



A Saturday afternoon at Brooklands. Hardly a week-end passed when one or more of Britain's pre-war aerodromes was not a rendezvous for private-owners, club members and large crowds of faithful enthusiasts who came to enjoy a programme of racing, displays and social intercourse.

LET'S RECOLLECT

One of a series of reminiscences from British Aviation history which will appear from time to time in *THE AEROPLANE* and, it is hoped, prove interesting to readers.

HIGH DAYS AND HOLIDAYS

What shall we remember? Record breakers—Bert Hinkler, Jean Batten, Broadbent, Clouston and Ricketts, Alex Henshaw? The Royal Aeronautical Society Garden Party or the Paris Aero Show? The Circuit of Europe, better-known as the "Rundflug" or the Oases Rally from Cairo? The Coupe Deutsch week-ends at Deauville, or the Week End Aerien of 1932 or 1936? The Isle of Man Race, or the Cinque Ports International Rally at Lympne? Saturday afternoons at Brooklands or Heston, a Reading "At Home," the Hatfield or Bristol and Wessex Garden Party? The Dawn Patrol or the Arrival Competition? Winter Sports in Switzerland by Swissair or Puss Moth?

Touring abroad as a private owner, by air taxi or club machine? Or drifting home from Renfrew or Leeming or Norwich or Leicester on a Summer's evening above a drowsy, peaceful England, content after a successful cross-country, a good day's flying and competition with perhaps a cup as evidence of skill? Happy days. In the days to come will the sky be so full of helicopters, lightplanes or transports, rules and regulations, radar and traffic that there will be small room for lazy contentment? Or will the joy of flying always be there?

The organisers of pre-war flying meetings, the pilots and the enthusiasts who thronged the enclosures are to-day engaged on sterner tasks all over the world. But the day will return when every week-end will have its popular air events, attracting thousands of spectators, keeping the great British public informed at first hand of aeronautical developments and creating a demand for the private-owner aircraft in which British designers and constructors excel. The sport of flying may well rank as one of the greatest attractions for post-war pleasure seekers. Who knows? British Aviation Insurance Company policies will then again provide the essential coverage for organisers, entrants, pilots and all who are concerned with flying meetings and displays. From their twenty-five years experience B.A.I.C. staff will also be ready to advise and assist in planning aeronautical events.

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