and Take-off Directions : Nil.
 (d) Arrival and Departure Procedure : Various particulars must be entered by the pilot in a register which is provided.
 (e) Flying Hours : Sunrise to sunset.
 (f) Local Flying Restrictions : Nil.

4.—LANDING AREA

- (a) Dimensions : A single strip runway NE.—SW., 800 by 100 yards.
 (b) Altitude above Mean Sea-level : 5,900 feet.
 (c) Surface Conditions : Firm chocolate coffee soil covered with ordinary turf ; natural drainage and little tendency to flood ; surface fair.
 (d) Description of Runways : Grass covered.

5.—OBSTRUCTIONS

- (a) North Side : } Tall trees, but these are some distance away.
 (b) East Side : }
 (c) South Side : Nil.
 (d) West Side : Nil.
 (e) General : —

6.—MARKINGS AND SIGNALS

- (a) Day :
 (i) Markings : Centre circle 100 feet diameter with letters NYI 20 feet high enclosed within ; boundary markings at 300 feet intervals.
 (ii) Signals : Nil.
 (iii) Wind Indication : Wind indicator to south-west of centre circle ; standard wind sleeve on 30 ft. high mast.
 (b) Night :
 (i) Location Beacon Light : Nil.
 (ii) Floodlights, Landing Lights, etc. : Nil.
 (iii) Other Markings : Nil.
 (iv) Signals : Nil.
 (v) Wind Indication : Nil.
 (c) Fog, etc. : Nil.

C.—AERODROMES—(Contd.)

NJORO

1.—FUNCTION

- (a) Class: Landing ground, licensed, private civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: The Njoro Country Club.
 (d) Commercial Agencies, etc.: Used occasionally by Wilson Airways, Ltd.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Rift Valley Province.
 (b) Latitude: 0° 20' S. Longitude: 35° 56' E.
 (c) Magnetic Variation (1938): 3° W. Annual change about 3' decrease.
 (d) Local Position: About a quarter of a mile south-west of Njoro Railway Station.
 (e) Day Landmarks: Njoro Golf Course, railway station and hangar with "Njoro" on both slopes of roof.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Surrounding country is flat to north and east but hilly to the south and west. Forced landings could probably be executed in parts.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: No special rules.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: 1,100 by 75 yards N.-S. and 1,000 by 75 yards ENE.-WSW.
 (b) Altitude above Mean Sea level: 7,430 feet.
 (c) Surface Conditions: Grass covered chocolate loam which drains very easily and is never waterlogged.
 (d) Description of Runways:

5.—OBSTRUCTIONS

- (a) North Side: }
 (b) East Side: } No obstructions in close proximity to the landing ground.
 (c) South Side: }
 (d) West Side: }
 (e) General: Nil.

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Standard boundary markings and centre circle within which is printed the word "NJORO".
 (ii) Signals: Nil.
 (iii) Wind Indication: Standard wind indicator at south-east junction of the two legs of landing ground.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: } Supplies on landing ground.
 (b) Oil: }
 (c) Fresh Water: At Njoro Club.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: Two privately owned hangars:—

Number	Structure	Net Breadth	Net Depth	Net Door Height	Net Door Width	Reservations
Two	(i) Corrugated iron	35 ft.	40 ft.	9 ft.	35 ft.	By arrangement with owner.
	(ii) Corrugated iron	35 ft.	20 ft.	9 ft.	35 ft.	

- (a) Mooring or Popping-down Facilities: Not available, but could probably be arranged through Njoro Club.
 (b) Handling Personnel: Natives available.
 (c) Hotels, Rest Houses, etc.: Accommodation for personnel at Njoro Club.
 (d) Medical Facilities: In Nakuru, twelve miles distant. Connected by telephone from aerodrome.

9.—REPAIR FACILITIES

- (a) Workshops: Nil, but Ngata Workshops, three miles distant, could probably undertake urgent minor repairs.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

C.—AERODROMES—(Contd.)

10.—COMMUNICATIONS

- (a) Air Line: Used by Wilson Airways, Ltd., but not on scheduled services.
 (b) Railway: Yes, station quarter of a mile distant.
 (c) Road: Yes, fair in the vicinity of Njoro.
 (d) Local Transport: Available from Nakuru and can be summoned by telephone.
 (e) Shipping: Nil.
 (f) Telegraph: At Njoro Post Office. Telegrams should be addressed "Club, Njoro".
 (g) Telephone: Telephone on aerodrome. Njoro No. 18.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: The mornings are almost always fine. Rain, in wet season, in afternoons. Mists are very rare. Prevailing wind up or down the N.-S. runway.
 (b) Supply of Data: Club Secretary or bar steward are always available on telephone for enquiries.

13.—CHARGES

Same as standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

NYERI

1.—FUNCTION

- (a) Class: Landing ground (Government), public civil, open to use by visiting aircraft; no permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: Controlled by the Divisional Engineer, P.W.D., Nyeri, on behalf of the Kenya Government.
 (d) Commercial Agencies, etc.: Used by Wilson Airways, Ltd., on scheduled services.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Central Province.
 (b) Latitude: 0° 25' S. Longitude: 38° 57' E.
 (c) Magnetic Variation (1939): 2° 15' W. Annual change about 3'
 (d) Local Position: In Nyeri township and about one mile north-east of civic centre.
 (e) Day Landmarks: Nyeri township and Nyeri hill to north-west of aerodrome.
 (f) Night Landmarks: None, with the exception of a few township lights.
 (g) Nature of Surrounding Country: Hilly and therefore unsuitable for forced landings.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: Various particulars must be entered by the pilot in a register which is provided.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: A single strip runway NE.-SW., 800 by 100 yards.
 (b) Altitude above Mean Sea-level: 5,900 feet.
 (c) Surface Conditions: Firm chocolate coffee soil covered with ordinary turf; natural drainage and little tendency to flood; surface fair.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: } Tall trees, but these are some distance away.
 (b) East Side: }
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: —

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Centre circle 100 feet diameter with letters NY1 20 feet high enclosed within; boundary marks at 300 feet intervals.
 (ii) Signals: Nil.
 (iii) Wind Indication: Wind indicator to south-west of centre circle; standard wind sleeve on 30 ft. high mast.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

C.—AERODROMES—(Contd.)

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: } None stored either on aerodrome or in town. Obtainable from Nairobi, 70 miles distant by air.
 (b) Oil: }
 (c) Fresh Water: Can be obtained in town.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: Nil.
 (b) Mooring or Pegging-down Facilities: Not considered necessary but could be arranged if desired.
 (c) Handling Personnel: Two natives are always on the aerodrome.
 (d) Hotels, Rest Houses, etc.: No accommodation at the aerodrome. Hotels in Nyeri township.
 (e) Medical Facilities: Sub-Asst. Surgeon at Nyeri Native Civil Hospital.

9.—REPAIR FACILITIES

- (a) Workshops: }
 (b) Spare Parts: } None, beyond facilities of two local garages.
 (c) Compass Base: }

10.—COMMUNICATIONS

- (a) Air Line: Yes, scheduled service operated by Wilson Airways.
 (b) Railway: Yes, Nyeri is a station on the Nairobi-Nanyuki Line.
 (c) Road: Yes, in good condition.
 (d) Local Transport: Available by arrangement.
 (e) Shipping: Nil.
 (f) Telegraph: Telegraphic address "Aerodrome, Nyeri". Nearest telegraph office at Nyeri Post Office, one mile distant.
 (g) Telephone: Nearest telephone at P.W.D. Offices.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Prevailing wind from south-east. Heavy morning mists up to noon from June to September. Rains from March to June and October to end of November.
 (b) Supply of Data: Nearest Meteorological Office in Nairobi.

13.—CHARGES

Standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

RUMURUTI

1.—FUNCTION

- (a) Class: Landing ground, (Government), public civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): All types of aircraft.
 (c) Owner and Operating Authority: Public Works Department, Nyeri, on behalf of Kenya Government.
 (d) Commercial Agencies, etc.: Used occasionally by Wilson Airways, Ltd.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Rift Valley Province.
 (b) Latitude: 0° 16' N. Longitude: 36° 32' E.
 (c) Magnetic Variation (1939): 2° 15' W. Annual change about 3'.
 (d) Local Position: In Rumuruti township to north-west of Indian shops.
 (e) Day Landmarks: Rumuruti township.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Open with thorn trees; forced landings could probably be executed in certain places.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: No special procedure.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

C.—AERODROMES—(Contd.)

4.—LANDING AREA

- (a) Dimensions: Three runways, E.-W., NW.-SE. and NE.-SW., each 1,000 by 100 yards.
 (b) Altitude above Mean Sea-level: 6,060 feet.
 (c) Surface Conditions: Red earth covered by short flat grass; natural drainage and little tendency towards flooding.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: Rumuruti township lies to the east.

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Standard boundary markings, centre circle at junction of NW.-SE. and NE.-SW. runways.
 (ii) Signals: Nil.
 (iii) Wind Indication: Steel mast with nine-ft. wind sleeve to east of NW.-SE. runway.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: } Petrol and oil stored, but not aviation spirit.
 (b) Oil: }
 (c) Fresh Water: In township.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: Nil.
 (b) Mooring or Pegging-down Facilities: Nil, but could be arranged if desired.
 (c) Handling Personnel: Natives available.
 (d) Hotels, Rest Houses, etc.: Nil.
 (e) Medical Facilities: Native dispensary, 12 miles distant.

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Used occasionally by Wilson Airways.
 (b) Railway: At Thomson's Falls, 22 miles distant.
 (c) Road: Yes, usually in good condition.
 (d) Local Transport: Cabs, lorries, etc., available from Dyle's Garage.
 (e) Shipping: Nil.
 (f) Telegraph: In Rumuruti. Telegraphic address, "P.W.D., Rumuruti".
 (g) Telephone: At Rumuruti Post Office.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing Systems: Nil.

12.—METEOROLOGICAL

- (a) General Description: Conditions usually dry. Prevailing wind from north-east. No mists or fogs.
 (b) Supply of Data: Particulars regarding local conditions from Foreman in Charge, P.W.D., Rumuruti.

13.—CHARGES

Standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

C.—AERODROMES—(Contd.)

7.—REFUELLING ARRANGEMENTS

- (a) Fuel : } None stored either on aerodrome or in town. Obtainable from Nairobi, 70 miles distant by air.
 (b) Oil : }
 (c) Fresh Water : Can be obtained in town.
 (d) Airship Gas : Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters : Nil.
 (b) Mooring or Popping-down Facilities : Not considered necessary but could be arranged if desired.
 (c) Handling Personnel : Two natives are always on the aerodrome.
 (d) Hotels, Rest Houses, etc. : No accommodation at the aerodrome. Hotels in Nyeri township.
 (e) Medical Facilities : Sub-Asst. Surgeon at Nyeri Native Civil Hospital.

9.—REPAIR FACILITIES

- (a) Workshops : }
 (b) Spare Parts : } None, beyond facilities of two local garages.
 (c) Compass Base : }

10.—COMMUNICATIONS

- (a) Air Line : Yes, scheduled service operated by Wilson Airways.
 (b) Railway : Yes, Nyeri is a station on the Nairobi-Nanyuki Line.
 (c) Road : Yes, in good condition.
 (d) Local Transport : Available by arrangement.
 (e) Shipping : Nil.
 (f) Telegraph : Telegraphic address "Aerodrome, Nyeri". Nearest telegraph office at Nyeri Post Office, one mile distant.
 (g) Telephone : Nearest telephones at P.W.D. Offices.

11.—RADIO FACILITIES

- (a) Radio Telegraphy : Nil.
 (b) Radio Telephony : Nil.
 (c) Direction Finder : Nil.
 (d) Radio Beacon : Nil.
 (e) Blind-landing System : Nil.

12.—METEOROLOGICAL

- (a) General Description : Prevailing wind from south-east. Heavy morning mists up to noon from June to September. Rains from March to June and October to end of November.
 (b) Supply of Data : Nearest Meteorological Office in Nairobi.

13.—CHARGES

Standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

RUMURUTI

1.—FUNCTION

- (a) Class : Landing ground, (Government), public civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any) : All types of aircraft.
 (c) Owner's and Operating Authority : Public Works Department, Nyeri, on behalf of Kenya Government.
 (d) Commercial Agencies, etc. : Used occasionally by Wilson Airways, Ltd.
 (e) Customs Arrangements : Nil.
 (f) Quarantine Arrangements : Nil.
 (g) Temporary Conditions Affecting Air Stations : Nil.

2.—LOCATION

- (a) Department or Province : Rift Valley Province.
 (b) Latitude : 0° 16' N. Longitude : 36° 33' E.
 (c) Magnetic Variation (1939) : 2° 15' W. Annual change about 3'.
 (d) Local Position : In Rumuruti township to north-west of Indian shops.
 (e) Day Landmarks : Rumuruti township.
 (f) Night Landmarks : Nil.
 (g) Nature of Surrounding Country : Open with thorn trees; forced landings could probably be executed in certain places.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc. : Nil.
 (b) Circuit Rules : Nil.
 (c) Special Landing and Take-off Directions : Nil.
 (d) Arrival and Departure Procedure : No special procedure.
 (e) Flying Hours : Sunrise to sunset.
 (f) Local Flying Restrictions : Nil.

D.—AERODROMES—(Contd.)

4.—LANDING AREA

- (a) Dimensions : Long runways, E.-W., NW.-SE. and NE.-SW., each 1,000 by 100 yards.
 (b) Altitude above Mean Sea-level : 6,900 feet.
 (c) Surface Conditions : Best crops covered by short flat grass; natural drainage and little tendency towards flooding.
 (d) Description of Runways : Grass covered.

5.—OBSTRUCTIONS

- (a) North Side : Nil.
 (b) East Side : Nil.
 (c) South Side : Nil.
 (d) West Side : Nil.
 (e) General : Rumuruti township lies to the east.

6.—MARKINGS AND SIGNALS

- (a) Day :
 (i) Markings : Standard boundary markings, centre circle at junction of NW.-SE. and NE.-SW. runways.
 (ii) Signals : Nil.
 (iii) Wind Indication : Steel mast with nine-ft. wind sleeve to east of NW.-SE. runway.
 (b) Night :
 (i) Location Beacon Light : Nil.
 (ii) Floodlights, Landing Lights, etc. : Nil.
 (iii) Other Markings : Nil.
 (iv) Signals : Nil.
 (v) Wind Indication : Nil.
 (c) Fog, etc. : Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel : } Petrol and oil stored, but not aviation spirit.
 (b) Oil : }
 (c) Fresh Water : In township.
 (d) Airship Gas : Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters : Nil.
 (b) Mooring or Popping-down Facilities : Nil, but could be arranged if desired.
 (c) Handling Personnel : Natives available.
 (d) Hotels, Rest Houses, etc. : Nil.
 (e) Medical Facilities : Native dispensary, 12 miles distant.

9.—REPAIR FACILITIES

- (a) Workshops : Nil.
 (b) Spare Parts : Nil.
 (c) Compass Base : Nil.

10.—COMMUNICATIONS

- (a) Air Line : Used occasionally by Wilson Airways.
 (b) Railway : At Thomson's Falls, 22 miles distant.
 (c) Road : Yes, usually in good condition.
 (d) Local Transport : Cars, lorries, etc., available from Dyle's Garage.
 (e) Shipping : Nil.
 (f) Telegraph : In Rumuruti. Telegraphic address, "P.W.D., Rumuruti".
 (g) Telephone : At Rumuruti Post Office.

11.—RADIO FACILITIES

- (a) Radio Telegraphy : Nil.
 (b) Radio Telephony : Nil.
 (c) Direction Finder : Nil.
 (d) Radio Beacon : Nil.
 (e) Blind-landing System : Nil.

12.—METEOROLOGICAL

- (a) General Description : Conditions usually dry. Prevailing wind from north-east. No mists or fogs.
 (b) Supply of Data : Particulars regarding local conditions from Foreman in Charge, P.W.D., Rumuruti.

13.—CHARGES

Standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

C.—AERODROMES—(Contd.)

IVIK

1.—GENERAL

- (a) Class: Landing ground (not yet licensed), private civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: The South Sports Club, South.
 (d) Commercial Agency, etc.: Used occasionally by Wilson Airways.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: South Lumbwa District.
 (b) Latitude: $0^{\circ} 47' S$, Longitude: $35^{\circ} 30' E$.
 (c) Magnetic Variation (1938): $3^{\circ} W$. Annual change about $3'$.
 (d) Local Position: South-west of South and adjoining village and racecourse.
 (e) Day Landmarks: Village and racecourse referred to above.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Grassy plains thickly studded with trees; with exception of few areas, rather unsuitable for forced landings.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: Nil.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Two runways; N.-S., 900 by 100 yards; E.-W., 1,100 by 100 yards.
 (b) Altitude above Mean Sea-level: 8,000 feet.
 (c) Surface Conditions: Good grass surface with natural drainage; little tendency towards flooding.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: }
 (b) East Side: } Bush on all sides.
 (c) South Side: }
 (d) West Side: }
 (e) General: }

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Centre circle and boundary markings.
 (ii) Signals: Nil.
 (iii) Wind Indication: Wind indicator on south side of E.-W. runway.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: } Nil, nearest supply in Kericho, 40 miles distant by road.
 (b) Oil: }
 (c) Fresh Water: On aerodrome.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: Nil.
 (b) Mooring or Popping-down Facilities: Nil.
 (c) Handling Personnel: Natives available.
 (d) Hotels, Rest Houses, etc.: Nil.
 (e) Medical Facilities: Nil.

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Used occasionally by Wilson Airways.
 (b) Railway: Nearest railway station, Lumbwa, 68 miles.
 (c) Road: Yes, to Chermago, Kericho, Lumbwa, etc.
 (d) Local Transport: Nil.
 (e) Shipping: Nil.
 (f) Telegraph: In village, telegrams regarding landing ground should be addressed to the Secretary, South Sports Club.
 (g) Telephone: In village.

C.—AERODROMES—(Contd.)

11.—KABO WACHIRU

- (a) Radio Telephony: Nil.
 (b) Radio Teletype: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—GENERAL

- (a) General Description: Conditions usually good. Prevailing wind from south-east or east. Wet season from beginning of March to end of April.
 (b) Supply of Data: Information regarding local conditions from Secretary, South Sports Club.

13.—CHARGES

A purely private landing ground but the fees levied are the same as the standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Register of Aircraft, Nairobi, Kenya. 8th April, 1938.

TAVETA

1.—POSITION

- (a) Class: Landing ground (unlicensed), private civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Controlling Authority: The Taveta Real Estate, Ltd., Taveta.
 (d) Commercial Agency, etc.: Nil.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Coast Province.
 (b) Latitude: $3^{\circ} 25' S$, Longitude: $37^{\circ} 40' E$.
 (c) Magnetic Variation (1938): $3^{\circ} 44' W$. Annual change about $3'$.
 (d) Local Position: Adjoining Taveta trading centre bounded on south by Voi-Moshi Road and Voi-Moshi Railway.
 (e) Day Landmarks: Mount Kilimanjaro to north-west. Lake Chala to north and Taveta Railway Station to south.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Undulating and covered with sisal. Rather unsuitable for forced landings.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: Nil.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Two runways; NE.-SW., 900 by 100 yards; NNW.-SSE., 800 by 100 yards.
 (b) Altitude above Mean Sea-level: 2,525 feet.
 (c) Surface Conditions: Hard red earth with limestone sub-soil. Has excellent natural drainage and is fit for landing on 24 hours after heaviest rain.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Sisal fields.
 (b) East Side: Nil.
 (c) South Side: Railway station.
 (d) West Side: Sisal fields.
 (e) General: —

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Standard boundary markings and centre circle.
 (ii) Signals: Nil.
 (iii) Wind Indication: Wind indicator in south-east corner near Indian shops.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: } Petrol and oil available.
 (b) Oil: }
 (c) Fresh Water: Water available in trading centre.
 (d) Airship Gas: Nil.

C.—AERODROME—(Contd.)

4.—COMMUNICATIONS

- (a) Hangars or Shelters: Nil.
- (b) Mooring or Pugging-down Facilities: Nil, but could probably be arranged if desired.
- (c) Handling Personnel: Nil; natives available.
- (d) Hotels, Rest Houses, etc.: Nil.
- (e) Medical Facilities: First aid available at Taveta Sisal Estate; hospital at Moshi, 30 miles distant.

5.—REPAIR FACILITIES

- (a) Workshops: Ordinary farm workshops on Taveta Sisal Estate.
- (b) Spare Parts: Nil.
- (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Nil.
- (b) Railway: Yes.
- (c) Road: Yes.
- (d) Local Transport: Available.
- (e) Shipping: Nil.
- (f) Telegraph: Yes, telegraphic address "Eaventa, Taveta".
- (g) Telephone: Nil.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
- (b) Radio Telephony: Nil.
- (c) Direction Finder: Nil.
- (d) Radio Beacon: Nil.
- (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Prevailing wind from south-east from October to May, and from north-west from May to October. Mists after very heavy rain only.
- (b) Supply of Data: Particulars regarding local conditions from Manager, Taveta Sisal Estates, Ltd.

13.—CHARGES

Unknown, a purely private landing ground.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya, 8th April, 1939.

TIMAU

1.—FUNCTION

- (a) Class: Landing ground, private civil, unlicensed; should not be used by visiting aircraft unless in dire emergency.
- (b) Government Classification (if any): Light and medium types of aircraft.
- (c) Owner and Operating Authority: C. S. Wynne-Eyton, Esq., P.O. Box 1087, Nairobi.
- (d) Commercial Agencies, etc.: Nil.
- (e) Customs Arrangements: Nil.
- (f) Quarantine Arrangements: Nil.
- (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Central Province, North Nyeri District.
- (b) Latitude: 0° 20' S. Longitude: 37° 15' E.
- (c) Magnetic Variation (1939): 2° 26' W. Annual change about 3'
- (d) Local Position: 2½ miles south-east of Timau.
- (e) Day Landmarks: Mown runways, a small hangar and wind-sock. Aerodrome on slight hill.
- (f) Night Landmarks: Nil.
- (g) Nature of Surrounding Country: Rolling grassland on which forced landings could probably be executed if great care was exercised.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
- (b) Circuit Rules: Nil.
- (c) Special Landing and Take-off Directions: *Uphill take-offs or down-hill landings must on no account be attempted.*
- (d) Arrival and Departure Procedure: No special procedure.
- (e) Flying Hours: Sunrise to sunset.
- (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Three runways each about 800 by 50 yards; N.-S., E.-W., NW.-SE.
- (b) Altitude above Mean Sea-level: 4,000 feet.
- (c) Surface Conditions: Surface is fair; natural drainage and little tendency to flood.
- (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
- (b) East Side: Nil.
- (c) South Side: Nil.
- (d) West Side: Nil.
- (e) General: Nil.

C.—AERODROME—(Contd.)

6.—MARKINGS AND SIGNALS

- (a) Day:
 - (i) Beacons: Nil.
 - (ii) Signals: Nil.
 - (iii) Wind Indicators: Yes.
- (b) Night:
 - (i) Location Beacons: Nil.
 - (ii) Searchlights, Landing Lights, etc.: Nil.
 - (iii) Obstacle Markings: Nil.
 - (iv) Signals: Nil.
 - (v) Wind Indicators: Nil.
- (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: In Timau, 2½ miles distant.
- (b) Oil: In Timau, 2½ miles distant.
- (c) Fresh Water: Stream runs one mile south of landing ground.
- (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: One small hangar, but this is strictly private and is always locked.
- (b) Mooring or Pugging-down Facilities: Nil.
- (c) Handling Personnel: Farm boys available.
- (d) Hotels, Rest Houses, etc.: Nil.
- (e) Medical Facilities: Nil.

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
- (b) Spare Parts: Nil.
- (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: At Nanyuki, 30 miles distant.
- (b) Railway: At Nanyuki.
- (c) Road: Main Nanyuki-Timau Road 2½ miles to west of landing ground.
- (d) Local Transport: In Timau.
- (e) Shipping: Nil.
- (f) Telegraph: In Timau.
- (g) Telephone: In Timau.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
- (b) Radio Telephony: Nil.
- (c) Direction Finder: Nil.
- (d) Radio Beacon: Nil.
- (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Conditions usually good. Temporary fog conditions liable to occur during rains between 7 a.m. and 8.30 a.m.
- (b) Supply of Data: No source for obtaining particulars regarding local conditions as owner only visits this farm occasionally.

13.—CHARGES

Nil.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya, on information supplied by Mr. C. S. Wynne-Eyton, 8th April, 1939.

TAVVO

1.—FUNCTION

- (a) Class: Emergency landing ground (Government), public civil, open to use by visiting aircraft; no permission for use need be obtained.
- (b) Government Classification (if any): Light and medium types of aircraft.
- (c) Owner and Operating Authority: Controlled by the Public Works Department, Nairobi, through the Kenya and Uganda Railways on behalf of the Kenya Government.
- (d) Commercial Agencies, etc.: Nil.
- (e) Customs Arrangements: Nil.
- (f) Quarantine Arrangements: Nil.
- (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Coast Province, Voi District.
- (b) Latitude: 3° 00' S. Longitude: 35° 25' E.
- (c) Magnetic Variation (1939): 2° 45' W. Annual change about 3'
- (d) Local Position: About half a mile south-west of Tavvo Railway Station.
- (e) Day Landmarks: The Tavvo Railway Station, railway and Tavvo River.
- (f) Night Landmarks: Nil.
- (g) Nature of Surrounding Country: Undulating with thick bush, unsuitable for forced landings.

C.—AERODROMES—(Contd.)

8.—ACCOMMODATIONS

- (a) Hangars or Shelters: Nil.
 (b) Mooring or Pugging-down Facilities: Nil, but could probably be arranged if desired.
 (c) Handling Personnel: Natives available.
 (d) Hotels, Rest Houses, etc.: Nil.
 (e) Medical Facilities: First aid available at Taveta Sisal Estate; hospital at Moshi, 90 miles distant.

9.—REPAIR FACILITIES

- (a) Workshops: Ordinary farm workshops on Taveta Sisal Estate.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Nil.
 (b) Railway: Yes.
 (c) Road: Yes.
 (d) Local Transport: Available.
 (e) Shipping: Nil.
 (f) Telegraph: Yes, telegraphic address "Eavonta, Taveta".
 (g) Telephone: Nil.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Prevailing wind from south-east from October to May, and from north-west from May to October. Mist after very heavy rain only.
 (b) Supply of Data: Particulars regarding local conditions from Manager, Taveta Sisal Estates, Ltd.

13.—CHARGES

Unknown, a purely private landing ground.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya, 8th April, 1939.

TIMAU

1.—FUNCTION

- (a) Class: Landing ground, private civil, unlicensed; should not be used by visiting aircraft unless in dire emergency.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: C. S. Wynne-Eyton, Esq., P.O. Box 1087, Nairobi.
 (d) Commercial Agencies, etc.: Nil.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Central Province, North Nyeri District.
 (b) Latitude: 0° 20' S. Longitude: 37° 15' E.
 (c) Magnetic Variation (1938): 3° 25' W. Annual change about 3'.
 (d) Local Position: 2½ miles south-east of Timau.
 (e) Day Landmarks: Mown runways, a small hangar and wind-sock. Aerodrome on slight hill.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Rolling grassland on which forced landings could probably be executed if great care was exercised.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: *Uphill take-offs or down-hill landings must on no account be attempted.*
 (d) Arrival and Departure Procedure: No special procedure.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Three runways each about 800 by 50 yards: N.-S., E.-W., NW.-SE.
 (b) Altitude above Mean Sea-level: 8,000 feet.
 (c) Surface Conditions: Surface is fair; natural drainage and little tendency to flood.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: Nil.

C.—AERODROMES—(Contd.)

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Nil.
 (ii) Signals: Nil.
 (iii) Wind Indication: Yes.
 (b) Night:
 (i) Landing Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: In Timau, 2½ miles distant.
 (b) Oil: In Timau, 2½ miles distant.
 (c) Fresh Water: Stream runs one mile south of landing ground.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: One small hangar, but this is strictly private and is always locked.
 (b) Mooring or Pugging-down Facilities: Nil.
 (c) Handling Personnel: Farm boys available.
 (d) Hotels, Rest Houses, etc.: Nil.
 (e) Medical Facilities: Nil.

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: At Nanyuki, 20 miles distant.
 (b) Railway: At Nanyuki.
 (c) Road: Main Nanyuki-Timau Road 2½ miles to west of landing ground.
 (d) Local Transport: In Timau.
 (e) Shipping: Nil.
 (f) Telegraph: In Timau.
 (g) Telephone: In Timau.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Conditions usually good. Temporary fog conditions liable to occur during rains between 7 a.m. and 9.30 a.m.
 (b) Supply of Data: No source for obtaining particulars regarding local conditions as owner only visits this farm occasionally.

13.—CHARGES

Nil.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya, on information supplied by Mr. C. S. Wynne-Eyton, 8th April, 1939.

TSAVO

1.—FUNCTION

- (a) Class: Emergency landing ground (Government), public civil, open to use by visiting aircraft; no permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Owner and Operating Authority: Controlled by the Public Works Department, Mombasa, through the Kenya and Uganda Railways on behalf of the Kenya Government.
 (d) Commercial Agencies, etc.: Nil.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: Coast Province, Voi District.
 (b) Latitude: 3° 00' S. Longitude: 38° 28' E.
 (c) Magnetic Variation (1938): 3° 45' W. Annual change about 3'.
 (d) Local Position: About half a mile south-west of Tsavo Railway Station.
 (e) Day Landmarks: The Tsavo Railway Station, railway and Tsavo River.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Undulating with thick bush, unsuitable for forced landings.

G.—AERODROMES—(Contd.)

1.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: No special procedure.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: One single strip 800 by 60 yards running approximately north to south.
 (b) Altitude above Mean Sea-level: 1,700 feet.
 (c) Surface Conditions: Good red sandy soil covered with grass. Natural drainage but landing ground rather soft after very heavy rain.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: Nil.
 (b) East Side: Nil.
 (c) South Side: Nil.
 (d) West Side: Nil.
 (e) General: Nil.

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Boundary marks only; no centre circle.
 (ii) Signals: Nil.
 (iii) Wind Indication: No wind indicator.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: Nil, nearest supply Mombasa, 130 miles.
 (b) Oil: Nil, nearest supply Mombasa, 130 miles.
 (c) Fresh Water: From Station Master.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: Nil.
 (b) Mooring or Popping-down Facilities: Not usually available but could be arranged if desired.
 (c) Handling Personnel: Natives available from station.
 (d) Hotels, Rest Houses, etc.: Waiting room at station.
 (e) Medical Facilities: Nil.

9.—REPAIR FACILITIES

- (a) Workshops: Nil.
 (b) Spare Parts: Nil.
 (c) Compass Base: Nil.

10.—COMMUNICATIONS

- (a) Air Line: Nil, this is an emergency landing ground on the Nairobi-Mombasa route.
 (b) Railway: Yes, station half a mile distant.
 (c) Road: Roads are impassable after very heavy rain which, however, occurs very occasionally.
 (d) Local Transport: Porters only.
 (e) Shipping: Nil.
 (f) Telegraph: Telegraph at station. Telegrams regarding landing ground should be addressed to Station Master Tsavo.
 (g) Telephone: Nil.

11.—RADIO FACILITIES

- (a) Radio Telegraphy: Nil.
 (b) Radio Telephony: Nil.
 (c) Direction Finder: Nil.
 (d) Radio Beacon: Nil.
 (e) Blind-landing System: Nil.

12.—METEOROLOGICAL

- (a) General Description: Prevailing winds from north-east and south-east. No mists or fogs. Very little rainfall in this area.
 (b) Supply of Data: Information regarding local conditions from Station Master.

13.—CHARGES

Standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

C.—AERODROMES—(Contd.)

S. N. TURNER'S (Nyeri)

1.—FUNCTION

- (a) Class: Landing ground, private civil, unlicensed, open to use by visiting aircraft, no special permission for use need be obtained.
 (b) Government Classification (if any): Light and medium types of aircraft.
 (c) Organ and Controlling Authority: S. Norman Turner, Of'Donyo Larash Estate, Nyeri.
 (d) Commercial Agencies, etc.: Nil.
 (e) Customs Arrangements: Nil.
 (f) Quarantine Arrangements: Nil.
 (g) Temporary Conditions Affecting Air Stations: Nil.

2.—LOCATION

- (a) Department or Province: North Nyeri.
 (b) Latitude: 0° 20' S. Longitude: 35° 37' E.
 (c) Magnetic Variation (1938): 2° 20' W. Annual change about 3".
 (d) Local Position: On the east side of Of'Donyo Larash Hill.
 (e) Day Landmarks: Of'Donyo Larash Hill.
 (f) Night Landmarks: Nil.
 (g) Nature of Surrounding Country: Open country to south, above-mentioned hill to east and low bush in all other directions. Forced landings could probably be executed if great care was exercised.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc.: Nil.
 (b) Circuit Rules: Nil.
 (c) Special Landing and Take-off Directions: Nil.
 (d) Arrival and Departure Procedure: No special procedure.
 (e) Flying Hours: Sunrise to sunset.
 (f) Local Flying Restrictions: Nil.

4.—LANDING AREA

- (a) Dimensions: Two runways approximately N.-S. and E.-W., each 750 by 35 yards.
 (b) Altitude above Mean Sea-level: 8,300 feet.
 (c) Surface Conditions: Good hard grass surface. Natural drainage and little tendency to flood.
 (d) Description of Runways: Grass covered.

5.—OBSTRUCTIONS

- (a) North Side: } Nil for two hundred yards in any direction.
 (b) East Side: }
 (c) South Side: }
 (d) West Side: }
 (e) General: }

6.—MARKINGS AND SIGNALS

- (a) Day:
 (i) Markings: Corner markings only. No centre circle.
 (ii) Signals: Nil.
 (iii) Wind Indication: Wind sock.
 (b) Night:
 (i) Location Beacon Light: Nil.
 (ii) Floodlights, Landing Lights, etc.: Nil.
 (iii) Other Markings: Nil.
 (iv) Signals: Nil.
 (v) Wind Indication: Nil.
 (c) Fog, etc.: Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel: Nil.
 (b) Oil: Nil.
 (c) Fresh Water: Plenty.
 (d) Airship Gas: Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters: Nil.
 (b) Mooring or Popping-down Facilities: None available.
 (c) Handling Personnel: Farm boys available.
 (d) Hotels, Rest Houses, etc.: Farm house, seven miles.
 (e) Medical Facilities: Doctor seven miles distant.

C.—AERODROMES—(Contd.)

9.—REPAIR FACILITIES

- (a) Workshops : Nil.
 (b) Spare Parts : Nil.
 (c) Compass Base : Nil.

10.—COMMUNICATIONS

- (a) Air Line : At Nyeri aerodrome, seven miles distant.
 (b) Railway : At Nyeri, seven miles distant.
 (c) Road : Yes.
 (d) Local Transport : Transport riders or hire of private cars from Nyeri.
 (e) Shipping : Nil.
 (f) Telegraph : At Nyeri Post Office.
 (g) Telephone : At Nyeri Post Office.

11.—RADIO FACILITIES

- (a) Radio Telegraphy : Nil.
 (b) Radio Telephony : Nil.
 (c) Direction Finder : Nil.
 (d) Radio Beacon : Nil.
 (e) Blind-landing System : Nil.

12.—METEOROLOGICAL

- (a) General Description : Down draught when landing N.-S. about 400 yards from beginning of runway. Prevailing wind from S.-N. Mists and fogs are not prevalent.
 (b) Supply of Data : Particulars regarding local conditions from owner.

13.—CHARGES

No charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya, on information supplied by Mr. Turner. 8th April, 1939.

VOI

1.—FUNCTION

- (a) Class : Emergency landing ground, Government, public civil, open to use by visiting aircraft; no special permission for use need be obtained.
 (b) Government Classification (if any) : Light and medium types.
 (c) Owner and Operating Authority : The District Commissioner, Voi, through the Public Works Department, Mombasa, on behalf of the Kenya Government.
 (d) Commercial Agencies, etc. : Nil.
 (e) Customs Arrangements : Nil.
 (f) Quarantine Arrangements : Nil.
 (g) Temporary Conditions Affecting Air Stations : Nil.

2.—LOCATION

- (a) Department or Province : Coast Province.
 (b) Latitude : $3^{\circ} 25' S$. Longitude : $38^{\circ} 40' E$.
 (c) Magnetic Variation (1939) : $3^{\circ} 50' W$. Annual change about 3' decrease.
 (d) Local Position : Three miles north-west of Voi Railway Station.
 (e) Day Landmarks : K.U.R. & H. Main Line to north-west and the Voi-Taveta Branch Line to south-east.
 (f) Night Landmarks : Nil.
 (g) Nature of Surrounding Country : Rocky hills with thick bush. Area very unsuitable for forced landings.

3.—TRAFFIC CONTROL

- (a) Control Tower, etc. : Nil.
 (b) Circuit Rules : Nil.
 (c) Special Landing and Take-off Directions : Nil.
 (d) Arrival and Departure Procedure : No special procedure.
 (e) Flying Hours : Sunrise to sunset.
 (f) Local Flying Restrictions : Nil.

4.—LANDING AREA

- (a) Dimensions : An irregular shaped landing ground with main runs in four directions, N.-S., 800 yards; NE.-SW., 925 yards; NW.-SE., 800 yards and E.-W., 700 yards.
 (b) Altitude above Mean Sea-level : 1,700 feet.
 (c) Surface Conditions : Hard bare red sandy soil with a good surface but liable to become soft after very heavy rain.
 (d) Description of Runways : Grass covered.

C.—AERODROMES—(Contd.)

5.—OBSTRUCTIONS

- (a) North Side : Nil.
 (b) East Side : Nil.
 (c) South Side : Nil.
 (d) West Side : Nil.
 (e) General : Landing ground is surrounded by hills but at such a distance as not to interfere with glide.

6.—MARKINGS AND SIGNALS

- (a) Day :
 (i) Markings : Standard boundary markings but no centre circle.
 (ii) Signals : Nil.
 (iii) Wind Indication : Wind indicator in south-west corner of landing ground.
 (b) Night :
 (i) Location Beacon Light : Nil.
 (ii) Floodlights, Landing Lights, etc. : Nil.
 (iii) Other Markings : Nil.
 (iv) Signals : Nil.
 (v) Wind Indication : Nil.
 (c) Fog, etc. : Nil.

7.—REFUELLING ARRANGEMENTS

- (a) Fuel : Nil, nearest supply in Mombasa, 105 miles distant.
 (b) Oil : Nil.
 (c) Fresh Water : In Voi township.
 (d) Airship Gas : Nil.

8.—ACCOMMODATION

- (a) Hangars or Shelters : Nil.
 (b) Mooring or Popping-down Facilities : Nil.
 (c) Handling Personnel : Natives available.
 (d) Hotels, Rest Houses, etc. : A bungalow at Voi Railway Station.
 (e) Medical Facilities : Sub-ass. Surgeon at Voi.

9.—REPAIR FACILITIES

- (a) Workshops : Nil.
 (b) Spare Parts : Nil.
 (c) Compass Base : Nil.

10.—COMMUNICATIONS

- (a) Air Line : Nil, this is an emergency landing ground on the Nairobi-Mombasa route.
 (b) Railway : Yes, three miles distant.
 (c) Road : Yes.
 (d) Local Transport : Nil.
 (e) Shipping : Nil.
 (f) Telegraph : At Voi Railway Station. Telegrams should be addressed "District, Voi".
 (g) Telephone : Nil.

11.—RADIO FACILITIES

- (a) Radio Telegraphy : Nil.
 (b) Radio Telephony : Nil.
 (c) Direction Finder : Nil.
 (d) Radio Beacon : Nil.
 (e) Blind-landing System : Nil.

12.—METEOROLOGICAL

- (a) General Description : Prevailing wind from south from April to October and from north-east from November to March. No mists or fogs.
 (b) Supply of Data : Particulars regarding local conditions from District Commissioner.

13.—CHARGES

Standard Government charges.

14.—DATE AND SOURCE OF INFORMATION

Registrar of Aircraft, Nairobi, Kenya. 8th April, 1939.

D.—LICENCES AND CERTIFICATES

	LICENCES OR CERTIFICATES ISSUED			Number of Licences or Certificates Outstanding on 31-12-36
	Year ended 31-12-36	Year ended 31-12-37	Year ended 31-12-38	
Licences for Pilots (Private)	31	11	27	58
Licences for Pilots (Commercial)	6	2	4	16
Number of Pilots holding Commercial Licences who also hold Private Licences	On 31-12-36 1 On 31-12-37 2 On 31-12-38 1
Licences for Navigators	Nil	Nil	Nil	Nil
Licences for Ground Engineers	1	2	3	16
Certificates of Registration:				
(1) Heavier than Air Craft	16	15	7	31
(2) Lighter than Air Craft	—	—	—	—
Certificates of Airworthiness (Validated or Renewed)				
(1) Heavier than Air Craft	26	25	24	23
(2) Lighter than Air Craft	—	—	—	—
Licences for Aerodromes (Private)*	3	1	Nil	6

*Government does not license aerodromes which are under the control of the Governor, but there are nine aerodromes open to public use over and above the private ones shown above.

E.—IMPORTS AND EXPORTS BY AIR

(1) VALUE OF GOODS IMPORTED AND EXPORTED BY AIR

YEAR	Imports	Exports and Re-exports	Total
1938	£ 12,579	£ 41,242	£ 53,821
TOTAL	£ 12,579	£ 41,242	£ 53,821

(2) VALUE OF BULLION AND GOLD AND SILVER COIN IMPORTED AND EXPORTED BY AIR

YEAR	Imports	Exports and Re-exports	Total
1938	£ 502,956	£ 1,156,061	£ 1,659,037
TOTAL	£ 502,956	£ 1,156,061	£ 1,659,037

D.—LICENSES AND CERTIFICATES

	LICENSES OR CERTIFICATES ISSUED			Number of Licenses or Certificates Current on 31-12-36
	Year ended 31-12-36	Year ended 31-12-37	Year ended 31-12-38	
Licenses for Pilots (Private)	31	11	27	58
Licenses for Pilots (Commercial)	6	2	4	16
Number of Pilots holding Commercial Licenses who also hold Private Licenses	On 31-12-36 1 On 31-12-37 2 On 31-12-38 1
Licenses for Navigators	Nil	Nil	Nil	Nil
Licenses for Ground Engineers	1	2	2	10
Certificates of Registration:				
(1) Heavier than Air Craft	16	15	7	31
(2) Lighter than Air Craft	—	—	—	—
Certificates of Airworthiness (Validated or Renewed):				
(1) Heavier than Air Craft	26	25	24	22
(2) Lighter than Air Craft	—	—	—	—
Licenses for Aerodromes (Private)*	3	1	Nil	6

*Government does not license aerodromes which are under the control of the Governor, but there are nine aerodromes open to public use over and above the private ones shown above.

E.—IMPORTS AND EXPORTS BY AIR

(1) VALUE OF GOODS IMPORTED AND EXPORTED BY AIR

YEAR	Imports	Exports and Re-exports	Total
	£	£	£
1936	12,579	41,242	53,821
TOTAL	12,579	41,242	53,821

(2) VALUE OF BULLION AND GOLD AND SILVER COIN IMPORTED AND EXPORTED BY AIR

YEAR	Imports	Exports and Re-exports	Total
	£	£	£
1936	502,956	1,150,081	1,653,037
TOTAL	502,956	1,150,081	1,653,037

PUBLIC RECORD OFFICE

END

TOTAL EXPOSURES →

PUBLIC RECORD OFFICE

END

TOTAL EXPOSURES →