FLIGHT, OCTOBER 19, 1933

THE INAUGURATION OF THE AIR FRANCE CO.
/TiKH E formal inauguration of the new company, " Air
I France," formed by the consolidation of all the
III French Air Lines, took place at Le Bourget
Airport on Saturday, October 7, last. While
the consolidation had been effected and in operation since
September 1, owing to the recent death of M. Georges Leygues, the Minister of the Navy, this inaugural ceremony had been postponed until the above date. The cement apron in front of the hangars at the northerly end of the airport had been roped off, and types of the different planes operated by the various companies now incorporated in the " Air France " were ranged in two rows along it. These machines included the three-engine Wibault-Penhoet Golden Clipper, and the twin-engine Liore & Olivier Golden Ray, both well known to the patrons of the Paris-London service, the three-engine Farmer Silver Star, which has been in opera-tion on the Paris-Brussels, Amsterdam and the Northern Baltic Air Lines for several years past, and the Latecoere 28, of the former Aeropostale South American system. The new Breguet, three-engine, all-metal sesquiplane was also in the line, being presented to the public for the first time. It is powered with three Hispano-Wright " Whirlwind " 300 h.p. engines, giving
a maximum speed of 245 k.p.h., and is equipped to carry 10 passengers, pilot and mechanic. This plane has been designed for the Paris-London and Paris-Marseilles lines.

M. Pierre Cot, the Air Minister, arrived at Le Bourget Airport shortly before 4 o'clock, having flown from Vichy in his personal machine, a Morane-Saulnier parasol mono-

plane type 230, which he piloted himself. Accompanied by M. Ernest Roome, the President of " Air France," the Minister made an inspection of the various planes drawn up in front of the hangars, during which a number of the pilots were presented to him. M. Koome then mounted the speaker's stand and made a short address. He thanked the Air Minister for having placed the Air Lines on a firm footing, and predicted a most successful future for the newly organised " Air France " Co. The flag of the company was then hoisted over several of the planes.
The Air Minister followed M. Roome, and in a brief address congratulated the various companies on having created a strong consolidated organisation. He referred with pride to the recent performances of several of the French transport planes, and emphasised the importance of commercial aviation.

The ceremony was terminated by a champagne luncheon and reception in one of the large hangars of the Air Union Co.

Among the well-known personalities present were MM. Albert Caquot, Directeur-General Technique of the Air Ministry; Louis Breguet, Vice-President of the " Air France "; P. L. Weiller, President of the Gnome & Rhone Engine Co.; Dick Farman, of Farman Bros. Co.; Henry Potez, President of the Aeroplane Constructors' Associa-tion; Louis Allegre, Managing Director, and Mauride Balazuc, Technical Director, of the " Air France."

R. C. W.

Atlantic Air Services
IN the issue of FLIGHT for February 23 of this year a scheme was described whereby an air service could be flown between Berlin and South America in five days. This scheme hinged round the placing in the middle of the Atlantic of a ship which would serve the purpose of a mid-Atlantic re-fuelling base. The boat to be so used was the Westfalen. This boat ha's carried out tests, has returned home and been re-equipped, and is now on her way back to her station in mid-Atlantic. In about three weeks' time it is intended to start a regular weekly ser-vice between Germany and South America. As was fore-told in the issue of FLIGHT mentioned above, landplanes will carry mails and passengers from Berlin, and other European towns, to Cadiz, flying boats will then take them over and transport them to Pernambuco by way of the Canary Isles, British Gambia, and the Westfalen. In rough weather an apron will be towed behind the Westfalen to facilitate landing on the rough sea, and the machines will be catapulted off again. Directional wire-less will be used to guide the machines to the ship. As regards the airship service across the North Atlantic, negotiations are still going on. It is hoped that by next year it will be possible to operate a regular service which will be flown by joint American and German enterprise. A large new airship is being built for this purpose, probably by the Goodyear Zeppelin Co., designed by Dr. Arnstein, who designed the Akron. Dr. Eckener, who has just returned from a visit to New York, had an interview with the Master of Sempill on his way back to Friedrichshaven.

Air Transport
SIR SAMUEL INSTONE, at a luncheon of the Rotary
Club of London, held at the Russell Hotel, on Wednesday, October 11, spoke about Air Transport and Imperial Air-ways. Air mails were extending, he said, and they always '|ad before their eyes the Government mandate to estab-lish air transport on a definite commercial basis. British air transport was making encouraging progress in difficult times, and especially satisfactory was the growth of traffic 'ii the Empire routes. The air mail machines of Great Britain were carrying greater average loads and covering

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bigger average mileage per machine than those of any 'ther country, and they could claim that they had the nnest civil air service in the whole world to-day. The regular passing of the mail machines was proving very useful to officials in Africa in verifying statements made T ? a

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were apt to judge time by the passing
the last mail machine. Even animals were getting used to aeroplanes, and did not now take much notice when ley went ove r excep t tn e lion who still resents aerial ntrusion. It was the policy of Imperial Airways to
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a gradual speeding up to their services. On the
ndian route to Karachi the time had been reduced to

six days, and on the African service between London and Capetown to 10 days.

New Soviet Air Routes
AN air line in the Archangel region extending from Kotlass to Troitsko-Pechersk, via Siktivar. a distance of 800 miles, is to be put into operation in the near future. An exploring party in the Pechora Basin is already surveying the route. Air communications during the winter months is of tremendous importance to this district, which is practically without roads. The flight between Kotlass and Pechersk is expected to take eight hours. Under present conditions it takes 19 days to make the journey by water route. It is also announced that a new Russian air line has been started, which will run from Khabarovsk on the Amur River to the island of Sakhalin. The route, with stopping places, will be through-out the Maritime Province, in which Vladivostok is situated.

The Graf Zeppelin
THE Graf Zeppelin left Friedrichshafen during the evening of Saturday, October 14, on a triangular flight to Rio de Janeiro, Chicago, and across the Atlantic to Europe. The Zeppelin will be at Chicago for the exhibi-tion. The Master of Sempill is one of the passengers.

Plymouth-Croydon Air Service
IT is reported from Plymouth that negotiations are
in progress between Plymouth City Council and an airway company for the establishment of a daily service between Plymouth, Southampton and Croydon.

AN ECHO OF SUMMER : Our picture, taken last summer,
shows Mr. F. L. Luxmore (left) and Mr. L. M. J. Balfour, Directors of Portsmouth, Southsea and Isle of Wight Aviation, with Mrs. Luxmore taking tea at Portsmouth
Airport. (FLIGHT Photo.)

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