

RESORT AIRPORT

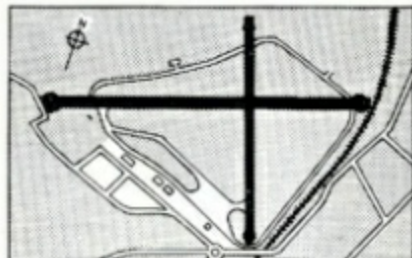
Southend — the popular seaside resort for Londoners — also has a fine airport which is bringing added prosperity to the town.

THE history of Southend Airport dates back to 1914 when an aerodrome was first established to serve as a training and fighter base for aircraft flying during the first world war. It continued until February 6th, 1919 when it reverted to farming land.

In 1933 the Corporation purchased the land with the object of developing a municipal aerodrome and this was formally opened in 1935. During the immediate pre-war years, a flying club and the RAF Volunteer

The airport is equipped with two all weather runways, airfield low intensity lighting, airfield high intensity lighting, the latter being of unique design in that it is fully controllable from the control tower, ranging from 350 to 35,000 candle power/light unit.

Radio aids consist of three VHF communication channels, a cathode ray tube display automatic direction finding apparatus, and airfield radar approach aid, and a non-directional radio beacon.



... Senior ATC Officer, Mr. A. C. Cusworth, using the Ekco VHF Automatic Direction Finder ...



In the control tower, Miss H. Barber, ATC and Met. Assistant, and Mr. D. A. Wallace, ATC Officer ...

Reserve was established and, at the outbreak of war, the aerodrome was taken over by the RAF and became a satellite of Hornchurch, playing an important part as a fighter base during the Battle of Britain.

In 1946 the Council decided on a policy of direct operation and, in October of that year, an aerodrome manager was appointed: Bernard F. Collins, MBE. On January 1st, 1947, the aerodrome was opened to commercial traffic and on March 27th, of that year the first municipal flying school was formed, and commenced operation with two Austers and one Tiger Moth.

In 1948 the Airport became a maintenance base for aircraft operating on the Berlin Air Lift and commercial traffic developed with steady progress until 1954 when the car ferry service was inaugurated. Since 1954, development has been meteoric.

The rapid growth of the airport has certainly presented numerous problems, mainly in respect of anticipating the accommodation required for the handling of passengers, handling of freight, accommodation for Customs and Excise, and accommodation for airport personnel, including the space for resident and visiting airline operating companies.

The geographical location of the airport has proved, with its easy access both by road and rail to London, that it has fallen into the role of a channel port, and it is felt that the future hopes for further development lie in this direction; in fact, Southend has now become a port in the full meaning of the word, in addition to being a seaside resort.

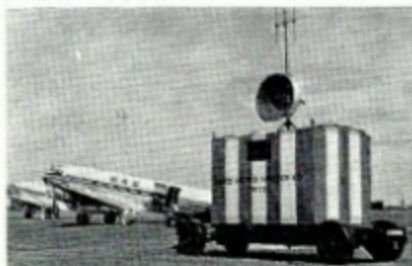
A total sum of £450,000 has been spent on the airport, and all personnel for the operation of it, including the technical services, are under the direct control of the local authority.



... Mr. R. Crook, ATC Officer ...



... An aircraft is still out of sight, but Mr. Wallace, follows its approach on the radar screen ...



... Ekco Mobile Approach Aid at Southend ...