

assistance to Anglo-American trade; Galway is now a port of call for Atlantic liners. Shortly before 9 a.m. on May 1, Captain Hawks left Baldonnel to return to London, via Belfast, Manchester and Leeds, and he was reported in Dublin as having arrived at Heston at 11.52 a.m. Captain Hawks has promised to do his best to pay a second visit to Ireland before he returns to the United States.

The Search for Mr. Courtauld

THE Swedish pilot, Capt. Ahrenberg, in his Junkers F13, flew to Angmagssalik, in Greenland, on May 3, carrying skis for one of the Moths which belong to the Watkins expedition. The seaplane, which was taken to the edge of the ice barrier on the patrol boat "Odinn," developed engine trouble on a trial flight, and may have to be taken back to Iceland. Meantime, Major Sydney Cotton, accompanied by Flight-Lieut. E. D. Barnes, R.A.F., as navigator, has sailed from Hull with a Bellanca monoplane mounted on skis and equipped with a complete Marconi wireless installation. Major Cotton, whose name is commemorated by the Lydcott flying suit, was the first man to attempt to use an aeroplane to spot seals on the icebergs for the Newfoundland sealing fleet. On that attempt he chiefly used a Westland Limousine landplane with Napier "Lion" engine. Major Cotton also entered D.H.14 (also with "Lion") for the Cairo to Capetown flight, but did not get beyond Italy. We have not heard of his doing much flying of late, but his experience of the Northern Atlantic should be valuable.

British Exhibits at Stockholm

BRITISH participation in the International Aero Show, which opens in Stockholm on Friday, May 15, is not quite as extensive as could have been wished. Doubtless this is very largely due to the fact that the British Aircraft Industry as a whole made a very strenuous effort in connection with the Buenos Aires exhibition, the closing date of which also rather precluded the possibility of getting exhibits from South America to Sweden in time. There is still a possibility that one or two more firms may decide to exhibit in the "stationary" part of the Stockholm Show, but at present the list is confined to the Armstrong-Siddeley and Armstrong-Whitworth firms, the Bristol Aeroplane Co. (per their Swedish licensees, Nydquist & Holm), Smith's Aircraft Instruments, and Reid & Sigrist, who will exhibit their testing apparatus on the stand of the Vacuum Oil Company of Stockholm. The De Havilland Aircraft Co. will not actually be exhibiting any complete machines, but have made arrangements with the S.K.F. Company to have a certain number of parts, &c., shown on their stand. What, apparently, several British firms intend to do is to send machines to the Stockholm aerodrome for demonstration purposes during the exhibition. De Havillands will send over a military type Gipsy-Moth, in charge of Captain Broad, and it is reported likely that the Cierva Autogiro Company will send one of their machines over to give demonstrations. Several other firms are considering the matter, and doubtless there will be quite a number of British aircraft giving demonstrations during the show. The Stockholm Aero Show, as already stated, opens on Monday, May 15, and remains open until May 31. Firms wishing to make arrangements in connection with the exhibition should write to the Secretary of the I.L.I.S., Kungsgatan 33, Stockholm.

Command of the Fighting Area

THE Air Ministry announces the following appointment:—Air Commodore Frederick William Bowhill, C.M.G., D.S.O., now Director of Organisation and Staff Duties, Air Ministry, to be Air Officer Commanding, Fighting Area, Air Defence of Great Britain, with effect from May 5, 1931. Air Commodore F. W. Bowhill was appointed to the Royal Flying Corps (Naval Wing) in April, 1913. He served with the Royal Naval Air Service during the war; in addition to being made C.M.G. and receiving the D.S.O. and Bar, he was mentioned in despatches on no fewer than six occasions. He was given a permanent commission in the Royal Air Force in 1919, and has subsequently served in Somaliland, Egypt and Iraq. He became Chief Staff Officer, Iraq Command, in May, 1928, and a year later was appointed Director of Organisation and Staff Duties at the Air Ministry. He was promoted to the rank of Air Commodore in July, 1928.

Italian Air Manoeuvres

THE Italian Royal Air Force will hold air manoeuvres in August over a district in the Appennine Mountains. Seven hundred aeroplanes will be employed.

R101 Inquest Closed

MR. INGLEBY ODDIE, the Westminster coroner, closed the inquest on the victims of the R101 disaster on May 5.

The inquest had been adjourned until the report of the Simon inquiry was published. A verdict of accidental death was recorded.

K.L.M. Entertains

ON Saturday, April 25, an interesting week-end tour was arranged by K.L.M. for eighteen Heads of the leading London Travel Bureaux. Leaving Croydon Aerodrome at 1.30 p.m. in the latest addition to the K.L.M. fleet, the 3-Jupiter engined Fokker F. IX, which took the "Grand Prix d'Elegance" at the last Paris show, and which is the last word in comfort and tasteful interior decoration, Rotterdam was reached in 1 hour 55 minutes. The programme arranged for the K.L.M. guests included inspection of the Aerodromes of Waalhaven and Schipol, visits to the towns of Rotterdam, Amsterdam, The Hague and Scheveningen, tours by motor car of the bulb fields now ablaze with hyacinths, and motor boat cruises on the Dutch lakes. The party was afforded an opportunity to test the famous Dutch cuisine and accommodation at several of the best-known restaurants and hotels in Holland, and finally returned to Croydon in the F.IX on Monday in excellent shape. It is, perhaps, noteworthy that though Monday was a bumpy day, everybody landed perfectly fit and loud in their praises of the steadiness of the big Fokker. There is no doubt that the Air Traffic Company's best friend is the Travel Agent, who, if he can recommend the fastest and best means of transport from personal experience and talk with honeyed tongue about the beauties and pleasures of the country to be visited by air, can bring many a tourist to the Air Traffic Company who otherwise might prefer the less enterprising and more old-fashioned means of travel.

Aircraft at the Used Motor Show

MR. WILLIAM GLASS, who has organised the Used Motor Show at the Royal Agricultural Hall every year since 1916, has this year included an Aircraft Section, a Glider Section and a Caravan and Trailer Section. The Aircraft Section has, as one would imagine, not a great number of aircraft in it, for this is its first year, but on Tuesday, May 5, the day of the opening luncheon, there were some five Moths and a Widgeon on view.

The Glider Section, which has been arranged by the British Gliding Association, will form an exhibition of almost every type of glider. The London Gliding Club, E. D. Abbott, Ltd., of Farnham, the makers of the "Scud," and the "Sailplane," all have Stands, and when the section is finally arranged it should have a great appeal to the growing section of the community who are interested in this cheap form of flying.

Col. The Master of Sempill, who presided at the opening Luncheon, stressed the point that many well-known people had started their flying careers on second-hand aircraft, and quoted Miss Amy Johnson as an example. He also referred to the growing interest of the general public in gliding, and said that at the first demonstration arranged by Lyons' Tea Department last week-end, there were over 5,000 people present, and Herr Krause, the German pilot who has come over for the demonstration, succeeded in making a flight of over 3 hr. and reached an altitude of 3,000 ft.

He laid emphasis on the importance of country garage-owners taking an interest in aviation, wherever this was possible, by arranging that a field adjoining their premises could be used as a landing-ground, and that their organisation should cater for refuelling and servicing aircraft. This, he said, had already been done in a good many cases, and had proved a great success.

The Show will be open from May 6—16, and there is no doubt that apart from the actual aircraft and gliders to be shown, the used cars themselves will have a great attraction for people who are desirous of purchasing a reliable second-hand machine.

An innovation made this year is the establishment of a mechanical testing section through which every car has to pass before inclusion in the Show. This has been arranged by Mr. Frost, of Harvey, Frost & Co., Ltd., 148, Great Portland Street, W.1, and forms a complete test of the actual horse-power delivered at the road wheels, the efficiency of all brakes, and finally the fuel consumption. A certificate is provided with every machine on sale showing the actual state of the car after it has been through the test. Mr. Glass hopes eventually to elaborate this, and to found a sort of N.P.L. for testing used motor cars, where the general public may have a car which they propose buying, thoroughly tested.