

THE FEDERATION AERONAUTIQUE INTERNATIONALE

A LARGE and glittering throng witnessed the Official Inauguration of the Thirty-Third Congress of the Fédération Aéronautique Internationale, by H.M. King Fuad, at the Royal Opera House, Cairo, on December 20.

On the stage, when His Majesty arrived, were grouped the official delegates of the various nations, and the members of the Local Committee. In the front row sat the members of the Federation and the Presidents and Secretaries of the Local Committee. The Minister of Communications, Ibrahim Fahmy Kerim Pasha, who presided, was in the centre and on either side sat Prince Bibesco, President of the International Federation; Mohamed Taher Pasha, President of the Local Committee and President of the Aero Club of Egypt; Sir Quintin Brand, Vice-President of the Local Committee and Director-General of Civil Aviation; M. Paul Tissandier, Vice-President of the International Federation; Ahmed Mohamed Hassanein Bey, Vice-President of the Aero Club of Egypt; Kamel Eloui, Secretary General of the Aero Club; and Mohamed Bahgat Chimy Eff. and Guirguis Awadallah Eff., Secretaries to the Local Committee of Organisation. Behind sat the six Vice-Presidents of the International Federation.

Amongst those present were the members of the Diplomatic and Consular Corps, high officials of the Egyptian Government and leading members of the various communities in Cairo.

S. E. Mohamed Taher Pasha welcomed the delegates to the Congress, and Prince Bibesco, President of the F.A.I., replied on their behalf. In doing so he pointed out that this Congress was under the patronage of the same Prince Ahmed Fuad who had inspired the first Egyptian Aviation Meeting, which was held in February, 1910.

In the name of the Egyptian Government, the Minister of Communications then welcomed the delegates to Egypt, and in the name of the King declared the Congress open. The countries represented were: Great Britain, Germany, Austria, Belgium, Spain, United States, France, Switzerland, Greece, Hungary, Italy, Japan, the Netherlands, Poland, Rumania, Sweden, Czechoslovakia, Turkey and Yugoslavia.

Throughout the following week conferences were held to discuss the various questions in the agenda of the Congress. The result of the deliberations will not be available until some time after the close of the Congress.

Besides being present at the finish of the Circuit of the Oases at Almaza Aerodrome, the delegates were entertained at Soirées given in their honour by:—H.M. the King, the Minister of Communications, the President of the



M. Alexandre Comanos, General Secretary of the Royal Automobile Club of Egypt, and a Secretary of the Reception Committee for the Congress of the F.A.I. in Cairo, has been made a Chevalier of the Legion of Honour by the French Government. M. Comanos, who has devoted himself for many years to the cause both of motoring and flying, endeared himself to all visitors during the Congress by his helpful manner and by the way in which he made everyone welcome to Egypt. (FLIGHT Photo.)

the Aero Club, and the Governor of Cairo, and to a dinner given by the Aero Club. Apart from which, many excursions were arranged for them, and it is certain that, not only did they appreciate the way in which they were entertained, but that they will leave Egypt with the firm intention of returning as soon as possible.



The Soviet Aero-Hydrodynamic Institute

THE Joukovsky Aero-Hydrodynamic Institute, known as Zagi, has recently celebrated its fifteenth anniversary. The Institute was founded by Professor N. A. Joukovsky, the eminent Soviet aviation authority, and a group of young scientists. In cold unheated premises they began the work of designing "airsleds," gliders and aeroplanes, which have brought the Institute world fame. After early experiments, a small aeroplane was built and named "Lettish Marksman," which carried out a flight from Moscow to Peking. This was followed by a series of international flights. In 1926 the Soviet airman, Gromov, made a flight across Europe on the ANT-3 to test its possibilities for speed. The next plane, the ANT-4, made a 20,000-kilometre flight across Siberia, the Pacific Ocean and the American Continent, landing in New York. The Institute is now an immense organisation, occupying vast premises with numerous laboratories, equipped with the most modern apparatus. It has become an experimental aeroplane factory and testing station. In the fifteen years of its existence the Joukovsky Institute has developed into the biggest aeronautical research centre in the world. Col. Lindbergh, who inspected the laboratories of the Institute during his visit to Moscow, stated that he had not seen anything like them anywhere. M. Pierre Cot, the French Air Minister, and the group of aeronautical experts who accompanied him on his tour of Soviet Russia, were of a similar opinion. M. Herriot visited the Soviet Union last summer. He stated in a lecture delivered in Paris on December 20 that the Moscow Aero-Hydrodynamic Institute was an extraordinary scientific institution. "The

work of this Institute," he said, "has led to the creation of a school of designers which has largely been responsible for the high standard of the Soviet aviation industry. The Institute has produced a number of extremely valuable inventions which are of much importance to aviation." The Joukovsky Institute possesses one of the largest wind tunnels in the world in which a wind velocity of 100 m. per sec. can be created. All the scientific instruments used by the Institute are of its own design. Fifteen years ago the Institute began its work with 30 people; now the number of its workers runs into thousands.

An air-minded bull?

AN amusing story comes from India concerning a bull and a "Puss Moth." The "Puss Moth" landed in a field near Vasavad, about 40 miles south of Rajkot, and, owing to the soft nature of the ground, was unable to take off. With the aid of some local inhabitants, the pilot taxied into a field with a harder surface, and prepared to take off. Unfortunately, however, the field was already occupied by a bull, and, such is western influence, the bull believed that "An Indian bull's field is his castle." Not having time to consult Geneva, he decided on immediate action, relying on his own initiative to oust the intruder. Result—bull charges "Puss Moth," pilot starts to take off, bull more infuriated at attempted escape of enemy. A little later "Puss Moth" comes to rest much the worse for wear, and for the time being out of action (fact). Retirement of bull, satisfied that its position as an Indian bull has been worthily upheld (conjecture).