Sectt. II 48—23,368—9-2-20.

Home (1920) Department.

Miscellaneous

Ordinary SERIES.

G.O. No. 998-99

DATED 17-5-20

INDEXED

[Despatch Abstract.]

Aircraft

Government of India informed of the requirements of this Government in regard to aeroplanes for demonstration purposes

PAPERS PUT UP WITH CURRENT No. ________

Papers of the department to which the current belongs.

Number.	Date.	Original (=O) or spare copy (= S.C.)	Remarks. (In this column such of the papers as have been removed for copying, printing, etc., should be marked with a cross.)	Initials of Referencer with date in token of return to Reference department.

Papers of other departments.

Department.	Number	Date.	Original (= O.) or spare copy (= S.C.)	Initials with date of (1) Referencer acknowledging returns of the paper concerned or (2) Despatcher to denote the return of the papers to the department concerned.

Type 200 copies to HE & others
2/12/4

Home (Misc) 7339
2/12/19

No. 1764

UNDER SECRETARY
1-DEC 1919
CHIEF SECY.

From

F.J. Nobes, Esq.,
Offg. Addl. Under Secy. to the Govt. of India,

To

REGISTRAR HOME DEPARTMENT
1-DEC-1919
GOVT: OF MADRAS

The Chief Secretary to the
Government of Madras.

CHIEF SECRETARY
1 XII 1919
GOVERNMENT OF MADRAS

Home Department,
(Judicial),

Delhi, the 27th November 1919.

Sir,

Home no

I am directed to inform you that the Government of India have accepted an offer made by His Majesty's Government of the free gift of 100 aeroplanes to India, and are now considering the uses to which these aeroplanes should be put. A certain number will probably be reserved by Government for experimental purposes in connexion with civil aviation, for example the opening up of subsidiary postal routes and possibly for the use of political officers on tour and for Government aircraft inspectors. It is understood that most valuable results have already been achieved in Mesopotamia by the use of aeroplanes for flood inspections, crop inspections, political inspections and survey work, and there seems to be no reason why in course of time they should not be used for similar purposes in India. It has also been suggested that aeroplanes might be useful for police work, for instance in following up parties of dacoits and raiders. Preliminary difficulties will doubtless arise from the want of personnel, storage accommodation, workshops and so forth, but these matters are already being dealt with by the Air Board and if the utility of aeroplanes for administrative purposes were to be demonstrated, it would probably be possible to provide the necessary facilities for their use.

2.

2. I am accordingly to ask that with the permission of His Excellency the Governor in Council the Government of Madras will give their careful consideration to the question and will favour the Government of India with suggestions as to the manner in which the aeroplanes which the Imperial Government has offered might be used. I am also to request that you will inform the Government of India what number, if any, of these machines the Government of Madras would like to be placed at their disposal.

I have the honour to be,

Sir,

Your most obedient servant,

26.11.19.

Offg. Addl. Under Secretary to the Government of India.

RB

H

(7339-28) 10.1.20 Home (Mis) Dept.

To

The Secy. to the Govt. of India
Home Dept (Judicial)

25
10.1.20

Sir,

With refce. to letter from the Govt. of India, Home Dept (Judl.) No. 1764 of 27. Nov. 1919, I am directed to inform you that this Govt. do not see any prospect of their being able at present to use aeroplanes for departmental purposes in this Presidency but consider that a few of the machines might be of great value for demonstration purposes in connection with a project for a regular aeroplane service which is being put forward by a local firm and which this Govt. will shortly be considering.

H1-2 C.F.

~~2~~ I am ~~directed~~ to state that H. E. the Govr. in Council is not therefore in a position to give a final opinion at present but would like in the meantime to have particulars

14

as to the type of aeroplane which the Govt. of India ~~would~~ will be in a position ~~are going to have at their disposal~~ to offer.

10.1.20

S.N.P
10.1.20.

10.1.20

R. to issue on.

Secy / 6/2/20 SNP /

Home (mis) 824
6.2.20.

5

No. 81-C.A.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

AIR BOARD OFFICE. ~~191~~ .

HOME DEPARTMENT 4 FEB 1920

Dated, Delhi, the 2nd February 1920.

From,

A.H.Parker, Esquire, I.C.S.,
Secretary, Air Board.

SECRETARY TO GOVT. HOME DEPARTMENT FEB-1920

To,

The Secretary
to the Government of Madras,
Home (Miscellaneous) Department.

Sir,

pp 3-4 ante

With reference to your letter No. 7339-2, dated the 10th January, 1920, to the Government of India in the Home Department, I am directed to say that the following types of aeroplanes are at the disposal of the Government of India :-

60 D.H. 9 with B.H.P. engines ,
40 Avrô with Clerget engines.

I have the honour to be,
Sir,
Your most obedient servant,

AHParker

SECRETARY, AIR BOARD.

C. & I.– E. 21*a*.

Scott, II—8 (a)—12-1-15.

NOTES.

Home (Mis.) Dept.

Government Aeroplanes.

[C. No. 7339] From the Govt of India Home Dept (Judl.) No 1764 dated 27. Nov. 1919

U.S.

The Govt of India request

(i) the suggestions of the Government as to the manner in which the aeroplanes to be received from His Majesty's Govt, might be used in India and

(ii) information as to the number of machines the Madras Govt would like to be placed at its disposal.

2. Subd for orders.

S.N.P. 4.12.19

4.12.19.

S/ I am very sceptical about the utility of aeroplanes, so far as this Presy. is concerned, for any of the purposes suggested. Chasing dacoits at once suggests to me the exploits of the Lagarai Party & the idea of aeroplanes there is simply ludicrous. Flood & crop inspections might find them useful in such places as the Kistna delta. Their best use here wd be, I think, in enabling ~~the~~ high officials to get from Madras or Ooty to the scene of any sudden trouble or interesting event. We cannot, however, tell to what extent they wd be useful until we have an aeroplane survey of the Presidency. ~~However~~ But I think we shd certainly ask for a dozen or so.

5-12-19

The chief advantage will be to set an example to non official enterprise. We may say that we consider the aeroplane service will be generally useful in several administrative ways & we shall be glad to have a dozen

[illegible] public

5/12/19

Pub. mor.

Home (misc)

V. S.

Pub. Dept

Subd. for orders

CHIEF SECRETARIAT
9 DEC 1919
MADRAS GOVT

Home (mis) 7339-1
5-12-19

CURRENT NO.
5574 ~~568~~
Public
Regd. 8-12-19

Pub (misc)

Home
5-12-19

9-12-19

Box 38
C. 11/12

Public may agree to 12 aeroplanes ~~which~~ and when we have got them it will be time enough to consider their uses. We have not got the same number of Ford cars for the military at Malappuram in one year!

Finl will probably kick at the cost of maintenance I expect.

I do not know how we are going to use aeroplanes until we have got pilots. The Govt of India say nothing about supplying pilots & I suppose we should have to form a new service

RAL
10/12/19

H. M. Mis
H. E.

I see no use in asking for the aeroplanes until we have some idea how we could use them. They are certainly not wanted as an encouragement to non-official enterprise: on the contrary the air-craft firms have for months past been panting to go ahead but have

~~Box 83 15.12.19~~ ~~Retd. 15/xii~~ Box 17 20.12.19

not been able to do so because the Govt of India had not made up its mind as to its policy.

I should be inclined to refuse the offer saying that we do not at present see our way to obtaining pilots nor do we see any definite direction in this Presidency in which aeroplanes ~~that~~ could be used experimentally for departmental purposes.

Perhaps His Excellency would like one reserved for Government House.

AK
12.xii.19

(B) G.O. 1072/3.7.19 & G.O. 1160-1/31.7.19 (A)

Might we not discuss this matter with Messrs. Chattle & Holt who are I believe very anxious to start an aeroplane service here?

If we cld: come to some arrangement with them, we might suggest it to G of I for consideration. Wd: my Hon: coll: consider this? I am grateful to him for suggesting a joy-riding car for Govt: House, but think it wld: be a very expensive luxury!

L. 13.12.19

REGISTRAR HOME DEPARTMENT
15 DEC 1919
GOVT. OF MADRAS

Submitted to H.M.

CR
16.12.19

Please send me this again on my return. I will sound Messrs. Chattle & Holt as to their intentions & proposals. AK. 15.xii.19

Supdt. Submit on the 22nd CR 15/12

NOTES.

I have seen Mr. Chettle but I am afraid the interview has not been very helpful. His firm is still very keen to open an aeroplane service in this Presidency but as he points out the actual provision of the machines represents a comparatively small part of the expenses of the company. He does not think it likely that they can use any set of miscellaneous machines for actual work, though he says that possibly they might like to have any machines that we could place at their disposal for demonstration. He would also like to know what the machines are which the Government of India are offering.

2. I think we might reply to the Government of India that we do not at present see any prospect of our being able to use aeroplanes for departmental purposes in this Presidency but that a few of the machines might be of great value for demonstration purposes in connection with a project for a regular aeroplane service in this Presidency which is being put forward by a local firm and which we shall shortly be considering. We cannot therefore give a final opinion at present but would like in the meantime

11

to have particulars as to the type of aeroplane which the Government of India are going to have at their disposal.

His Excellency should see.

AK
7.1.20

SECRETARY TO GOVERNMENT OF MADRAS
HOME DEPARTMENT
-8-JAN-1920

Submitted
8/1/20

H.E.

9.1.20

SECRETARY TO GOVERNMENT OF MADRAS
HOME DEPARTMENT
-8-JAN-1920

Draft
8/1/20

U.S.

Draft letter subd.

SNP
10.1.20.

10.1.20

Issue.

10.1.20

[Issued as Letter No 7339-2 d 10.1.20]

[C.No 824] From the Govt of India, Com & Ind,
No 81 C.A d 2 Feb. 1920.

U.S.

The Govt of India have now furnished information as to the type of aeroplanes available. Subd for orders with refce to His note above.

SNP
9.2.20.

2. The final rules on the subject of

Box 14
Cue 10.2.20

Vide [illegible] ~~Flag~~ Ⓔ
Gazette perhaps

civil aviation in India has recently been published by the Govt. of India. No formal communication from India has been received by this Govt. yet.

BR
9.2.20

S.

The information received from the C. of S. may perhaps be informally communicated to Messrs Chettle & Hort ~~Co~~

10.2.20

Perhaps HM may like to discuss this file with Mr Chettle

10/2/20

HM

I have written to Mr Chettle. We may await his reply

Ak
11.2.20

T.B.O

SECRETARY TO [illegible]
11 FEB 1920

13 8

Sectt. II-8—4,903—17-1-18.

DEPARTMENT.

Home (mis) 1003
14.2.20

CHETTLE, HOLT & CO., LD.,
MADRAS.

Post Box No. 237.

Telegraphic Address:
"CHETHOLT."

CODES:
A.B.C. 5th, WESTERN UNION,
BENTLEY'S
AND PRIVATE.

Telephone No. 438.

14/2/20

Madras, 14th February 1920

SECRETARY TO GOVERNMENT, MADRAS
14-FEB-1920
HOME DEPARTMENT

H.H.C.
M.K.

Dear Mr. Knapp,

AEROPLANES.

Many thanks for your letter of February 11th.

not in file

Neither of the types available could be used for a commercial service with any prospect of making it a paying concern.

If, however, the Government of Madras wish to use a few of these aeroplanes would they hand them over to us for demonstration purposes and to give " joyrides " to anyone who cared to pay to go up ?

? X

The chief problem is a suitable landing place and aerodrome within easy reach of Madras. Without assistance from Government we should probably have trouble in getting land at anything like a reasonable figure.

If, however, we could get the landing place and some sort of assurance that this shall be the terminus for any aerial services that may link up with

DEPARTMENT.

14-2-1920.

Madras in the future we are prepared to put up the necessary aerodrome and workshops to run these aeroplanes for the present.

This assurance is rather a difficult matter but you will, I think, see our point. We are prepared to take a fairly large speculative risk to be the first in the field in Southern India. Having done this and educated the public here to the idea of flying we might very easily be cut out by some big firm coming down from Northern India and swamping us.

Our idea as you know is to start a service between here and Ootacamund eventually.

That, for reasons I gave you the other day, I am not at present ready to push on with very vigorously.

The present scheme if agreeable to Government would be a step on the road, however, and the larger idea would probably develop itself almost automatically.

I think the "AVRO" Machines with Clerget engines would be the best for demonstrations -- they are I presume the ~~20~~ 2 Seater type.

DEPARTMENT.

3.

14-2-1920.

Three of these would be enough and one D. H. 9 which could be used for longer flights.

I would also suggest, if I may, that you might ask the Government of India for as much in the way of spare parts as they care to send.

Yours sincerely,

H. Hulbert Chettle

The Hon'ble Mr. A. R. Knapp, I.C.S.,
Fort St. George.

P.T.O

16

U.S.   Home (Mis) Dept

Please see reply from Messrs Chettle Holt & Co on pp8-10 ante. Messrs Chettle Holt are prepared to take the aeroplanes in question for demonstration purposes and state that these will be useful for joyrides on payment. The Govt of India appear however to contemplate that these machines are to be used for administrative purposes such as the opening of new postal routes, inspections by Govt. aircraft inspectors, tours of political officers, crop inspections and police purposes. The Govt. of India have further stated in their letter (on p1CF) that the Air Board is dealing with personnel, storage accommodation, workshops, etc. It appears to be doubtful whether this Govt ~~a present for~~ can hand over to messrs Chettle Holt a present from the aeroplanes that may be sent by the Govt of India without India's ~~permission~~ express consent.

p1CF.

Messrs. Chettle Holt only want
3 Avros & 1 D.H. If we
take a dozen from the G of I. we
have then 8 left for these
somewhat chimerical
purposes.

2 As regards the landing place or ~~and~~ aerodrome at Madras referred to by messrs Chettle Holt, this Govt. have not till now

p8 ante

received any information about it from India. ~~So~~ The assurance required by Mess^rs Chettle Holt & Co cannot be given without consulting India.

p8 ante

3 Mess^rs Chettle Holt & Co recommend that the following four machines may be obtained from the Govt. of India

p/pg-10 CF

~~3~~ 1 D.H.9 with B.H.P. Engines

& 3 Avro with Clerget Engines

For orders whether four machines as above may now be asked for and the Govt. of India asked for information as to the prospective aerodrome at Madras and for permission to leave the aeroplanes that may be supplied in the hands of Mess^rs Chettle Holt & Co.

4 Mess^rs Chettle Holt refer to an air service to be started by them eventually between Madras and Ootacamund

vide Gaz. printing

The rules regarding Civil Aviation have now been published and it is for Mess^rs Chettle Holt & Co. to apply

They are not ready for that yet.

to the Air Board for the necessary permission

SNP
23.2.20

BR
23.2.20

S/

I think Messrs Cheeth, Holt and Co have the best of the bargain. They are going to get in on the future terminus of aerial routes to Madras at the cost of putting up an "aerodrome" & workshops suitable for short-flight machines of the type indicated in the C of S's letter. It is all very well to talk of "Educating the public up to flying" but it must be recognised that the possession of a few aeroplanes for experiment would be just as valuable — or necessary — to Messrs Cheeth Holt as to the public & if they are to get there they would have to construct the aerodrome they propose, concessions or no concessions. Thus far, therefore, they don't seem to risk very much — bearing in mind that they are getting the machines fies. One wd. wish of course to give every encouragement to their enterprise but must bear in mind that this enterprise is not philanthropic: unless they make a bad mess of things it shd pay them very well. Further, the argument about a big firm coming down & swamping them cuts both ways. We don't want to place ourselves in a position in which we shd have to put up with whatever Messrs Cheeth & Holt serve out to us — & possibly with something much behind the times & the standards of the rest of India. It is no doubt to Messrs. Cheeth Holt's advantage to get the big firms out of the way but it isn't at all to ours or the general public's. I think we shd let them carry their "Speculative risk" a bit further & decline to tie ourselves down to any assurance or concessions. If there's anything in it they'll proceed fast enough & we shall see what we shall see;

if there is it then we're well out of it. But this Presidency has suffered badly enough already in other spheres of business from the absence of competition & I think we must avoid anything that wd tend to render our civil aviation a monopoly. The contrary argument is that we lead to nowhere & that in consequence the big firms won't want to come near us & we shd be thankful to take what we can get; but the air routes of the world are far from settled yet & we may well go easy for a spell & watch developments.

24.2.20

Please put up below an article (leader) in the Madras Mail of 23 Feb.

24/2/20

Madras mail of 23.2.20.

Government Aeroplanes.

WE ARE INFORMED THAT THE Government of India have been given a large number of aeroplanes and that the intention is that these should be distributed among the various local Governments. If this is the case, we trust that the Madras Government will be allotted their fair share. The progress of civil aviation in this part of the world has been disappointingly slow. At Karachi they have already a regular service running, and if the authorities of Calcutta seem curiously dilatory in getting an aerodrome into working order, at least the citizens of that metropolis have been gladdened by the sight of the Handley-Page flying over their heads. Poor Madras, however, has seen no aeroplane since before the war, and if the local Government could acquire a few machines it would cheer our hearts to see them manœuvring in our skies, and might help us to realise that civil aviation is a practical possibility and not one of those pleasant dreams which were to come true with the declaration of peace, but seem in fact to be growing daily more and more remote. There are many ways in which these machines could be made useful. Their use for up-country work would, of course, demand as a condition the previous construction of appropriate landing places or small aerodromes, but in most districts it should not be a task of very great difficulty to find places suitable for such installations, and once these were provided, the uses to which the aeroplane might be put are many and various. It would be a very pleasant method, for example, for the head of the district to survey the crops at the time of harvest from one of these machines instead of the present laborious business of struggling from field to field, and the time saved would be in these days of over-work and many engagements, a real relief. Officers employed on irrigation works would welcome similar facilities, while in the case of forests, where the terrestrial going is often bad or impossible, the use of the aeroplane for timber or grazing reconnaissances or for estimations of forest yield or over a large area are sufficiently obvious to require no elaboration. The same will apply to the tracing or demarcation of boundaries, which often, by the innate perversity of man, pass through the most inaccessible places.

But the chief value of these Government machines—at any rate at first, and very probably afterwards as well—would be their use for experiment and demonstration. Indian aviation presents the airman with a number of special problems, and the solution of these is in some cases still a matter of difficulty. There is, for example, the provision of an air—and water-tight—"dope" which will resist the effects of the Indian sun and there is the curious behaviour of air-currents in this country at varying temperatures which still requires a good deal of examination. For all these purposes the Government aeroplanes could be used. We are far from suggesting this as "in vile corpore experimentum," but the Government machines would be in the hands of capable mechanics who knew their work, and we should naturally expect a minimum of accidents. Young India has taken to the bicycle and the motor-car as if to the manner born, but we fancy he will require some educating up to aeroplanes. For this reason it is essential that the first aeroplanes to appear and ply in our firmament must be expertly managed, so that the best possible demonstration of their usefulness may be given and those confidence-shaking catastrophes that so long held back the progress of the earlier fliers may be altogether avoided. It will, we fancy, be some considerable time before commercial aviation in India becomes much of a reality, but there is no reason why we in South India should not possess a series of mail and passenger services, and these will develop all the more rapidly if the Government, by means of their machines, can afford prospective proprietors an enlightening demonstration. It is some time since we suggested an aerial survey of the Presidency with a view to locating suitable sites for aerodromes, large or small, but so far as we are aware, little has been done in this direction. There is talk of an aerodrome on a big scale somewhere on the Ceylon to India route, but this will not materially affect our local services, and it is surely high time some investigations were made. The prospect of civil aviation was one of our brightest hopes when the armistice came; that was nearly eighteen months ago, and for practical purposes we stand where we did. It is rather disappointing to those who were ready and eager years ago to make this venture.

Subd.

BR
24.2.20

S.
24/2

To prevent monopolisation, we must have a Govt. landing place. It cannot be but ~~that~~ Madras should be an airship station in the immediate future

2. Then perhaps we can ask for the ~~[illegible]~~ four machines indicated

Box 33
acc 2572

by Messrs. Chettle, Holt & Co and hire them out to them by the year. They will be responsible for all repairs.

The above appears to me the best solution that can be immediately applied

25/2/20

HM

Until we know whether the Government of India would look at the idea of placing these machines at the disposal of Messrs. Chettle and Holt for demonstration purposes there is no use saying any more to the firm. The Under Secretary might perhaps write - demi-officially to Mr. Nobes sending up a copy of Messrs. Chettle and Holt's letter and of the extract from the Madras Mail, which is probably inspired by that firm, and ask whether there is any likelihood that the machines could be made available in the way suggested. If there is, we could then proceed to negotiate regarding the assurance which Messrs. Chettle and Holt want. Such an assurance could probably not be given and I imagine would not be pressed for.

AK
26.2.20

U.S.

Draft D.O. subd.

S.M.D.
27.2.20

I have dictated a fresh
Let me have it on Monday

27/20

U.S.

Subd. with fair for signature

S.P.P.
1.3.20.

S

If S. approves the D.O. I will sign & despatch the fair.

1.3.20

Thanks
1/3

Fr. signed.

24 19

Home(Miscellaneous)Department,
Fort St.George,
1st March 1920.

D.O.No.

My dear Nobes, 1003-1 d 1·3·20

Please see your letter No.1764,Home(Judicial) dated the 27th November 1919 and this Government's reply thereto dated the 10th January 1920 regarding the number of aeroplanes which this Government may require for administrative purposes. Government have asked me to write to you demi-officially on the subject as the position here is a little difficult. I enclose a letter from Messrs.Chettle Holt and Co.,dated the 14th February 1920 and a cutting p16 ante from the Madras Mail dated the 23rd February 1920 which will give you an idea of the principles we are considering. Chettle Holt and Co., I may mention, are the local firm referred to in this Government's letter of 10th January as contemplating running the local aeroplane service. You will see from Chettle Holt's letter (copy enclosed) that they seek an assurance from this Government which it is not possible at this stage to give them; but the Government are inclined to consider favourably their idea of utilising these aeroplanes for Demn ~~adminis~~tration purposes. They would like to meet Messrs.Chettle Holt and Co. at least to the extent of placing the machines at their disposal. What I am to ask you is, would the Government of India be inclined to consider this idea with favour, that is to say, would they make the machines required available to this Government for the purposes suggested? The Madras Government does not propose to negotiate further with Messrs. Chettle Holt and Co.,until they receive a reply on this point.

pp8-10 ante

pp3-4 CF

pp8-10 ante

Yours sincerely,

1·3·20

To

F.J.Nobes, Esquire,
Offg.Addl Secy- to the Govt

Despatched 1·3·20

Home mis

Aeroplanes.
(~~Ref~~

File subd.
Reply from India awaited.

BR
23/3/20

Please remind
Ms
23.3.20

U.S.

Draft D.O. reminder subd.

S.N.P.
24.3.20.

D.O. 1003-28 24-3-20

My Dear Nobes,

Please ~~see~~ refer to my D.O. No. 1003-1 Home (mis) d/ 1st March regarding the number of aeroplanes which this Govt may require for admve purposes. The Madras Govt. will be glad to have an early reply. ~~to this letter~~

p 19 ante

Yours sincerely

24.3.10

S.N.P.
24.3.20

BR
24/3/20

F. J. Nobes Esq
Offg. Addl. U.S. to G of I.

[illegible]
24/3/20

Despd
24.3

Secy's orders in Govt of India Call Book:—
Reminder.

RRR. 20.4.20.

U.S.

A reminder was issued on 24.3.20. Another reminder is subd below:—

D.O. 1003-3/22.4.20

My Dear Nobes,

Please refer to my D.O. No. 1003-1 Home (Mis) d/ 1st March 1920 and the reminder thereto d/ 24th ~~March~~ idem regarding the number of aeroplanes which this Govt may require for administrative purposes. I am to ask you when a ~~[illegible]~~ ~~[illegible]~~ ~~early~~ reply may be expected ~~towards~~ the reference & to request that it may be sent as soon as possible.

Yours sincerely

p. 19 ante

p. 20 ante

Not issued

SNP
21.4.20

21.4.20

21.4.20

F. J. Nobes Esq
Offg Addl. U.S. to the Govt of India

Rai
22.4.20

~~U.S.~~
~~23.4~~

Mis 2398
27
2364/20

22

D.O.No. 1177.

UNDER SECRETARY TO GOVT. OF MADRAS * HOME DEPARTMENT *
23-APR-1920

DEPARTMENT OF
COMMERCE ~~AND INDUSTRY~~,

Simla, the 16th April 1920.

Dear Brown

p 20 ante

With reference to the correspondence ending with your demi-official letter No. 1003-2, dated the 24th March 1920, to Nobes, I am desired to say that the Government of India would be prepared to consider favourably the suggestion that 2 a certain number of the 100 pre- gift aeroplanes should be given to the Government of Madras to be utilised for demonstration purposes.

Yours sincerely

To

C. H. Brown, Esquire, I.C.S.,
Under Secretary to the Government of Madras,
Home (Miscellaneous) Department.

H.C.J.

U.S.

Please see H.M's note on p17 ante, the D.O. on p19 & the reply now received from the Govt of India on p22 cf. H.M. may perhaps discuss the case with Messrs Chettle & Holt.

SNP
29.4.20

S.
For consideration whether this should go to the Hon'ble Mr Davidson who will be in Madras for a few days.

WB 30/4/20.

29.4.20.

Yes please.

MM 30/4/20

Circd 2.5.20.
Retd. 4-5-20

I have seen Messrs. Chettle and Holt this morning and explained the position to them. They will waive any question of assurance and will write to the Home Department officially asking for aeroplanes for demonstration purposes subject to such reasonable conditions, if any, as the Government of India may require. On receipt of this letter we can address the Government of India accordingly.

2. I understand that the site which they would like for an aerodrome is ground in military occupation at St. Thomas' Mount, and at my suggestion they are making informal enquiries of the military authorities as to whether this could be made available at least temporarily. They would like, if possible, to have this site available for use

use when the Handley Page Aeroplane coms to Madras in a few weeks' time.

L.D.
4-5-20

SECRETARY TO GOVERNMENT OF MADRAS
-6-MAY-1920
DEPARTMENT

PTO

Mis 2571/6.5.20

CHETTLE, HOLT & CO., LD.,
MADRAS.

POST BOX No. 237.

TELEGRAPHIC ADDRESS:
"CHETHOLT."

CODES:
A. B. C. 5TH, WESTERN UNION,
BENTLEY'S
AND PRIVATE.

TELEPHONE No. 438.

H.H.C.
H.X.

5 MAY 1920
GOVT. OF MADRAS

Madras, 4th May 1920.

From,

Messrs. Chettle, Holt & Co., Ltd.,
MADRAS.

To,

The Secretary (Home Department)
Government of Madras,
OOTACAMUND.

Sir,

Further to our demi-official letter of February 14th addressed to the Hon'ble Mr. A. R. Knapp and with reference to our conversation with the Hon'ble Mr. Lionel Davidson this morning we have the honour to inform you that we wish to waive any question of an assurance from Government regarding the future of civil aviation in Southern India.

pp 8-10 ante

pp 23-24 ante

We shall be very pleased to take over the machines mentioned in our letter and utilize them

H.D. 49
13.5.20

26

31

4-5-1920.

for demonstration purposes subject to any reasonable conditions you may wish to make regarding them.

We have the honour to be,
Sir,
Your obedient servants,
CHETTLE, HOLT & CO., LTD.,
N.N. Chettle
Director.

Home (Mis.) Dept.

U.S.

A draft order & a draft letter are subd.

S.M.D.
11.5.20

11.5.20.

(Draft passed by U.S)

(Clerk's words necessary) 12/5/20

14-5-20

W. 15.5.20

SECRETARY TO GOVERNMENT OF INDIA
17-MAY-1920
HOME DEPT.

Scott. II—10 (a)—36,003—21-1-18. (6) ~~[illegible]~~.

32

Home (Misc.) DEPARTMENT.

Aircraft.

Govt of India informed of the requirements of this Govt in regard to aeroplanes for demonstration purposes.

READ AGAIN G.O. No. ......, dated ...... 191 .

" " " " ...... " ...... 191 .

READ ALSO:—

C. No. 7339/19, From the Govt of India No 1764 ~~No.~~, dated 27. Novr. 1919.

" " 7339-2 " Home (Misc) " ...... " 10 Jany. 1920.

" " 824 " " Secy. Air Board " 81 C.A. " 2 Feb 1920,

ORDER.

Mis.

No. 998, dated 17th May 1920.

The following reply will be despatched to the Govt. of India. ~~[illegible]~~

~~[illegible]~~.

WHB
12/5/20

Wm
12/5/20

SNP
11.5.20

[illegible]
11.5.20.

Letter. No 999 / 17. May 1920.

To

The Secretary, Air Board,
Delhi.

Sir,

I am directed to refer to the correspondence ending with your letter No 81 C.A. dated the

Psef.

2nd February 1920 ~~[illegible]~~ and to State in reply ~~say~~ that this Govt. will be glad ~~[illegible]~~ to have for the present three AVRO machines ~~of the~~ ~~Avro~~ with Clerget engines and one D.H. 9 with B.H.P. Engines. with as much in the way of Spare parts as the Govt of India can send. This Govt propose placing these machines at the disposal of Messrs Chettle Holt & Co., Madras, for demonstration purposes, subject to any ~~reasonable~~ conditions; the Air Board may ~~require~~ prescribe

pp 9-10 N.F.

p 79 N.F.

12/5/20

SMP
11.5.20

11.5.20

12/5/20

When given for copying
When copied
When examined
When signed } 192

Read again G.O. No. 192, dated

Current No.

Enclosures to G. No.

Order of Government .. A A A A A A A

Letter of Government.

Statement with ditto.

Papers not fixed up, being meant for despatch in original.

N.B.—
A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.