

Civil Aviation.

By NORMAN J. HULBERT, A.M.I.Ae.E.

Atlantic Flights. Unfortunately two gallant and distinguished Frenchmen have lost their lives in attempting to fly the Atlantic in a westerly direction.

On May 8th, Captains Nungesser and Coli left Le Bourget on a Levasseur "Marin" biplane, fitted with a 450 h.p. Lorraine-Dietrich engine in an attempt to fly from Paris to New York. Two hours later, they were sighted off the French coast, near Havre, since when unfortunately, no definite information has been received about them, so one is reluctantly compelled to believe they must have descended into the sea, as if they had landed even in the uninhabited parts of the Labrador coast they would by this time have been heard of.

It is at present rather difficult to see what advantage flying across the Atlantic on a machine that has not an undercarriage or is fitted with a wheel undercarriage, has, because obviously you would never get fare-paying passengers to travel under such circumstances. If the idea is to capture long distance records, then a much less hazardous route, as for example that chosen by Flight-Lieut. Carr, might be followed. We shall undoubtedly one day have regular Air Services between New York and London, and *vice versa*, but I think they will be carried out by large flying boats which have a great degree of sea worthiness as well as air worthiness and which will certainly be multi-engine machines, but personally, I very much favour the American idea of Atlantic Air Services whereby the trip is done in stages, the first stage from London to Newfoundland, the second from Newfoundland to the Azores, and from the Azores to England, under this scheme it would be unnecessary to carry such great quantities of fuel, which is necessary if the trip is done in one long "hop" and this would, of course, remove the obvious danger which at present exists when taking off with a machine so heavily laden with petrol.

According to reports one reads in the press, there are now no less than three different machines in America waiting for suitable weather conditions to fly eastward to Paris. They prefer to make the eastward journey as the prevailing wind will undoubtedly favour them much more than it would in the opposite direction.

Since writing the above, news has been received of the magnificent Atlantic Flight of the American airman, Captain Lindbergh. For sheer endurance, courage and skilful navigation, this flight has never been equalled. Captain Lindbergh, flying a Ryan monoplane fitted with a 220 h.p. Wright Whirlwind motor, calmly set out alone on this great adventure, which he brought to a successful conclusion. It is interesting to note that the combined value of the instruments which Captain Lindbergh used was approximately equal to the value of the complete aircraft, and it is undoubtedly to no small extent due to this fact that for the whole journey of 3,600 miles he was never more than three miles out of his course. For this flight Captain Lindbergh wins the Raymond Orteig prize of £5,000 for the first New York-Paris flight. He has also been decorated with the Legion of Honour, and is to be entertained in London by the Royal Aero Club.

Air Surveying. This Institution was fortunate in arranging the date of Major Hemming's paper on "Some Commercial Aspects of Air Surveying" to coincide with the Colonial Governors' Conference, as by so doing they secured the presence of many of the Delegates to the Conference, who when taking part in the discussion very clearly emphasised the importance that is attached to Aerial Survey by the various Colonial Governments.

Major Hemming showed for the first time some lantern slides which depicted the difficulties which the various Aerial Survey Companies have to overcome. The pictures of the work involved in making aerodromes, hangars, etc., in uninhabited parts of the world were especially illuminating.

A full report of the paper and discussion appears elsewhere in this issue, and amongst those who were present at the Meeting were:—

His Excellency Sir Gordon and Lady Guggisberg (Governor of the Gold Coast), His Excellency Sir Graeme and Lady Thomson (Governor of Nigeria), His Excellency Sir J. Byrne, K.B.E., C.B. (Governor of Seychelles), His Excellency W. C. F. Robertson, Esq., C.M.G. (Governor of Barbadoes), Capt. Victor Gordon (High Commissioner of Newfoundland), Sir William and Lady Clark, Lord Morris (formerly Prime Minister of Newfoundland), Brig.-Gen. The Right Hon. Lord Thomson of Cardington (former Secretary of State for Air), Air Vice-Marshal Sir W. Sefton Brancker, K.C.B., A.F.C., F. G. L. Bertram, Esq., C.B.E. (Deputy Director of Civil Aviation), Brig.-Gen. Sir C. Delme-Radcliffe, Sir Harry E. Brittain, K.B.E., C.M.G., M.P., Lady Bennett, Miss Bennett, Alan Butler, Esq., Colonel Ivo Edwards (Technical Adviser to the Air Ministry), Brig.-Gen. G. S. Elliot, Col. H. L. Crosthwait, C.I.E., E.R. (ret.), T. P. Mills, Esq., J. N. Oliphant, Esq. (Conservator of Forests, Honduras), Lawrence A. Wingfield, Esq., F. B. Halford, Esq., G. E. Walker, Esq., Capt. T. Gladstone, General Boyes, Mr. and Mrs. Bramson, Squadron Leader O'Neill, Capt. Ward, Col. Ivan Davson, O.B.E., Lieut. M. Hotine, Major and Mrs. Mayo, F. P. Raynham, Esq., Col. N. Belaeiew, Capt. W. H. Sayers, W. O. Manning, Esq., Mrs. Elliott Lynn, Gen. A. Guidoni, Capt. A. G. Lamplugh, Col. C. J. Bishop, Dudley Wright, Esq., T. R. Thomas, Esq., A. I. Nelson, Esq., C. H. Dixon, Esq. (Representative of "Flight"), N. J. Hulbert, Esq., S. W. Collier, Esq., H. M. Edmunds, Esq., A. O. Roth, Esq., A. Pero, Esq., Mr. and Mrs. J. B. Allen, Mr. and Mrs. C. D. Holland, M. B. Fowkes, Esq., G. Evans, Esq., A. E. Mangin, Esq., W. Harris, Esq., Col. Carlton, Mrs. Davies, P. K. Homer, Esq., H. Spooner, Esq., C. B. Collins, Esq., C. Acton Dodds, Esq., Air Commodore J. G. Hearson, R. S. D. Rankine, Esq., H. I. Martin, Esq., R. H. S. Mealing, Esq., H. Weakley, Esq., A. Adams, Esq., N. J. Hancock, Esq., W. T. W. Ballantyne, Esq., R. E. H. Allen, Esq., Major F. M. Montresor, M.C., R.A.

The Hampshire Air Pageant. The first amphibious Air Pageant ever held in this country was organized by the Hampshire Aero Club on Sunday, May 15th, and I think they are to be heartily congratulated on providing such a very interesting and enjoyable display and also upon helping to create Air Mindedness amongst the 30,000 people who attended. The proceedings opened with a fly-past of all the latest types of aircraft, ranging from Supermarine Southampton Flying Boats down to the Baby D.H.53. The first race was the Wakefield Light Aeroplane Handicap which was won by Flight-Lieut. Le Poer Trench on the "Halton I" and was a very popular win, as this machine was made entirely by the staff of the No. 1 School of Technical Training, Halton, in their spare time. The second race was the Light Aeroplane Utility Race, in which four "Moths" standing with their wings folded in the sheds had to be wheeled out, unfolded and flown round the course, landed, re-folded, and put

back in their sheds again. This was won by Flight-Lieut. G. I. Thomson of the Hampshire Aero Club, with Mr. J. D. Parkinson, of the Newcastle Aero Club, a close second.

In the President's Cup Race, Flight-Lieut. Longton on the Blackburn "Bluebird" was again the winner, as Squadron Leader Rea on the "P.9" was disqualified for cutting a corner. The last race was the Morris Open Handicap for the Challenge Cup presented by Mr. W. R. Morris, this provided a very close finish between Mr. A. H. Wheeler flying a "S.E.5a," and Mr. Alan Butler in his well-known D.H.37 (which has now been fitted with a Nimbus engine), and Mr. D. H. Watt, on another S.E.5a.

Between the various events, a flight of "Gamecocks" under Squadron Leader Brook and a flight of Sumpermarine Southamptons under Squadron Leader Lloyd, gave demonstrations. While during the intervals between the races displays of Eccentric and Crazy flying were given by Flight-Lieut. Calvery and Flight-Lieut. Longton, the latter on the new Avro "Gosport."

Altogether it was a very enjoyable programme which was carried out, and one can only hope that not only will the Hampshire Aero Club organize future displays, on similar lines, but that the lead will be taken by various other Light Aeroplane Clubs all over the country.

The National Fund for the Promotion of Aeronautics. This Fund which has been founded with the idea of raising money from the public and devoting it, as its name implies to the encouragement of Aviation, can claim the support of everyone engaged in the Aviation industry. As a guarantee that the Funds will be well spent,

Lord Ossulston (who is well-known as a member of that all too small community, "Private Aircraft Owners"), Capt. The Right Hon. F. E. Guest, C.B.E., D.S.O., M.P. (a former Secretary of State for Air), and Mr. E. Soanes Lendrum, have consented to be the Trustees of the Fund, and I think that one of the best things the Trustees could do would be to make grants to the Light Aeroplane Club movement, and to offer prizes to the various public schools, etc., for essays on Aviation.

The National Fund for the Promotion of Aeronautics, has offices in the same building as the Institution of Aeronautical Engineers, and in order to give the Fund a financial start, a great Aviation Ball is being held at the May Fair Hotel on June 30th, and it is most gratifying to note that the Ball is under the Patronage of the Right Hon. Sir Samuel Hoare, Bart. (Secretary of State of Air), and Brig.-Gen. Lord Thomson (a former Secretary of State for Air).