

# HERE and THERE

## More Lodestars

ADDDING to its order of 16 Lockheed Lodestars which it placed last February, South African Airways have ordered another 13 of these twin-engined transports. All 29 will be powered with Pratt and Whitney Twin Wasps and Hamilton Standard Hydro-matic airscrews. Also on order are two of the new four-engined Lockheed Excaliburs.

## Flying Grandfather

CAPTAIN ERLON H. PARKER, who has flown more than one and a half million miles, and is now operations superintendent at La Guardia Field for Eastern Air Lines, is believed to be the only grandfather with a schedule air transport licence. He has four grandchildren. He started flying during the first World War and was with a naval aviation unit at Dunkerque on submarine patrol. In 1930 he piloted the inaugural flight for Eastern Air Transport, the predecessor for Eastern Air Lines.

## Aeronca No. 1 for Museum

ELEVEN years after it was constructed, Aeronca No. 1 has "come home." Back to the Ohio factory of the Aeronautical Corporation of America has come this veteran, the factory's first product, now to go to the firm's museum in honourable retirement. Built in 1929, it was powered with an Aeronca 107 engine of 30 h.p. and still had the same one when it returned. Eleven years of flying is an achievement for any aeroplane, but for an "ultra-light" it is magnificent, and the Aeronca company—and all the pilots and ground engineers who handled the aeroplane during its life—deserve hearty congratulations.

## U.S. Factories Expand

EACH month brings new figures for the personnel employed by the U.S. aircraft factories and they show that the big expansion is on the way. Of course, it is too early yet to expect to see the considerable increase in output of aircraft, but the greatly increased personnel will soon be evident from the accelerated flow which will emerge from the factory doors.

Since publishing the article "Expanding U.S. Production" on page 103 of the issue of August 8, the factories of the West Coast have taken on a total of 6,000 extra hands during June. The Douglas Company now employs approximately 18,000 (it was 15,700 in April) and has a backlog of orders of \$140,000,000 (\$97,000,000 in April). Lockheed has increased from 6,400 to 9,600 in personnel and its backlog from \$55,000,000 to \$169,000,000. North American, the General Motors subsidiary, has gone up in numbers from 5,025 to 6,000 and its backlog from \$51,000,000 to \$85,000,000.

Consolidated now employs 6,650 and has \$71,000,000 backlog, while Boeing has a staff of 7,600 and an approximate backlog of \$50,000,000. Vultee personnel



"Flight" photograph.

FOR GENERAL SERVICE: Three De Havilland Flamingos and a D.H. Hertfordshire lined up on the tarmac. Most of the pilots were well known in a'rine and private flying circles in peace time.

numbers 3,300 with a backlog of nearly \$15,000,000. Such expansion figures are impressive and it would not be surprising if the U.S. industry were manufacturing at the rate of 1,000 aeroplanes per month of all types by the end of this year.

## High-speed Wind Tunnel

A HIGH-SPEED tunnel with a throat diameter of 20 feet and stated to be capable of reaching a wind speed of 400 m.p.h. is being constructed for the U.S. Army Air Corps at Wright Field, Ohio. It is primarily intended for applied research on new nacelles, cowlings, airscrews, fuselages and other components, but will also be able to take model aeroplanes up to a span of about 15 feet. It is not intended for fundamental research work.

The tunnel is arranged for closed or open throat testing and has a six-component balance overhead for model tests and a floor-type balance for full-scale tests on nacelles, airscrews and similar work. Drive will be by 40,000 h.p. electric motor weighing 249,000lb. through two 40ft. wind tunnel fans in tandem. The control room is air-conditioned and soundproofed and the model attitude may be changed by remote control without stopping the air stream.

## Parachutists

THE Air Ministry points out that in the course of the present intensive air battles over this country our own fighter pilots have on several occasions landed by parachute, after baling out of damaged aircraft; and no doubt cases of this kind will occur again.

While there is continuing necessity for vigilance on the part of the public in general in regard to parachute landings, it is emphasised that only in the event of parachutists adopting a threatening attitude or attempting to commit hostile acts should force be used. Not only is there a chance of the isolated parachutist being a British fighter pilot, but he may well be one of our Polish, Czech, French or Belgian allies, who is unable to speak

English at all. Once again, therefore, the public are asked to exercise great care and discretion.

If a parachutist is identified as an enemy or if his identity cannot be established at once, e.g., by production of his R.A.F. Identity Card, he should be made prisoner and handed over to the police or military authorities.

## Records of Air-raid Damage

IT has come to the notice of the Air Ministry that various organisations, chiefly insurance and public utility companies and architectural engineering societies, are compiling and collating information about the damage caused by air raids on this country. It is pointed out that by so doing, perhaps unwittingly, these organisations are contravening a defence regulation. These records, in wrong hands, could be of considerable value to the enemy.

Any person or organisation wishing to compile information of this sort should first consult the appropriate Air Ministry Branch (A.I.1s.).

## Why?

THE first landing by aeroplane on Henrietta Island was recently carried out by the Soviet pilot F. Yermenko, accompanied by his mechanic, G. Sokolov, during a reconnaissance flight over the Laptev and East Siberian Seas. The island, part of the De Long Archipelago, is a small lone rock lost in a vast ocean of drifting ice. The surface of it is covered by a dome of ice 1½-2 miles across.

The landing was made during a strong side-wind between two cliffs on the dome, about 500ft. above sea level. The absence of open approaches, and the presence of pieces of rock everywhere made manœuvring difficult. The pilot and his mechanic spent over twelve hours on the island hunting for an open stretch, but without success, and finally were compelled to risk the take-off on a steep incline between two tall broken cliffs. The plane returned safely to its base at the Arctic station on Cape Chelyuskin.