

AIRISMS

FROM THE FOUR WINDS

Lady Bailey

IN her Cirrus-Moth Lady Bailey reached Mogador from Dakar on December 27. She was obliged to make a landing in the dangerous district of Rio del Oro, where the French air pilots, M. Reine and Serre, were kept prisoners for many months. Fortunately a Spanish outpost was near and Lady Bailey was safe. On December 28, Lady Bailey flew on to Casablanca, in Morocco, landing at 2.50 p.m. Starting for the next stage to Toulouse on December 30 she was obliged to return owing to bad weather, but set out again on January 1. Her flight started from Cape Town and her destination is London.

Airwoman's Endurance Record

AN American airwoman, Miss Viola Gentry, circled Roosevelt Field, New York, for 8 hrs. 12 mins., on December 21, 1928, which is mentioned in an American report as beating Lady Heath's record of 7 hrs. 31 mins.

Spanish Airwoman

SEÑORITA SORIANO, daughter of Gen. Soriano, is reported to be Spain's first woman air pilot.

Light 'Plane Towards India

M. PIERRE FISBACH, a French private pilot, left Orly Aerodrome near Paris on December 31, in an Albert light monoplane fitted with a 40-h.p. Salmson engine, for a long flight towards India. M. Fisbach was one of the competitors in the Light 'Plane Trials at Orly last September, with the same type of machine.

Air Transport for Gold Mining

GOLD ore was discovered at Favourable Lake, in Northern Ontario, Canada, about 290 miles from a railway station. The necessary machinery for drilling was conveyed by aircraft.

Graf Zeppelin's Record

THE German Air Council announces that the Fédération Aéronautique Internationale has recognised the return flight of the *Graf Zeppelin* between October 29 and November 1 from Lakehurst (N.J.) to Friedrichshafen, the distance covered being 3,967 miles, as a world's airship record.

Air Rescues in Kabul

A MESSAGE from India on December 30 stated that after heavy weather the R.A.F. machines were able to continue rescuing families from Kabul, Afghanistan. A Vickers "Victoria" troop carrier was again used. It had been flown over from Iraq, having flown the 1,000 miles from Bushire to Karachi in less than one day. The pilots reported 4 ins. of snow on the Kabul aerodrome, but as the ground underneath was firm, landing and taking-off were not difficult. An altitude of 8,000 ft. was chiefly maintained during the flights over snow-clad hills and in intensely cold weather. Three more troop-carriers have been flown from Iraq to Peshawar via Karachi.

Air Force Operations in Iraq

ROYAL Air Force machines bombed Wahabi raiders near the Nejd frontier, as reported in a Baghdad message on December 31. The machines located a party of 130 raiders mounted on camels, who opened fire on the machines without doing any damage. They decamped into the desert, where the pilots were forbidden to follow, otherwise heavier casualties among the raiders would have occurred. The war-like objective of the Wahabis was an encampment of Iraq shepherds, who, however, through a timely warning by a British officer, had removed during the night. These Wahabis are fanatical Puritans and opposed to all modern reforms in Islam. Their king is Ibn Saud, who received for a few years £60,000 per year from the British Government on condition that he did not interfere with the bordering countries of Hedjaz, Irak, and Transjordan. He proclaimed himself King of Hedjaz some time ago.

German Air Progress

A DIRECTOR of the Lufthansa, the great German commercial aviation organisation, writes the *Daily Telegraph*, January 2, states that the most gratifying feature of German aviation progress is the marked advance in the amount of freight conveyed. It advanced 62.5 per cent. in 1928 on the total for 1927. Germany's leading company carried 111,000 passengers, 800 tons of mail, and 480 tons of baggage over a total distance of more than 6,000,000 miles. These figures show substantial advances in all branches. Despite this progress, Lufthansa is still maintained to an extent of

75 per cent. by subsidies from the Reich, from various Federal States, and from cities, and it is estimated that with the most favourable rate of progress it will be ten or fifteen years before the main traffic lines can be self-supporting. The minor branch lines will likely continue indefinitely to depend on local subsidies for their existence. Lufthansa, with its allied foreign concerns, has now established regular connection with every part of Europe except Poland and the occupied Rhineland territory. Poland obstinately refuses to allow German planes to fly over her territory, and this formed one of the obstacles to the successful conclusion of the recent German-Polish Trade Pact negotiations, which were broken off. The Saar district was last year released for German flyers, and it is hoped that the Rhineland Second Zone will be set free in 1929, allowing the extension of the German air lines westward. But Lufthansa is not anxious to add to the number of existing lines. It prefers to increase the frequency of flights on the present lines. Excellent results have been achieved this year on the new "through lines" linking up Berlin with Paris, Frankfurt, Vienna, and Zurich with non-stop flights. These lines are most popular with passengers.

—and Air Ambitions

THE Junkers Co. is perfecting preparations for its German-Russian-Siberian-Chinese line, states the *Daily Telegraph* for January 2, with minor lines switching off to Persia, Afghanistan and Asia Minor, from the main Russian junction points. Herr Karl Wigdor is agitating with the greatest energy for the development of German air lines to South America by aeroplane or airships, for, he asserts, "the great future line of traffic across the world will lead naturally through Buenos Aires, Rio de Janeiro, Las Palmas, in the Canary Islands off Africa, Travemuende, or other ports in Germany, Moscow, Peking, and Shanghai." "But," he adds, "it is up to Germany to hurry and establish herself in international air lines. She must beat competition in the Asiatic seas and in the South Atlantic. Whoever runs the first successful lines there will be the winner."

Schneider Trophy Competitors

THE United States have entered for the Schneider Trophy race, to be held at the Solent, next August or September. The teams entered now number four. They are England, France, Italy and America. France has entered four machines America only one, England will probably have three, while Italy will have four. The French machines will be two Nieuport and two Bernard seaplanes.

New Light 'Plane

COL. HENDERSON, of Brooklands, is constructing a new single-seater light aeroplane fitted with an A.B.C. "Scorpion" engine to sell at about £300. It will be a monoplane of 25-ft. span. The wing will be detachable for housing the machine. A new air taxi, also constructed by Col. Henderson, was tested by him recently.

Air Search for Fishermen

MILITARY aircraft carrying food and clothing have been used to locate 73 fishermen who were cast adrift on ice floes created by a storm on Lake Peipus, on the Russo-Estonia border.

Capt. Malcolm Campbell's African Adventure

THE noted racing motorist, Capt. M. Campbell, gave wireless talks last week from the B.B.C. station in London on his recent flight to Africa in a "Gipsy-Moth" to survey the Sahara for a suitable motor-racing track. His pilot was Flight-Lieut. Don. They were forced to land on the coast of Riff country and spend a night with those dangerous people. They were clearly lucky to have escaped with their lives and to have salvaged the machine which, at first, had to be abandoned amongst the Riffs. The Spanish military in the zone extended them every hospitality and assistance. Thanks to the publicity given to the flight, Capt. Campbell has received particulars of a racing site in South Africa which he thinks will be favourable.

French Air Crash

A FRENCH commercial machine, flying on the Paris-Constantinople service, crashed in a fog and caught fire near Chalons-sur-Marne, on December 31. The pilot, M. Assolant, was only slightly injured. The machine carried no passengers. The freight was destroyed.