

possible, in return for the advantages which may be expected to accrue to the travelling public from the provision of improved facilities for passengers proceeding to and from Nairobi.

I am, etc.

(Sgd) C.R. Brigstock.

KENYA.

No. 97.

Downing Street,

8th February, 1934.

Sir,

I have the honour to acknowledge the receipt of your despatch, No. 692 of the 15th of December, regarding the proposed erection of an aircraft hangar on the Nairobi aerodrome.

2. In pursuance of the understanding (of which you were informed in my despatch No. 906 of the 30th of November last), regarding the procedure to be followed when major alterations in the air service are contemplated it was thought well in the first place to ascertain whether Imperial Airways Limited, had approached the Air Council. Copies of correspondence with the Air Ministry are enclosed herewith; and, before taking further action, I propose to await further observations in the light of the Air Council's views.

3. I am not entirely clear as to the exact meaning of the phrase "interest free capital grant" in your despatch under acknowledgment, and I shall be glad to learn whether you have in mind a loan free of interest or, on the other hand, simply a free grant.

I have, etc.

(Sgd) Plymouth.

(for the Secretary of State).

Governor,

Brigadier General,

Sir Joseph A. Byrne, G.C.M.G., K.B.E., C.B.

etc.

etc.

etc.

C. O.

23001/34 Kenya.

475

Mr. Davies. *b/r*
Mr. ~~Wells~~ *Mr. 6*
Hand 6-2
Mr. Sir John Campbell. *12/24*

Answered by No 6

~~Mr. ...~~
Mr. Tomlinson.

Sir C. Buttomey.

Sir J. Shuckburgh

Perm. U.S. of S.

Party. U.S. of S.

Secretary of State.

C. O.
R - 7 FEB
D 8

DOWNING STREET,

February, 1934.

DRAFT.

KENYA.

NO. 97

GOVERNOR.

(1 on
23001/34)

To Mr. 11 Jan
For Mr. 20 Jan

FURTHER ACTION.

Sir,

I have the honour to acknowledge the receipt of your despatch, No. 692 of the 15th of December, regarding the proposed erection of an aircraft hanger on the Nairobi aerodrome.

2. In pursuance of the understanding ^{regarding} ~~as to~~ the procedure ~~what is~~ to be followed when major alterations in the air service are contemplated (an understanding of which you were informed in my despatch No. 908 of the 30th of November last) it

75 on 4001/33 L.A.)

it was thought well in the first place
to ^{ascertain} ~~ascertain~~ whether Imperial Airways had
approached the Air Council, ~~in the matter~~.

Copies of ~~the~~ correspondence ~~which~~ ^{has} ~~occurred~~
~~took place~~ with the Air Ministry are enclosed
herewith; and before ~~approaching~~ the Colonial
Development Advisory Committee, ~~or~~ taking
further action ~~thereon~~, I propose to await
~~your~~ ^{your} further observations ~~you may wish to~~
~~make~~ in the light of the Air Council's views.

3. I am not entirely clear as to the
exact meaning ~~of the~~ ~~word~~ ~~to~~ ~~be~~ ~~applied~~ to
the phrase "interest free capital grant" in
your despatch under acknowledgment, ^{and} ~~as~~ I shall
be glad to learn whether you have in mind a grant
free of interest or, on the other hand, simply
a free grant.

I have etc.

(Signed) PLYMOUTH

(for the Secretary of State) →

TEL. NO. HOLBORN 3434.

Any communications on the subject of this letter should be addressed to:—

THE SECRETARY,
AIR MINISTRY,
ADMIRAL HOUSE,
KINGSWAY,
LONDON, W.E. 2.

and the following number quoted:—

276372/33/D.D.C.A.



AIR MINISTRY,
LONDON, W.C. 2.

RECEIVED
20 January, 1934.
ST. JAMES'S
C. O. REGY

Sir,

With reference to Colonial Office letter of the 11th January No. 23000/34 I am commanded by the Air Council to request you to inform the Secretary of State for the Colonies that they have received no intimation from Imperial Airways Ltd. that the company have in contemplation the use of "Hannibal" instead of "Atalanta" type aircraft for the operation of the Kisumu-Nairobi section of the African air route. The Council are, however, interested to learn of the proposal, since it is an indication of an increasing demand for passenger accommodation on this section.

No 2

2. The Council agree with the view expressed in the third paragraph of the Colonial Office letter under reply that, under the agreement of the 22nd October, 1930, with Imperial Airways Ltd, there is no obligation on the Government of Kenya to provide hangar accommodation at Nairobi. The financial terms on which such accommodation can be provided for the company is a matter for settlement between them and the Colonial Administration.

copy to Kenya (4)

3. The erection of a hangar at Nairobi is not, however, in the view of the Council, a 'sine qua non' as regards the adoption of the proposal referred to in paragraph 1 above. It would, the Council think, suffice if cover were provided to enable work on the engines of the aircraft to be carried out under protection from rain and sun.

4. It is suggested that the Governor may be disposed

/to

The Under Secretary of State,
COLONIAL OFFICE,
S. W. 1.

Any communications on the subject of this letter should be addressed to :-

THE SECRETARY,
AIR MINISTRY,
ADMIRAL HOUSE,
KINGSWAY,
LONDON, W.C. 2.

AIR MINISTRY,
LONDON, W.C. 2.



REC 30
30 January, 1934.
ST JAN
C. O. REGY

And the following number quoted :-

276372/33/D.D.C.A.

Sir,

No 2

With reference to Colonial Office letter of the 11th January No. 23000/34 I am commanded by the Air Council to request you to inform the Secretary of State for the Colonies that they have received no intimation from Imperial Airways Ltd. that the company have in contemplation the use of "Hannibal" instead of "Atalanta" type aircraft for the operation of the ~~London-Nairobi~~ Nairobi section of the African air route. The Council are, however, interested to learn of the proposal, since it is an indication of an increasing demand for passenger accommodation on this section.

copy to Kenya (4)

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3. The erection of a hangar at Nairobi is not, however, in the view of the Council, a 'sine qua non' as regards the adoption of the proposal referred to in paragraph 1 above. It would, the Council think, suffice if cover were provided to enable work on the engines of the aircraft to be carried out under protection from rain and sun.

4. It is suggested that the Governor may be disposed /to

The Under Secretary of State,
COLONIAL OFFICE,
S. W. 1.

to consider the question of meeting the company's requirements to this extent on as favourable terms as possible, in return for the advantages which may be expected to accrue to the travelling public from the provision of improved facilities for passengers proceeding to and from Nairobi.

I am,

Sir,

Your obedient Servant,

Ch. Kingstake

2

- Mr. Macpherson 9/1
- Mr. ~~Academy~~ 9/1
- Mr. Flood 9/1
- Mr. Parkison
- Mr. Tomlinson
- Sir C. Bottomley
- Sir J. Sturges
- Perm. U.S. of S.
- Parly. U.S. of S.
- Secretary of State.

Answered by N03
 R JAN
 D 11

31 January, 1934.

DRAFT.

THE SECRETARY,
AIR MINISTRY.

(73) on 4001/33
GA

Sir,
I am in reply
with reference to the

correspondence terminating with
3-0. Mr. Flood
Mr. Bertram's letter to Sir C.

Bottomley of the 17th of November,

in which
in connection with the agreement was

reached as to the procedure to be

adopted by Imperial Airways in

connection with any proposals for

major changes in the facilities

provided at the various stations

on the African air mail route.

It is directed to state, for the

information of the Air Council,

(2) It is not known for
that a despatch has been received
which

from the Governor of Kenya on the

subject of the desire which has

apparently been expressed by that

Imperial

Copy to Kenya (4)

FURTHER ACTION.

Have proposed a series
Imperial Airways for the erection
of an aircraft hangar at Nairobi.

It would appear that the
Company have urged upon the Govern-
ment of Kenya the desirability of
providing at the aerodrome at
Nairobi accommodation suitable for
housing aircraft of the "Hannibal"
type, so that the change-over from
the "Hannibal" to the "Atalanta"
type of aircraft may in future be
made at Nairobi, instead of at
Kisumu, as at present. The Governor
further states that he understands
that Imperial Airways have decided
upon this change of policy with the
approval of the Air Council and that,
although it frequently happens that
large aircraft of the "Hercules" type
do in practice remain in the open on
Nairobi aerodomes for days on end
when employed on a shuttle service
between Kisumu and Nairobi, the latter

place

C. O.

Mr.

Mr.

Mr.

Mr. Parkinson.

Mr. Tomlinson.

Sir C. Balfour.

Sir J. Shackleton.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

DRAFT.

FURTHER ACTION.

13
place will not be made the permanent
change-over station until suitable
accommodation is available.

3. It would be appreciated if
information could be made available
as to the facts regarding any such
request by Imperial Airways, and as
to the views of the Air Council on
the ^{subject} matter. It is clear that there
is, under the agreement ^{of October 1930,} no obligation
on the Government of Kenya to
provide hangar accommodation at
Nairobi and the information received
does not suggest that the provision
of a hangar is essential for the
efficient conduct of the ^{air} service.
In the circumstances the responsibility
for providing the accommodation
suggested would appear to rest with
the Company if they consider that it
is required.

I have etc.

(Signed) J. E. W. FLOOD

AIR MAIL

KENYA

NO. 692



GOVERNMENT HOUSE

NAIROBI

KENYA

REC'D
16 DECEMBER 1933

16 DECEMBER, 1933.

Sir,

With reference to your despatch No. 880 of the 21st November, 1933, on the subject of the African Air mail route, I have the honour to forward, for transmission to the Colonial Development Advisory Committee provided you see no objection, an application for an interest free capital grant of £10,000 from the Colonial Development Fund to the Government of this Colony for the purpose of erecting an aircraft hangar on the Nairobi aerodrome.

Copies of replies to the questionnaire forwarded under cover of Lord Passfield's Circular despatch of the 13th August, 1929, are enclosed for the information of the Committee.

2. It is presumed that Messrs. Imperial Airways are taking no steps to provide the hangar which apparently, they desire at Nairobi. There is no obligation on this Government to provide this hangar neither has it the necessary funds available. In the circumstances, and assuming that the Air Ministry has approved the change in flying policy which renders a hangar at Nairobi necessary, I trust the application now made will receive your support. It is unnecessary for me to stress the importance of Nairobi aerodrome as a vital link in the central portion of the Imperial air route to the Cape.

3./

THE RIGHT HONOURABLE
MAJOR SIR PHILIP CUNLIFFE-LISTER, P.C., G.B.E., M.C., F.R.S.
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON S.W.1.

No 69

400/32

EA

Answer (4)

To Air Ministry

3. In the event of no interest free grant being forthcoming from the Colonial Development Fund I should be glad, provided you see no objection, if the Air Council could be approached with a view to provision for the service being made on the Civil Aviation Vote in the United Kingdom, an alternative which is suggested in paragraph 3 of your despatch under reference.

4. The contents of your despatch supports the view previously held by this Government that there is no obligation on Kenya to provide flood lighting at Nairobi aerodrome in the event of Messrs. Imperial Airways desiring to accelerate the Service and to undertake night flying. The Nairobi aerodrome is not at present served by any power or lighting system and I regret that the financial position of the Colony would not allow of this Government providing any facilities referred to in clause 8(A) (B) of the Agreement of October, 1930, which are not, incidentally, necessary for local aviation purposes.

(3)

5. Whilst your despatch makes it clear that there is no obligation on this Government to provide the emergency landing grounds at Sotik and Narok which were mentioned in paragraph 7 of my despatch No. 211 of the 4th April last I have to inform you that it is hoped to provide an emergency landing ground controlled by Government at Narok and to licence a private landing ground at Sotik. The provision will be made with little expenditure of public funds and both grounds will encourage local civil aviation.

No 30.

400/33.

No 53,
1002/33
per [unclear]
[unclear]

6. In this connection I would refer to the conclusions on pages 7 and 8 of the record of proceedings at the last Conference of East African Governors held at Dar es Salaam in October, 1933, when it was unanimously agreed that there should be established an East African Transport Policy Board to advise on questions of aerial as well as on other forms of transport.

I have the honour to be,

Sir,

Your most obedient, humble servant,



GOVERNOR'S DEPUTY.

COLONIAL DEVELOPMENT FUND ACT.

Replies to Questionnaire in respect of application relating to provision of Hanger on Nairobi Aerodrome.

- (1) Description of scheme, stating its objects and advantages, together with any plan or specification that may be available.

The scheme provides for the erection of an Aircraft Hanger of Lamelle patent steel construction on the aerodrome at Nairobi large enough to house aircraft of the "Hannibal" type used by Messrs. Imperial Airways. At present aircraft of this type operate only as far South as Kisumu, where a change is made to aircraft of the "Atalante" type. Messrs. Imperial Airways have urged the provision of suitable accommodation at Nairobi in order that the change over may be made there in future. Although it frequently happens that large aircraft of the "Hercules" type do in practice remain in the open on Nairobi aerodrome for days on end, when employed on a shuttle service between Kisumu and Nairobi, it is understood that Messrs. Imperial Airways have changed their policy with Air Ministry approval and will not make Nairobi the permanent change over station until suitable hanger accommodation is available.

The proposed hanger would be large enough to house one aircraft of the "Hannibal" type, and two of the "Atalante" type and possibly other small aircraft with space for workshops etc. A specification is attached.

- (2) Estimated total cost.
£10,000.

- (3). Earliest estimated date of commencement.
Four months after receipt of grant.
- (4). Approximate estimated date of completion.
Four months after commencement.
- (5). Approximate estimate of allocation of cost between:-
(a) Local Expenditure.
(b) Expenditure in Great Britain.
 (a) £5,500.
 (b) £4,500 (Steel buildings £3,750)
 (Shipping freight £ 750).
- (6). What circumstances have prevented the work from being put in hand before?
Lack of necessity and lack of funds.
- (7). Proposed method of financing capital expenditure, etc.:-
Grant free of interest.
- (8). The advantages to be derived, and the additional yearly net revenue estimated to be earned, as a result of the proposed expenditure.
Provision of further assistance to desers. Imperial Airways towards the operation of the Cairo/Cape Town Imperial Air Route.
Provision of aircraft housing accommodation for occasional visitors to the aerodrome.
- (9). Have detailed estimates, based where necessary on technical advice, been prepared?
Detailed estimates have not been prepared as the actual site of the building has not yet been fixed. The prime cost of the hangar is a firm quotation for landed cost at Kilindini given to a private firm in Nairobi, and it is assumed that the Crown Agents can purchase and lend it at Kilindini for the same amount. Rail freight, road transport, provision of floor and aprons have been dealt/

dealt with in detail and the balance estimated at rates which, from local knowledge, are considered to be sufficient to cover any uncertain items due to the variability of alternative sites.

(10). In what form is assistance under the act desired?

Direct Grant of £10,000, free of interest.

(11). In cases in which the scheme involves the grant of assistance by the Colony to private individuals or companies what is the security for advances?

Not involved since the hangar will be Government property.

(12). If the application is recommended what amount do you estimate will be required? etc.

- (a) 1934/35. £10,000.
- (b) 1935/36. Nil.

HORSELEY BRIDGE AND ENGINEERING CO., LTD.,
WORKS:
TIPTON
STAFFS.

20th June, 1933.

J.W.Lloyd Jones, Esq., A.M.I.Mech.E.,
Rhodes House,
Nairobi,
KENYA COLONY.

Dear Sir,

PROPOSED STEEL LAMELLA HANGAR 180 ft. SPAN, 55ft. RISE
BY 130 ft. LONG, DOOR OPENINGS 130 ft. WIDE BY 30 ft. HIGH.

In reply to your esteemed enquiry of the 1st June, we have pleasure in quoting you as under:-

For the supply and delivery, packed for shipment C.I.F. Mombasa, of all the necessary holding down bolts, foundation angles, foundation gussets, Steel Lamella Construction, steel purlins, gable steelwork, door openings in each gable 130 ft. wide by 30 ft. high, each complete with steel framed sliding doors in six leaves, covered with 22 gauge galvanised corrugated steel sheets, bottom rollers geared for hand operation, top horizontal guide rollers, complete with drop bolts, blocks, etc., steel framed trestles and guides to support the doors when fully open, patent glazing consisting of a ridge light approximately 13ft. wide, and two stretches on either side, each 6' 6" wide running the full length of the Hangar, 22 gauge galvanised corrugated steel sheets to the roof and gable, complete with all bolts, fittings and including painting of steelwork other than corrugated steel sheets one coat before despatch, all for the above Hangar, generally in accordance with our drawing No. 33 LM B37/1, our lump sum price would be -

£5495.0.0. (Five thousand four hundred and ninety-five pounds).

ALTERNATIVELY if the roof, gables and doors were covered with 22 gauge black Robertson's protected metal sheets in lieu of 22 gauge ordinary galvanised corrugated steel sheets, our lump sum price would be -

£6850. 0.0. (Six thousand eight hundred and fifty pounds).

The above confirms our cable of to-day as follows:-

"Lamella Hangar C.I.F. Mombasa £5495 Robertsons £6850 Sterling weights 260 and 280 tons respectively erection here £1000."

You will note in the above prices that we have included for a door opening in each gable. Possibly it is not your clients intention to have doors in each end, and accordingly we give you below a reduction in price if one gable was entirely framed and sheeted similar to the illustration enclosed.

The above prices would be reduced by -

£1040. 0.0. (One thousand and forty pounds) and £1155.0.0. (One thousand one hundred and fifty-five pounds) respectively, giving a revised lump sum of -

£4155. 0. 0. (Four thousand four hundred and fifty-five pounds)
and £5695. 0. 0. (Five thousand six hundred and ninety-five
pounds) respectively.

The approximate shipping weights would be 260 and 280 tons respectively, and these weights would be reduced by 40 tons if one gable was entirely sheeted.

The approximate cost of the erection of a Hanger of this size in this Country would be £1000. 0. 0. (One thousand pounds) which includes for the erection of all the steelwork and the fixing of the doors, sheeting, glazing, etc.

The foundations are not included in any of the above prices.

DELIVERY. Could be made to suit your requirements.

We trust that we have given you sufficient information, but should your clients require any modifications, please let us know when we shall be glad to go into them fully.

Yours faithfully,
For THE HORSELEY BRIDGE & ENGINEERING CO. LTD.

(Sd.) F.B. WATSON.
Lamelle Dept.