PLIGHT, NOVEMBER 2, 1933

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British Aircraft for Egypt
THE Avro Trainers which are to be used by the
Egyptian Government in the war against drug traffickers
were inspected at Woodford Aerodrome on Friday,
October 27, by the Egyptian Minister in London and
Kaimakam Tait Bey, the Chief of the Egyptian Air Force. These machines are equipped with wireless, cameras, and guns. They will be flown to Egypt by Egyptian officers, who are now in training at Lympne.

Home-Made Latvian Plane
M, HERBERT CUKUNS, the Latvian officer who is flying
to Gambia in West Africa in a machine designed and built by himself, landed at Agadir, Morocco, on Tuesday, October 24.

French Airman Crashes
M. CHARLES DE VERNEILH, the well-known French
pilot, crashed in a fog near Dijon, on Monday, October 30, and was killed.

Air Marshal Balbo
AIR MARSHAL BALBO has returned to Rome from Ferrara. It is stated that he is almost completely recovered from his recent illness.

Sir Charles Kingsford-Smith
TH E Federal Cabinet of the Australian Government
has granted to Air Com. Sir Charles Kingsford-Smith a sum of £3,000 in recognition of his services to aviation. Incidently he has joined the Vacuum Oil Co. as adviser on aviation matters.

Mr. Ulm's Progress
AFTER completing his flight from England to Australia,
Mr. Ulm was delayed at Derby by engine trouble. On Friday, October 27, however, he proceeded and landed at Broken Hill. On the following day, Saturday, October 28, he arrived at Sydney, escorted by Sir Charles Kingsford-Smith

Capt. Crawford Greene Reaches Australia
CAPT. W. P. CRAWFORD GREENE, M.P. for Worcester,

who, accompanied by Lord Apsley, is flying to Australia and back, was obliged to make a forced landing in Java owing to a bird becoming lodged in an air vent. On Wednesday, October 25, the machine landed at Semarang. On Friday, October 27, Wynd-
liam, Australia, was reached. So
in 17 days this privately chartered
machine, a Spartan Cruiser with
three "Gips y Major" engines,
has flown from England to Australia, which must surely be the longest private charter ever undertaken by air. The machine was piloted by Mr. Lynch Blosse.

Soviet Machines for

Turkey
THE TURKISH REPUBLIC has

been presented with five fighter aircraft by the Soviet Govern-ment.

Unfortunate Accident at Martlesham
FLT. LT. G. L. G. RICHMOND, of No. 22 (Bomber) Squadron, Martlesham Heath, was seriously injured on Saturday, October 21, when he crashed on the aerodrome when testing the Boulton & Paul mailplane. Most of the tests of this machine had been carried out by Fit. Lt. Boothman, A.F.C., of Schneider fame, and he had actually taken the machine up twice that morning before handing it over to Fit. Lt. Richmond. The latter took off in a normal manner somewhere about 10 a.m. and climbed to a height of about 1,400 or 1,600 ft. He flew off towards the sea and then turned and came back over the aerodrome. Suddenly, for some reason not yet explained, the machine started a sort of flat turn in one direction. The pilot corrected this, but then a similar turn in the opposite direction commenced. The machine was then too low for the pilot to be able to correct this, and he can have had hardly any flying speed. The movement ended with a dive to earth, which wrecked the machine and seriously injured the pilot. The latter was removed to hospital, and is reported to have made a slight improvement since his admission. Apart from the injury to the pilot, the destruction of this very interesting mailplane is extremely disappointing, when it was hoped that it would soon be tried out on the Empire airways. We offer our sympathy to all concerned.

Japanese Flying Boats' Flight
IN June, 1932, three flying boats of the Japanese Naval
Air Service completed a non-stop flight from Sasebo, Japan, to Keelung, Formosa, a distance of 720 miles, the time taken being 8 hr. 30 min. In addition to this flight a visit was also made to the Bonin Islands from Tateyama, a Naval Air Station, south of Tokyo. The distance was approximately 1,190 miles, which was flown in 11 hr.

The " Macon "
ALTHOUGH the United States Navy airship Macon is virtually a copy of the Akron, there are slight differences. The Macon outriggers supporting the propeller shafts are equipped with cowlings to cut down resistance ; the radia-tors are faired into the lines of the hull, and when closed, as will be the case when the engines are not in operation, will merely resemble bumps or blisters on the side of the airship. Although few changes are apparent, more than

THE MACON JOINS THE U.S.
FLEET ON THE PACIFIC

COAST : The U.S. Navy dirigible,
Macon, arrives at its permanent base after a 73-hr. leisurely flight across the Continent. The Macon becomes a man-o'-war on duty with the United States Fleet in the Pacific. An aerial photo made over Sunnvale Naval Air Station
from the Goodyear blimp
Volunteer.

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