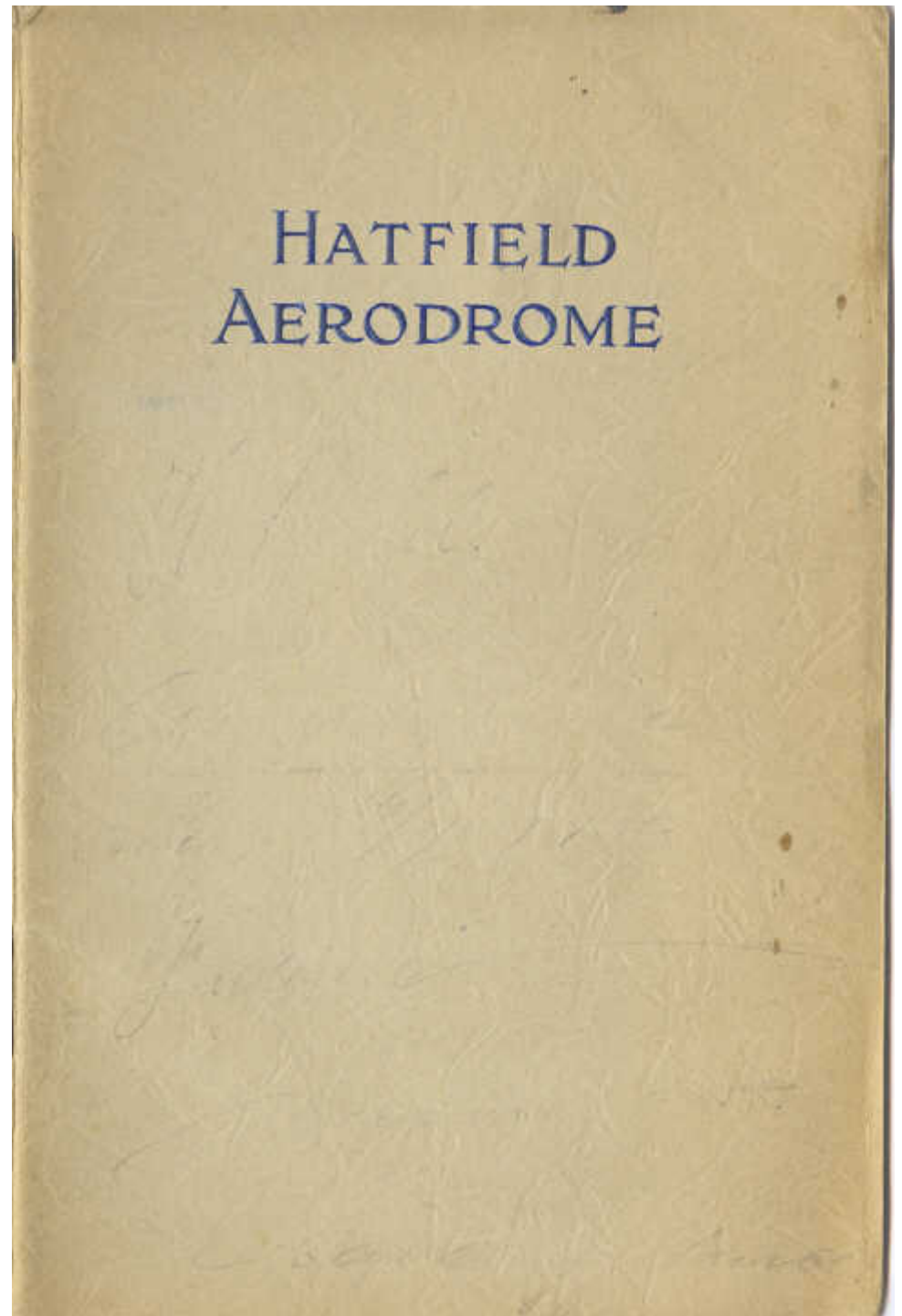


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THE SWIMMING POOL AND CLUB HOUSE, HATFIELD AERODROME. [For Photos.]

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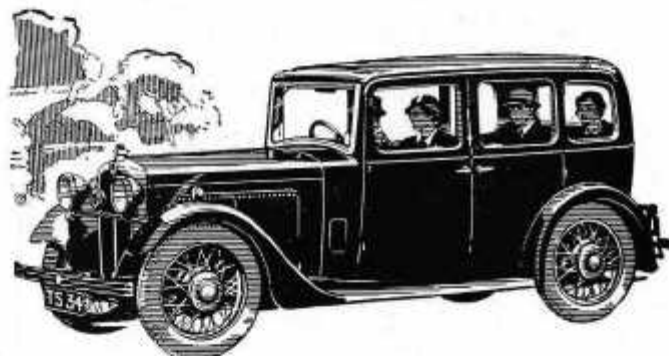
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*Cars for Hire with or without Driver*

## **Hatfield Aerodrome.**

Within easy access of London, yet situated amid delightful Hertfordshire country surroundings, Hatfield Aerodrome is undoubtedly the largest and finest private flying ground in Great Britain.

It adjoins the Barnet By-Pass at its junction with the Hatfield-St. Albans Road, 19 miles from Hyde Park Corner, 6 miles from St. Albans and 2 miles from the town of Hatfield.

Although situated slightly farther from the centre of London than some other airports, Hatfield enjoys the enormous advantage of being on the *fastest* road out of town. The journey by car to or from Regents Park by way of the By-Pass, Watford Way and the Finchley Road, can be accomplished in half an hour without traffic blocks or tram lines on the route. The location is responsible, also, for other advantages, it is virtually free from fog or the influence of London smoke, and well beyond the ever-expanding areas of bricks and mortar which surround the metropolis.

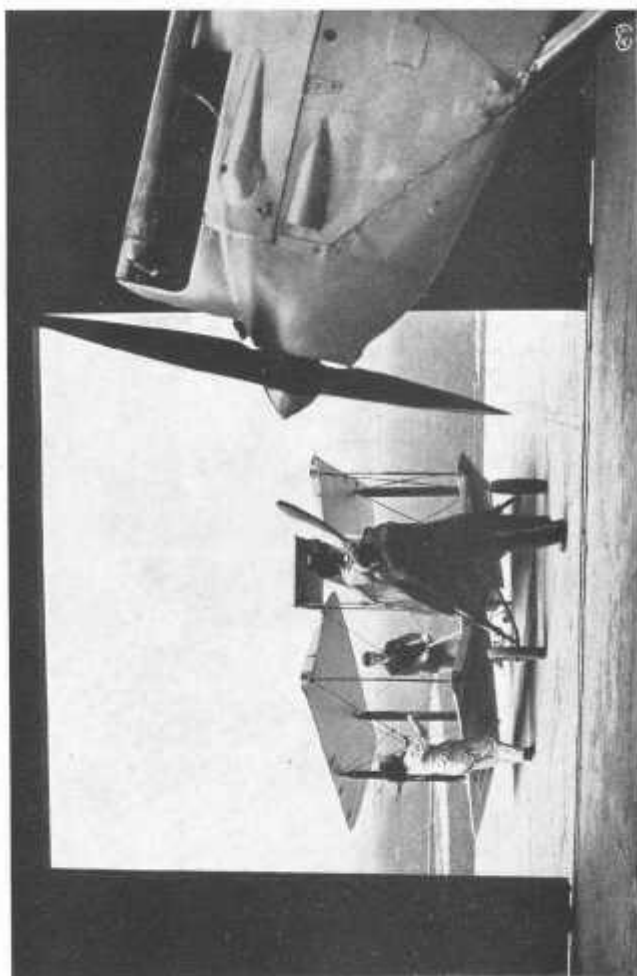
The Aerodrome is the property of The de Havilland Aircraft Company, Ltd., one of the largest aeroplane and aero-engine constructing concerns in the World. The de Havilland Company has always been in the forefront in the development of aircraft for civil purposes, and has produced such famous types as the Moth, the Puss Moth, the Leopard Moth, the Dragon and the well-known range of Gipsy engines.

The de Havilland factory, with all its associated activities, was formerly located at Stag Lane Aerodrome, but the gradual encroachment of housing schemes and industrial building rendered it necessary to move farther afield. In 1930 the Hatfield site was acquired and, since then, a continuous programme of improvement and development has been in progress. The Aerodrome proper covers an area of approximately 200 acres of perfectly level, well-drained grass land completely free of surrounding obstructions—a very necessary feature of a perfect flying field—and the proprietors have guarded against the approaches being spoiled by securing, in all, some 300 acres of additional land bordering on the Aerodrome.

It has always been part of the policy of the de Havilland Company to encourage and assist in the development of private flying and it is, to no small measure, due to its pioneering efforts that civil aviation is making great strides, not alone in Great Britain, but in practically every corner of the World, at the present time.

This policy is reflected in the manifold activities at Hatfield, some of which are described in the following pages.





PREPARING A MOTH FOR FLIGHT.

[L. N. A. Photos, Ltd.]

## The London Aeroplane Club.

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#### Secretary :

COMMANDER H. E. PERRIN,  
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#### Chief Instructor :

MR. J. A. HARRIS, R.A.F.O.

#### Assistant Instructors :

MR. G. R. de Havilland, R.A.F.O.  
 MR. G. H. W. SELBY-LOWNDES, R.A.F.O.

Telephone : HATEFIELD 250.

In 1925, the late General Sir Sefton Brancker, then Director of Civil Aviation, conceived a plan for the establishment of Flying Clubs throughout Great Britain with certain Government assistance in order to enable private individuals to learn to fly under sound auspices and at reasonable cost.





The London Aeroplane Club was one of the first organisations founded and put into operation under the scheme which proved so successful that it has been extended throughout the Dominions and Colonies, and Clubs have been founded in many foreign countries.

The objects of the Club are to bring together, as Members, those who are interested in flying and to provide aeroplanes for the use and instruction of members. The Club is open to both sexes, and applications for membership are subject to approval by the Selection Committee.

The Club maintains a large fleet of the most modern training and touring aeroplanes, Moths, Moth-Majors, Tiger Moths, Puss Moths, etc., which is augmented from time to time with newer models when they become available. All aircraft are maintained in perfect condition by the Manufacturer's own Service Department. Flying is supervised, and instruction is given by Pilot-Instructors with the highest qualifications and long experience. Since its foundation the Club has trained nearly 400 pilots, many of whom are outstanding figures in aviation to-day.

Entrance and Membership Fees, as well as the charges for flying, are inexpensive and members enjoy all the facilities provided on the Aerodrome for sport and recreation, which are described elsewhere in this booklet.

## Entrance Fees and Subscriptions.

A. Ordinary Members.		£	s.	d.
Entrance Fee	..	3	3	0
Subscription	..	3	3	0 per annum.
(For Members of the Royal Aero Club.. 2 2 0 per annum.)				
B. Temporary Members.		£	s.	d.
Subscription	..	5	0	

Entrance Fees (if any) and Subscriptions are payable on election and subsequently on July 1st each year. The subscription of members joining after June 1st in any year covers the period to June 30th in the following year.



CLUB HOUSE

## Charges for Flying.

ORDINARY MEMBERS.	<i>Per Flying Hour.</i>			<i>Tiger Moths or Puss Moths</i>		
	<i>Moths.</i>	<i>£</i>	<i>s. d.</i>	<i>£</i>	<i>s. d.</i>	
Dual Control Instruction.		£	s. d.	£	s. d.	
For the first 15 hours .. ..	2	0	0	2	10	0
For time in excess of 15 hours ..	3	0	0			
Solo Flying .. ..	1	10	0	2	0	0
Blind Flying .. ..	2	10	0			
Instructor's Course .. ..	3	0	0			
Night Flight for "B" Licence ..	30	0	0			
FOREIGN MEMBERS.						
Dual Control Instruction.		£	s. d.	£	s. d.	
For the first 15 hours .. ..	3	0	0	3	10	0
For time in excess of 15 hours ..	4	0	0			
Solo Flying .. ..	2	10	0	3	0	0
Blind Flying .. ..	3	0	0			
Instructor's Course .. ..	3	10	0			
Night Flight for "B" Licence ..	50	0	0			

All charges include the cost of fuel and oil, damage to aircraft, third party insurance and, when applicable, the services of an Instructor.

The minimum time for which aircraft can be hired is half an hour. No extra charge is made when a passenger, who must be a member, is carried by an ordinary member authorised to carry passengers.

The above charges are subject to revision without notice.

A full prospectus can be obtained from The Secretary, London Aeroplane Club, Hatfield, Herts. A form of application for membership appears on page 14 of this Booklet.



## Form of Application for Membership.

THE SECRETARY,

LONDON AEROPLANE CLUB, HATFIELD, HERTS.

Having read your circular headed "London Aeroplane Club," I request to be enrolled as an Ordinary Member of the London Aeroplane Club, and agree to forward remittance on request.

I am <sup>a</sup> not a British Subject.

I agree to be governed by the Rules for the time being in force, and any which may hereafter be issued.

Signature .....

Name in full .....

Address .....

Age ..... No. and Date of Air Ministry Licence  
(if any) .....

Occupation .....

Date .....

### Hiring of Aeroplanes.

The hiring of all aeroplanes is on the understanding that the London Aero Club Limited accept no responsibility for any damage or injury whatsoever that may occur to any Member of the London Aeroplane Club while flying in the aeroplanes, the property of the Company.

Signed .....

Date .....

If under 21 the applicant must in addition obtain the signature of his/her parent or guardian below.

.....

Parent  
Guardian.

Date .....



THE CHIEF INSTRUCTOR OF THE LONDON AEROPLANE CLUB, MR. J. A. HARRIS, explaining the use of the Compass. [L.N.A. Photos, Ltd.]

## The de Havilland School of Flying.

Founded shortly after the War as a purely civilian organisation, The de Havilland School of Flying was in 1925, appointed by the Air Ministry as the London Area centre for the training of Officers of the Royal Air Force Reserve. By 1931, the number of Officers taking instruction *ab initio*, and returning annually for refresher courses, had so increased and the curriculum of the School had been so extended as to render advisable the separation of the civilian side from the School, which from that time concentrated on Reserve training. The School maintains a large fleet of Tiger Moth aircraft upon which instruction in all branches of military aviation is given to the Officers attending the School.

The School is directed by Flight-Lieut. R. W. Reeve, D.F.C., R.A.F.O., who is ably assisted by a competent Staff of Instructors of flying and ground duties.



## Restaurant, Swimming Pool, Squash Courts, Tennis Courts.

Telephone : HATFIELD 250.

Although flying is naturally the principal activity at Hatfield, it is not by any means the only attraction offered to members of the various organisations located there.

There are social amenities and facilities for recreation, which, in effect, give Hatfield the atmosphere and attractions of a country club of the highest class.

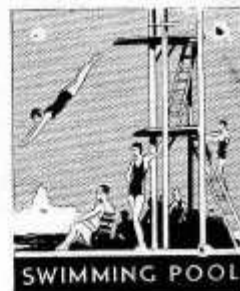
These facilities are available to all members of the organisations using the Aerodrome, through the courtesy of The de Havilland Aircraft Co., Ltd.

The Aerodrome Restaurant is a fine building of modern design with first-class dining hall, writing room, lounge and cocktail bar. The cuisine is excellent and the charges reasonable.

There is an excellent dance floor and informal dances are held every Saturday during the season, while from time to time, usually at intervals of approximately six weeks, special gala nights are arranged.

On the aerodrome side there is a spacious paved terrace enhanced by an ornamental fountain, lawns and flower gardens—a delightful place for *al fresco* refreshments and watching the flying during the Summer months.

Close at hand there is a splendid open-air Swimming Pool, open all the



Summer and maintained at a pleasant temperature by steam injection.

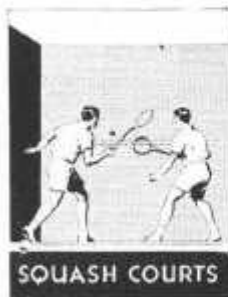
The pool is drained and cleaned out every week, and equipped with diving boards. Adequate dressing accommodation is available.

On week days special arrangements are made between the hours of 10 a.m. and 12 noon for the children of members to use the pool, when an attendant is always present.

Two Squash Courts, always popular with members and their friends, are housed in a building adjacent to the pool, and recently two *en-tout-cas* Championship Tennis Courts have been opened. A Putting Course has also been installed.

Riding Lessons and hacking can be arranged at the Aerodrome.

No expense or effort has been spared at Hatfield to make it the finest private aerodrome in the country; to provide the best possible facilities for those who fly or wish to learn, and to cater to the comfort and recreation of those using it.



SQUASH COURTS



A SUMMER AFTERNOON AT THE SWIMMING POOL.



VIEW OF THE TERRACE AND AERODROME FROM THE CLUB HOUSE.  
[L. N. A. Photos, Ltd.]

## The Royal Air Force Flying Club.

---

### *President :*

MARSHAL OF THE ROYAL AIR FORCE, LORD TRENCHARD,  
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CAPTAIN G. DE HAVILLAND, C.B.E., F.R.Ae.S.

---

The Royal Air Force Flying Club, which has its headquarters at Hatfield, is open to Officers and ex-Officers of His Majesty's Flying Forces. The Club possesses a fleet of Gipsy Moths which members, who must be qualified pilots, can hire for local or cross country flights.

## Hatfield Aerodrome Rules.

All civil pilots using, and pupils undergoing training at the Hatfield Aerodrome MUST at all times strictly comply with the following standing orders. Any departure from these orders constitutes a serious breach of Air Regulations.

- (1) Pilots must taxi at least 50 yards clear of all other machines on the apron before opening up to take off.
- (2) Pilots must not turn until 500 yards outside the boundary of the Aerodrome, when the turn must be to the left.
- (3) Circuits must be left-handed, always keeping at least 500 yards from the nearest boundary, except when approaching to land.
- (4) When landing, the machine must be allowed to come to rest and the pilot must make sure that the way is clear, before taxi-ing back close to the nearest hedge.
- (5) Pilots practising turns or aerobatics must always do so away from the Aerodrome to prevent interference with those making circuits.
- (6) One left-hand circuit must be made before landing.
- (7) Landing must always be made directly into wind, when there is no wind, landings must be made from the North-East towards the South-West. Should a "T" be put out, landings must be made along the longer arm towards the shorter.
- (8) Pilots must not fly over the Wireless Masts, situated South-West of the Aerodrome, or over Hatfield House, situated East of the Aerodrome.
- (9) Low circuits and cutting in are strictly forbidden.
- (10) Pilots of large aircraft (exceeding 5 tons total weight) must not approach hangars beyond the dotted white line. (See the "Air Pilot" Monthly Supplement, No. 48.)

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hounds Association. Association of Masters of Harriers  
and Beagles. National Coursing Club. Kennel Club.  
International Gundog League. The Field Trial Council.  
British Falconers' Club.

### **MEMBERSHIP.**

Subscribers of £1 and upwards are entitled to attend  
meetings and vote, but any sportsman will be welcomed  
as a Member for such subscription as he cares to make.

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