

1928

Kenya

No. 15031

Sub file B

SUBJECT

C O 533/376

Proposed air defense
force.

Previous

main file

Subsequent

See 6087/29, acc. to...

3127/2/33

14

St

Mr. Seel. 3.7.28

Mr. Walker 28.7.28

Mr. Partridge 29.7.28

Mr. Bottomley 29.7.28

Mr. B. J. Harding.

Sir J. Shuckburgh.

Sir G. Grindell.

Sir C. Davis.

+ Sir B. Watson *ELK*

Mr. Urnaby-Gore 27.18

Lord Loat.

Mr. Amery.

for case or ...

DRAFT

Ken ...

No. 492

Gen. Sains.

To Air Ministry 28.7.28
From ... 27.7.28

Copies LFF to
A.17. ref 3 (with ...)
G.M.G. Uganda,
Bangalore (T.T. (with ...))
ref 1

Copies to F.T. - 492 -
Uganda - 316 -
Bangalore - 129 -
at 11.10.28

X 15031/28 Kenya

A 11

11 July 1928

Sir

Dear Sir

The receipt of ...
No. 492 of the ...
and regarding the
requests of the Government
of Kenya to form with
Government assistance
a small Air Defence Force
for Kenya and to be
to be for your information
the acc. copy of ...
with the Air Ministry
on this subject.

(17)

2. You will see that

to be in Council for reasons which

may indicate consider that

could ensure the management should

require a local body to develop an

action plan in the form of

that the hospital will

be able to provide the defence

of the hospital's interests

and itself in agreement with

the local authority

and the local authority which

will be able to provide the

defence of the hospital's

2. You will see that

the Air Council for reasons which
they indicate consider that
while every Government should
regard it as their duty to develop an
air force in the interests of
the world and the people of
the world and to provide
the necessary equipment
and personnel to meet the
requirements of the world
the Air Council consider that
the Air Council should

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

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



AIR MINISTRY,
LONDON, W.C.2.

and the following number quoted:-

787579/27/D.D.C.A.

21st
June, 1928.

13 JUN 1928

Sir,

CONFIDENTIAL

I am commanded by the Air Council to refer to Colonial Office letter of 26th April last, 15031/28, and enclosures, and to state for the information of the Secretary of State for the Colonies that they note that the Aero Club of Kenya have modified the original proposals put forward by them in October last for the establishment of a civilian flying club in Kenya and have now formulated a scheme which provides for the setting up with Government assistance of a small Air Defence Force in that Colony.

The Council have carefully considered the Club's proposals which they observe have already been examined by the Air Officer Commanding, Royal Air Force Middle East, and by Mr. F. Tyms, and I am to say that they are generally with the remarks of these two officers as to the difficulties which are likely to arise in an organisation of the dual character proposed.

The Council consider that military functions cannot well be combined with the normal activities of a light aeroplane club, and that military training which involves the use of military weapons should be confined to units specifically organised for the purpose.

There are, however, many directions in which a light aeroplane club could, in an emergency, assist the local armed forces. They could, for example, carry out aerial reconnaissance work, transport officers, police, medical

The Under Secretary of State,
Colonial Office,
S.W.1.

Handwritten notes on the left margin: "copy to the 402-1-11", "5/6-1-11", "7/6-1-11", "8/6-1-11", "9/6-1-11", "10/6-1-11", "11/6-1-11", "12/6-1-11", "13/6-1-11", "14/6-1-11", "15/6-1-11", "16/6-1-11", "17/6-1-11", "18/6-1-11", "19/6-1-11", "20/6-1-11", "21/6-1-11", "22/6-1-11", "23/6-1-11", "24/6-1-11", "25/6-1-11", "26/6-1-11", "27/6-1-11", "28/6-1-11", "29/6-1-11", "30/6-1-11", "1/7-1-11", "2/7-1-11", "3/7-1-11", "4/7-1-11", "5/7-1-11", "6/7-1-11", "7/7-1-11", "8/7-1-11", "9/7-1-11", "10/7-1-11", "11/7-1-11", "12/7-1-11", "13/7-1-11", "14/7-1-11", "15/7-1-11", "16/7-1-11", "17/7-1-11", "18/7-1-11", "19/7-1-11", "20/7-1-11", "21/7-1-11", "22/7-1-11", "23/7-1-11", "24/7-1-11", "25/7-1-11", "26/7-1-11", "27/7-1-11", "28/7-1-11", "29/7-1-11", "30/7-1-11", "31/7-1-11", "1/8-1-11", "2/8-1-11", "3/8-1-11", "4/8-1-11", "5/8-1-11", "6/8-1-11", "7/8-1-11", "8/8-1-11", "9/8-1-11", "10/8-1-11", "11/8-1-11", "12/8-1-11", "13/8-1-11", "14/8-1-11", "15/8-1-11", "16/8-1-11", "17/8-1-11", "18/8-1-11", "19/8-1-11", "20/8-1-11", "21/8-1-11", "22/8-1-11", "23/8-1-11", "24/8-1-11", "25/8-1-11", "26/8-1-11", "27/8-1-11", "28/8-1-11", "29/8-1-11", "30/8-1-11", "31/8-1-11", "1/9-1-11", "2/9-1-11", "3/9-1-11", "4/9-1-11", "5/9-1-11", "6/9-1-11", "7/9-1-11", "8/9-1-11", "9/9-1-11", "10/9-1-11", "11/9-1-11", "12/9-1-11", "13/9-1-11", "14/9-1-11", "15/9-1-11", "16/9-1-11", "17/9-1-11", "18/9-1-11", "19/9-1-11", "20/9-1-11", "21/9-1-11", "22/9-1-11", "23/9-1-11", "24/9-1-11", "25/9-1-11", "26/9-1-11", "27/9-1-11", "28/9-1-11", "29/9-1-11", "30/9-1-11", "31/9-1-11", "1/10-1-11", "2/10-1-11", "3/10-1-11", "4/10-1-11", "5/10-1-11", "6/10-1-11", "7/10-1-11", "8/10-1-11", "9/10-1-11", "10/10-1-11", "11/10-1-11", "12/10-1-11", "13/10-1-11", "14/10-1-11", "15/10-1-11", "16/10-1-11", "17/10-1-11", "18/10-1-11", "19/10-1-11", "20/10-1-11", "21/10-1-11", "22/10-1-11", "23/10-1-11", "24/10-1-11", "25/10-1-11", "26/10-1-11", "27/10-1-11", "28/10-1-11", "29/10-1-11", "30/10-1-11", "31/10-1-11", "1/11-1-11", "2/11-1-11", "3/11-1-11", "4/11-1-11", "5/11-1-11", "6/11-1-11", "7/11-1-11", "8/11-1-11", "9/11-1-11", "10/11-1-11", "11/11-1-11", "12/11-1-11", "13/11-1-11", "14/11-1-11", "15/11-1-11", "16/11-1-11", "17/11-1-11", "18/11-1-11", "19/11-1-11", "20/11-1-11", "21/11-1-11", "22/11-1-11", "23/11-1-11", "24/11-1-11", "25/11-1-11", "26/11-1-11", "27/11-1-11", "28/11-1-11", "29/11-1-11", "30/11-1-11", "31/11-1-11", "1/12-1-11", "2/12-1-11", "3/12-1-11", "4/12-1-11", "5/12-1-11", "6/12-1-11", "7/12-1-11", "8/12-1-11", "9/12-1-11", "10/12-1-11", "11/12-1-11", "12/12-1-11", "13/12-1-11", "14/12-1-11", "15/12-1-11", "16/12-1-11", "17/12-1-11", "18/12-1-11", "19/12-1-11", "20/12-1-11", "21/12-1-11", "22/12-1-11", "23/12-1-11", "24/12-1-11", "25/12-1-11", "26/12-1-11", "27/12-1-11", "28/12-1-11", "29/12-1-11", "30/12-1-11", "31/12-1-11".

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106
5
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The Under Secretary of State,
Colonial Office,
S.W.1.

Handwritten notes:
15031/28
Aero Club of Kenya
26th April 1928
15031/28
Aero Club of Kenya
26th April 1928

personnel, despatches, etc.

In the opinion of the Council, therefore, while every encouragement should be given to the Club to develop as an organisation for the training of civil pilots, the revised proposals should be discouraged.

I am,

Sir,

Your obedient Servant,

B. H. H. H. H. H.

KENYA.

No. 144



GOVERNMENT HOUSE,
NAIROBI,
KENYA.

12th MARCH, 1928.

RECEIVED
11 APR 1928
COL. OFFICE

Sir,

In continuation of my despatch No. 406⁸ of the 20th of December, 1927, relative to the formation of the Aero Club of Kenya, I have the honour to transmit a copy of further correspondence with the Club from which it will be seen that this Government has been approached with a proposal that the Club should form a small Air Defence Force for the Colony. I also attach memoranda by Air Vice Marshal T. I. Webb-Bowen, C.M.G., Royal Air Force and Mr. F. Thomas, Superintendent, Air Ministry who have examined this proposal at my request.

Letter from Aero Club of Kenya of 26.1.28 together with enclosure.

Memorandum of 7.1.28 by Air Vice Marshal T. I. Webb-Bowen, C.M.G.

Memorandum of 28.2.28 by Mr. F. Thomas, Superintendent, Air Ministry.

copy to be done 26 APR 1928

2. In brief the proposals are :-

- (a) The request for the grant of an aeroplane transmitted in my despatch No. 406 of the 20th of December, 1927, is cancelled.
- (b) A grant of £7,500 is asked. If this is granted:-
 - 1. The Club will purchase 5 De Havilland "Moth" aeroplanes fitted with machine gun and gun ring and with bomb racks.
 - 2. All machines belonging to the Club will be fitted with these accessories.
 - 3. Permanent hangar accommodation will be provided.
- (c) An annual subsidy of £2,500 per annum for 5 years is asked. If this is granted :-
 - 1. Members will be trained as Pilots, Riggers and Mechanics.

2./

THE RIGHT HONOURABLE
LIEUTENANT COLONEL L.C.M.S. ALERY, F.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON S.W.

2. Machines will be hired to members of the Club.
3. Refresher courses will be instituted.
4. A Pilot Instructor, Rigger, Mechanic and Secretary will be engaged and paid.
5. Assistance in establishing aerodromes will be given.
6. Service members of the Club will place their services at the disposal of Government in time of war or emergency.
7. The Club will organize an Air Medical Service for transporting doctors etc. in an emergency.
8. The Club will organize a Government Despatch Service for official journeys and letters.
9. The Club will experiment in photographic Surveys.
10. The Club will experiment in spraying crops.

3. The Scheme now proposed is, I understand, based upon one which has received your approval in the Straits Settlements. The conditions in this Colony are not similar to those at that naval base, but before considering further the military aspect of the suggestions now made I should be glad if the advice of the Air Ministry could be taken.

4. In regard to the financial aspect of the present proposal, I desire to make it clear that as at present advised this Colony is not prepared to bear the whole cost, either of the grant or the subsidy asked and I am addressing you now in order to secure the best advice and suggestions which can be made before the proposal is put before Council or discussed further locally.

5. I wish further to emphasise the conditions as to insurance, made in paragraph 6 of the despatch under/

under reference, should any machines be purchased, or personnel employed, with Government assistance.

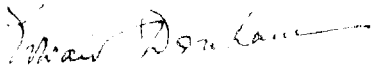
6. I need not, perhaps, at this juncture remind you of the assistance which the East African Governments generally have given to the cause of Civil and Military aviation in Africa, but I venture again to urge that, if the proposals now transmitted receive the approval of the Air Ministry, a full proportionate contribution should be made to this and other similar Imperial aviation projects in Kenya by His Majesty's Government.

Copies of this despatch have been sent to the Governments of Uganda, the Tanganyika Territory and Zanzibar.

I have the honour to be,

Sir,

Your most obedient, humble servant,



GOVERNOR'S DEPUTY.

26th. January, 1928.

The Hon. The Colonial Secretary,
C/O The Secretariat,
NAIROBI.

Dear Sir,

The Committee of the Aero Club of Kenya have the honour to submit the following proposals for Government assistance to this Club, and for the formation of a small Air Defence Force for the Colony.

1. The application made to Government by this Club for the grant of one "Moth" Light Aeroplane is withdrawn, and the following application substituted, provided that these proposals meet with the approval of the Government.

2. The Aero Club of Kenya hereby applies for a grant of £7,500 sterling, to be used as hereinafter specified and a Subsidy of £2,500 per annum for five years.

3. Should the grant of £7,500 sterling be approved this Club will undertake:-

- (a) To purchase Havilland "Moth" Light Aeroplanes, each of which shall be fitted with the latest type of Machine Gun and Gun Ring, and also Racks to carry ten 20 lb. bombs, which shall be demountable.

These additional fittings will be purchased from such firm as the Air Ministry may prescribe, and will be fitted to the Machines before despatch from England.

All Machines belonging to the Club from whatever source obtained will also be fitted with these accessories.

- (b) To erect permanent hangar accommodation for the above mentioned aircraft.

Should the Subsidy of £2,500 sterling per annum for five years be granted by Government, this Club will undertake:

- (a) To arrange for the training of members of the Club as Pilots, Riggers and Mechanics at the lowest possible cost.
- (b) To permit hire of machines by members of the Club as the lowest possible cost.
- (c) To provide Service Members, and such Ordinary members as may be approved by Government, of the Club with a free Refresher Course of not more than 3 hours per annum to include instruction in bomb dropping and the use of Machine Gun.

(d)...

- (d) To employ a fully qualified Pilot-Instructor, and a fully qualified Rigger-Mechanic, and Secretary, who shall be the only paid staff of the Club, other than the necessary Auditors and Solicitors.
- (e) To do everything possible to establish a complete system of Aerodromes and Landing Grounds throughout the Colony with the assistance of Government in the matter of the provision of suitable land where possible.

Should the foregoing proposals be acceptable to Government, this Club is prepared to effect, if desired, an alteration to the Rules of the Club in order to make it a condition of Service-Membership that all such members shall immediately place their services at the disposal of the Government of the Colony in time of war or other emergency, for service with the Air Defence Force.

- (f) It is desired to point out that Service Membership of the Club is limited to persons who have served in one or other of the Empire Flying Forces, and it therefore follows that all Service Members of this Club are either British born subjects or in a few cases such other persons whose military service on behalf of the Empire has already been approved either by the British or a Colonial Government.

It is also desired to point out that from the foregoing proposal it will be seen that no free flying or instruction is available to any but Service Members of the Club, or such Ordinary Members as may be approved by Government.

It is not considered advisable at present to limit ordinary membership of the Club to British born subjects, as one of the objects of the Club is to encourage aviation in the Colony in every possible way, and as there is a considerable number of Non-British Nationals in the Colony, it has been considered desirable not to eliminate them from ordinary membership.

The Committee have the honour to enclose, herewith, a copy of the Rules of the Club, together with a list of the officials of the Club. Attached is also an analysis of the Club Membership at the present moment, and it is desired to point out that a nucleus already exists in the Club Service Membership for a small but efficient personnel for the operation of the above mentioned aircraft as an Air Defence Force in case of emergency.

In this connection it is submitted that the above proposals will not only provide the same encouragement and facilities as have been afforded in other Colonies, but will also provide the Government of this Colony with a very valuable asset in time of emergency.

It is further desired to point out that the value of a small Air Defence Force will be considerably greater than in other Colonies owing to the fact that only a very small proportion of this Colony is served by Railway lines, and the rate of transport on such railways does not exceed an average of 15 miles per hour.

The road system of the Colony is also still in a very undeveloped state, and therefore the concentration of an effective Land Force of any kind, either military or police in the more remote parts of the Colony is a proceeding likely to occupy many days if not weeks during which serious damage to life and property may occur.

In addition to the above, this Club will undertake, (1) to organise an Air Medical Service whereby doctors or nurses may be transported in case of emergency to outlying parts of the territory where landing grounds are available.

2. To organise a Government Despatch Service whereby Government Officials or despatches will be carried to outlying parts of the Colony.

3. To carry out experiments in photographic surveying on behalf of Government.

4. To undertake experiments with the Spraying of crops, to ascertain if this service is likely to be of value to the Colony.

It is anticipated that although there are only two organised Aerodromes in the Colony at the present moment, there are such large tracts of country where landing of the "Moth" type of aeroplane is entirely practicable, there is no doubt that these services will prove of immediate value.

With reference to flying conditions in the Colony, a Vice President of this Club - Commander L. Mansfield Robinson, has already flown 25 hours, and two other members of the Club have already flown a considerable time, in the vicinity of Nairobi and they have proved the conditions to be equally good if not superior to conditions in Europe, as the slight additional speed of landing and taking off on aerodromes situate 8,000 feet above sea-level, is counterbalanced by the consistently good conditions in the air, which obtain throughout the year.

The passenger carrying which has been carried out by the three machines at present operating in Nairobi has conclusively proved the extraordinary interest which is taken in aviation by the population of this Colony, in as much as over 250 passengers flights have been made since these machines have started operations, only a fortnight ago. This fact is also evidenced by the large crowd, sometimes consisting of 200 White people, which have collected at the Aerodrome during the last two week ends to watch the flying in progress.

We have the honour to be,

Sir,

Your obedient servants,

s/d. L.M. Robinson. VICE-PRESIDENT.

" F.C. Bridle. HON. SECRETARY.

Enclosures:- Analysed Members List
Copy of Rules and Byelaws.

13

COPY.

ANALYSIS OF MEMBERSHIP.

| | |
|-------------------------|-------------|
| <u>Total Membership</u> | <u>204.</u> |
| Service Members | 58 |
| Ordinary " | 145 |
| Honorary " | <u>1</u> |

Service Members qualification analysis:-

| | |
|-----------------|----|
| Pilots (Squads) | 32 |
| " (Bombers) | 12 |
| Engineers | 6 |
| Riggers | 2 |
| Wireless | 2 |
| Observers | 7 |
| Stores | 2 |
| Medical | 1 |
| Administration | 1 |

Note:-

Several Members are qualified in more than one branch and appear under each separate heading under which they may be grouped.

COPY.

Nairobi.

Kenya Colony.

7th March, 1928.

To: The Honourable,
Officer-Commanding Troops,
Nairobi.

Sir,

Reference Secretariat Letter No. S/RV/13/1/49 of
the 6th March, 1928.

I have read with great interest the letters from the Aero Club of Kenya, and Mr. Tynn on the subject of combining the activities of the Aero Club with Local Defence.

2. The difficulties, both local and general, of such a combination are very great, and so many interests are involved that I do not feel competent to make any observation thereon. I suggest that His Excellency the Governor refer the whole question to the Chief of the Air Staff, Air Ministry, for his considered opinion.

3. Even with my extremely limited air experience of Kenya, it is easy to see that there are here great possibilities for aviation, whilst the Moth type of Aeroplanes is ideal for Club work and pleasure flying, it is in my opinion by no means the type of aircraft which will ultimately become popular for general utility purposes, with the settlers in Kenya. If armed and equipped as suggested by the Aero Club, its performance would be so diminished that it would be of little value for military purposes.

4. I venture to suggest that the Aero Club of Kenya should not concentrate upon one type of aircraft but should use its Government subsidy in testing as many as possible of the commercial type medium size say 120-250 horse power, preferably air cooled engines. The Club will then be in a strong position to advise on what is suitable to prospective buyers in Kenya.

Ry/

By such work and the publication of information as regards marked landing grounds, location of Fuel and Oil supplies, local temporary repairs, etc. the Club will render magnificent service to Aviation and extend its scope throughout the Colony.

I have the honour to be,

Sir,

Your obedient servant,

Sd. T. I. WEBB-DOWEN.
Air Vice Marshal.
Commanding Royal Air Force, Middle East, Cairo,
Egypt.

16

NAIROBI,
February, 1920.

The Hon'ble the Colonial Secretary,
Through

Mr. Barton,

NAIROBI.

The full examination of these proposals will take a considerable time, but I submit the following preliminary suggestions for consideration:-

(1) The military aspects of the question to be discussed with the Officer Commanding the Royal Air Force flight on his arrival in Nairobi.

(2) I think it will be found essential to enrol members in some form of Auxiliary Air Force, which can be called on in certain special circumstances, and these members are liable for a certain minimum of service. Without this, the Government will have no control and in spite of the optimism of the Aero Club as to the readiness of its members to volunteer for particular tasks whenever required, it will I think soon be found that their business interferes with military duty; certain members will always have pressing business on hand, and this will soon stop the flow of volunteers from among the more enthusiastic members. The exact nature of the emergency for which they will be used needs careful consideration. I consider that anything more than training in Nairobi and calling up the force in an emergency involving mobilisation, when the whole force would be embodied, will prove impracticable.

(3) I do not consider that any military training of value can be given except by Royal Air Force

/Instructors.



instructors. The technique of air warfare even against uncivilized forces requires intensive study. Unless the Air Ministry therefore be prepared to second instructors from the Royal Air Force, no appeal to be proposed in the Singapore scheme, I think it will be found, even with the best skill in the world, that effective training will be limited to flying training. I base this opinion on experience of the Royal Air Force Reserve training schools, which are civilian, in England.

(4.) The status of aircraft which are equipped with bomb racks and gun mountings, even though not actually carrying bombs, guns or ammunition, requires consideration. A military aircraft according to the International Convention for the Regulation of Air Navigation is one "commanded by a person in military service detailed for the purpose" (Art. 31). Presumably, therefore, if one of the Club aircraft carries as its commanding officer an officer of the King's African Rifles or is flown by a member of the Club duly enrolled as a member of a properly constituted military force and is performing military duties, it will have the privileges and disadvantages of a military aircraft.

In this connection it is pointed out that the prohibited areas which have been declared in Kenya, are closed to all British civil aircraft, equally with foreign aircraft (Art. 3. I.C.A.N.). Military aircraft may not cross the frontier of a neighbouring foreign state without ^{special} official authorization. (Art. 32. I.C.A.N.).

While there appears to be no great objection

objection to the status of an aircraft being changed from civil to military and back again according to the nature of the duties it happens to be performing, the point is one for the consideration of the Law Officers.

(b) I seriously doubt the ability of the standard of the Hirth aeroplane to perform any military duty of value, except perhaps reconnaissance, particularly at the altitudes at which one has to operate in East Africa. The power of the engine falls off at the altitude of Nairobi by some 20% to 25%. To obtain the same performance as the machine has in England, the weight must be reduced in proportion.

The aircraft should operate over territory such as the Northern Frontier Province of East Africa carrying emergency rations and water for its own use. It should be able to operate without proper navigating instruments, such as drift indicator and calculating instruments. Expert with mechanics and engine would also be needed at convenient points. To send an ill equipped machine to carry out active operations over such territory is likely to lead to disaster, which will hamper rather than help the ground forces.

Without at this stage going into precise figures of load, (which might be demanded from the Aero Club) I think it will be found that by the time all military load is on board, the petrol supply will have to be cut down so far that no effective range can be obtained. It is presumably contemplated that bombing should be carried out without an observer, since 200 lbs of bombs definitely cannot be carried in addition. Conversely when an observer is carried for reconnaissance purposes or for operation of the machine gun, no bombs can be carried. It is doubtful whether

whether the Service gun ring can be mounted on a Moth. It might be possible to get D.H. Moths with the new 100 h.p. Havilland engine, which would give a much better performance. I suggest that the opinion of the Air Ministry be particularly asked on this point.

(6) Air survey and crop spraying are highly technical processes and I consider that the Government would waste money in experimenting without availing themselves of the accumulated experience of those aircraft operators who have devoted their efforts to the perfection of those processes. I do not by this rule out the taking of photographs for Army cooperation training with the King's African Rifles, which is an entirely different matter.

(7) I will not, at this stage comment on the amounts of the subsidies of £7,500 capital and £2,500 annual, except to say that the annual subsidy should not indefinitely be paid on results, i.e. so much for each new pilot trained, and/or so much per hour for training given to Reserve pilots.

(8) I do not mean by the above remarks to condemn the whole scheme. The carriage of medical officers and supplies and urgent despatches, etc. for the Government at reasonable rates would be a valuable service.

The training of pilots qua pilots with a view to ultimate use in an emergency, with or without enrolment in one of the forces of the Crown is an entirely practical and valuable service. It would I think be possible to add to this some elementary training in military operations, such as the Army cooperation practices with the King's African Rifles which is being carried out this week by Mr. Garborry

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END

and Commander Robinson. I still adhere to my view, however, that serious military training which would enable the force to be sent into the field, would require the services of the Royal Air Force instructors, in order to achieve results of value.

(9) To sum up it is for consideration whether the Club should not be organized purely as a Light Aeroplane Club for the training of pilots. Alternatively, if it is desired to secure the military advantages enumerated by the Club, it must be seriously considered what enlargement of the proposals is necessary to make them effective, such for example as purchasing light powered and more suitable aircraft and obtaining Royal Air Force personnel as instructors.

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