

sq. m. (1.6 lbs. per sq. ft.). The tail surfaces, both vertical and horizontal, are of large proportions.

"Parabola": This glider, constructed by Cheranovsky, is of somewhat unusual design, and it caused no small amount of wonder, not only on the part of the spectators, but the pilot as well, by accomplishing several good flights up to 1 min. 20 secs. and showing a flat gliding angle, and rather good controllability. It consists of a single thick-section wing of parabolic plan-form. The pilot sits in a cockpit located within the wing near the leading edge. It has a single wheel, enclosed in a streamline casing, mounted underneath the wing immediately below the pilot. The ailerons which, we believe, extend along the full length of the trailing edge (*i.e.*, the full span), serve, when moved together, as an elevator, and as lateral balancers when moved differentially. A "tail" skid is fitted beneath the vertical rudder. The "Parabola" has a span of 10 m. (32 ft. 10 ins.), a wing area of 20 sq. m. (215.2 sq. ft.) and a net weight of 58 kgs. (127.9 lbs.). The wing loading is 6.5 kgs. per sq. m. (13.3 lbs. per sq. ft.).

The first duration flights were made by two of last year's successful competitors—Arzeuloff, on his monoplane, and Youngmeister, on the "Moskvitch" monoplane. The former remained up for 1 hour 17 mins. and the latter 1 hour 20 mins. On September 22, Sernow, on the "Artamonoff" monoplane, made a flight of 4 hours 20 mins., Jakovtchouk, on the "Kpir" monoplane, running him very close with a duration of 4 hours 15 mins.; both flew at heights varying from 200-300 metres (650-980 ft.).

On the following day, September 23, Youngmeister, on the "Moskvitch," beat previous records by remaining in the air for 5 hours 15 mins. his greatest altitude being 312 metres (1,023 ft.) above the starting point. This was the best effort of the competitions.

Altogether, during the competitions, 578 flights were made, and the total duration of all the flights amounted to 27 hours 2 mins., which performance compares very favourably with that of this year's Rhon meeting, *viz.*, 110 flights. There were, unfortunately, two accidents in which two of the competitors, Klementieff and Rudrit, were killed.

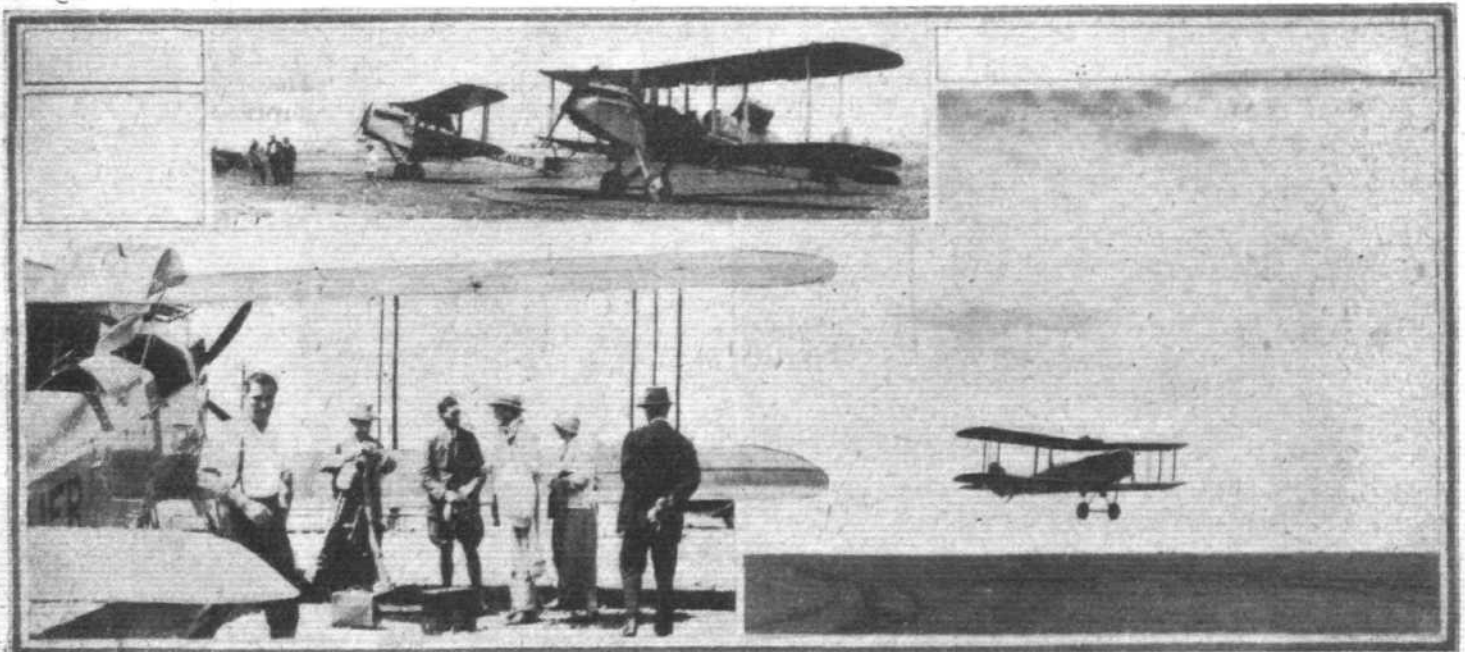


## D.H.50 CARRIES DISTINGUISHED PASSENGERS

FROM time to time news reaches this country from Australia and elsewhere of the excellent work being done by de Havilland aircraft. Thus, it was learned recently that a D.H.37, with Rolls-Royce engine, secured first place in the Australian Aerial Derby, with a D.H.50 (Siddeley "Puma") second. Colonel Brinsmead's flight around Australia in a D.H.50 will also be recalled. We have now received three photographs taken on the occasion when, last year, Mr. S. M. Bruce, Federal Prime Minister of Australia, and Mrs. Bruce, with a party of friends, flew from Winton to Longreach and back. Mr. and Mrs. Bruce were passengers in a D.H.50, the rest of the party being distributed between the D.H.50 and a D.H.9. At the conclusion of the flight Mr. Bruce sent a telegram to the Editor of "Aircraft," our Australian contemporary, from which it is evident not only that the Federal Prime Minister enjoyed the flight, but that he has very strong views on the subject of the importance of aviation to Australia. Following is the text of the telegram:

"The flight I have just completed from Winton to Longreach has further impressed upon me the great importance of aerial transport to a country such as Australia with its enormous areas and great distances. I have realised for a long time now the undoubted importance of this method of

transport to the people of Australia, and particularly to those who are pioneering our great outlying spaces. By this means they are brought in close contact with civilisation, and will be enabled to overcome those serious disadvantages from which they have suffered in the past. With the removal of those disadvantages a stimulus will be given to settlement in the outback, and one of the causes which have militated against our more rapid development will disappear for all time. Such an amazing advance has been made in this arm of transport during the last few years that it is difficult to visualise what may be accomplished in the future, but I am confident that air transport will become an increasingly important factor in our national life with each succeeding year. In the past progress in aviation has been retarded to a great extent by the apprehension of danger with regard to it, but such advances have been recently made that today to travel in a modern aeroplane is practically as safe as travelling in a motor-car. I wish every success to aerial transport in Australia, and hope that its rapid extension is now assured. The good progress which has been made up to the present, and the excellence and the efficiency of the service I have just utilised augur well for the future of aerial transport in Australia."



**DE HAVILLANDS IN AUSTRALIA:** Our photographs were taken on the occasion of a flight from Winton to Longreach and back, when the Federal Prime Minister, Mr. Bruce, Mrs. Bruce and a party were the passengers. Above are seen the two machines at Longreach aerodrome. On the left the Prime Minister and Mrs. Bruce are seen conversing with Mr. Fysh, while on the right the D.H.50 is seen taking off from Winton. Note the flat and apparently unlimited aerodrome.