

Subject *Air Navigation*Date *Dec 18/42* Publication *The Gazette***BRITAIN TO GUARD  
FUTURE AIR LANES****U.S. Planes Will Be Barred  
Off Empire Routes Used  
Now, Says Balfour****WILL PROTECT INDUSTRY****Conservative Member Pro-  
tests Against High Govern-  
ment Officials Using Van Der  
Kloot on Long Flights**

London, December 17. — (P) — Britain and the United States have agreed that after the war "all bets will be off" on Empire air routes which American planes now are permitted to fly for military purposes, Capt. Harold H. Balfour, Under-Secretary of State for Air, told the House of Commons today.

Balfour made the statement in giving Commons assurance that the British Government is considering "bold measures" to assure Britain's postwar place in the air transport systems of the world and prevent the wrecking of the nation's aircraft industry which employs 1,000,000 people.

Balfour said "we are determined to have our place in the air transport system of the world for the British Commonwealth of Nations to link up our interests with those of other nations."

"Unless we safeguard the position now either we shall have to contemplate closing down a large part of the aircraft industry employing more than 1,000,000 workers and hope the industrial labor market will be able to absorb them," he said, "or alternatively we shall have to continue building bombers and fighters in excess of our postwar requirements."

Members cheered when Balfour said the government will inform parliament as soon as possible on recommended steps "to found a policy of postwar civil aviation which will be worthy of our people."

He said the air ministry is working on adoption of radio to peacetime use and in conjunction with the ministry of aircraft production on a broad design of requirements.

His declaration was prompted by a proposal by Robert Perkins, Conservative, that Britain and the United States hold a conference to settle spheres of air influence for the future.

Perkins later disclosed that Britain has a new plane in production, The York. He said, "if Air Control would release 20 Yorks and 10 Sunderlands we could look Pan American Airways in the face."

The York is still on the secret list but since Perkins coupled it with the Sunderlands it presumably is a large plane capable of transporting both passengers and freight.

Other members supported Perkins, who said he is alarmed by the fact that Prime Minister Churchill had been flown to Russia, Ambassador Halifax to America and Premier Jan Christiaan Smuts to South Africa by an "unqualified" non-Briton.

Presumably he referred to William Van Kloot of Montreal, Canada and formerly connected with a United States airline company, captain of the four-motored Liberator which took Churchill to Russia.

Perkins asked Air Secretary Sir Archibald Sinclair to urge all high British officials to "fly British."

Capt. William John Van Der Kloot was awarded the Order of the British Empire last June 26 as one of the King's birthday honors list for outstanding work as an accurate instrument pilot and specialist in radio work.

The 27-year-old pilot, of Sarasota, Fla., was interviewed in London last August upon the return of Prime Minister Churchill from Moscow.

Van Der Kloot, who piloted Mr. Churchill and his party, said the trip was "purely a routine flight, except for our distinguished passengers."

Mr. Churchill, the pilot said, was on the flight deck about two-thirds of the time and, often occupied one of the pilots' seats.

"His technical knowledge about aviation is really amazing," Van Der Kloot commented about the Prime Minister.

The same Liberator bomber took Lord and Lady Halifax from Canada to London just before Mr. Churchill's flight to Moscow.