

Airisms from the Four Winds

Amy gets to Japan

MISS AMY JOHNSON, who left Lypne in her De Havilland Puss Moth on July 28 with Mr. Humphreys as engineer, arrived in Tokio on August 6, having completed the flight in about nine days, her actual flying time having been stated to be about 79 hours. Mr. Humphreys reported that the Gipsy III engine had given no trouble of any sort, and that no replacements had been necessary. The Fairey Aviation Company, who supplied a Fairey metal propeller for Miss Johnson's machine, has received a slightly exaggerative appreciation in the form of a cable, which read: "The success of the flight largely due to metal propeller, which gave 100 per cent. efficiency." As no propeller gives 100 per cent. efficiency, one can only assume that Miss Johnson meant to convey the idea that the propeller gave 100 per cent. satisfaction, and not 100 per cent. aerodynamic efficiency. Miss Johnson was given a magnificent welcome on her arrival in Tokio, whither she was escorted on the last short stage by a number of Japanese aircraft.

"Hannibal" Comes to Grief

WHILE on its way to Paris, on August 8, "Hannibal," the first of the Handley-Page H.P.42 machines delivered to Imperial Airways, had to make a forced landing at Tudeley, near Tonbridge. The landing was made in a very small field, and the tail which struck a hedge was torn completely off. In spite of this alarming experience, the pilot, Captain Dismore, managed to get down safely without the slightest injury to anyone. The initial cause which necessitated a forced landing has not been established, and the Air Ministry is conducting an examination into the crash, but it is thought that one of the propellers may have broken and one of the pieces hit one of the other engines, putting that out of action also.

American Pilot Missing

MR. PARKER CRAMER, who was on a survey flight from America to Denmark, and whose appearance in Greenland on August 5 came as a surprise, made a safe flight from Greenland to Lerwick, in Scotland, via Iceland and Faroe Islands, although he was forced to alight on the sea for a while some time after leaving Iceland. Cramer left Lerwick on August 9 with Copenhagen as his destination, via the west coast of Norway. Wireless

stations in Scandinavia picked up snatches of wireless telephonic messages, but these were too disjointed to be understood. They were, however, in English, and it is thought that they may have been sent out by Cramer and his engineer Paquette. At the time of going to press there is no news of the machine, and it would appear that it has been compelled to alight.

Camera Leads to Trouble

It is reported from Tokio that Herndon and Pangborn, the two American airmen who recently flew from New York to Tokio in an endeavour to beat the existing record for a flight around the world, and who had to abandon the attempt after reaching Japan, have been detained by the Japanese authorities, charged with having flown over, and photographed, fortified zones in Japan.

Going Home by Steamer

BOARDMAN and Polando, the two Americans who recently flew from New York to Constantinople non-stop, left Yeshilkeuy aerodrome on August 9, and made a non-stop flight to Marseilles, whence they will ship their machine home by steamer.

Progress of the Lindberghs

COL. CHARLES LINDBERGH and his wife, who are on their way from the United States to Japan, are reported to have reached Point Barrow, Alaska. On their way thither the Lindberghs have made the first non-stop flight across the North-West Territory.

Kingsford Smith to Try Again?

It might have been thought that he had had enough of it by now, but in spite of this it is reported that Kingsford Smith is planning an attempt to fly from Australia to England in seven days, and then, after a short rest, try to fly back to Australia again in about the same time. Why?

Cobham Surveying

SIR ALAN COBHAM, who is on a survey flight in a Short "Valetta" (Jupiter) seaplane over Africa, has been exploring lakes Albert, George Edward, Kiwu, and Tanganyika. The object of Sir Alan's journey is to try to find a way across from a point on the Cairo-Cape air route to Belgian Congo, so as to make possible the establishment of a connecting British air line.



THE TRANS-CANADA AIR TOUR: Two "snaps" from Canada concerning this event, which started from Hamilton, Ont., on July 1. They show (top) a group of "Siskin" pilots—left to right, Flt. Lt. H. W. Hewson, Wing-Com. G. M. Croil, Flt. Lt. W. I. Riddell, F/Os. E. A. McNab, R. C. Hawtrey and J. A. C. Gobeil. Below, the Fairchild 21, fitted with an Armstrong-Siddeley "Genet" Major and Townend Ring, which also took part.

