

AIRISMS FROM THE FOUR WINDS



It is a post-War re-awakening note that is sounded by the challenge to the Aero Club of France of the Royal Aero Club for the possession of the Gordon-Bennett Aviation Cup. We've got some pretty fast machines now, and some of our pilots are not to be despised when good Sport looms on the horizon. So when the race materialises in the autumn, Province Beauce, where the event will probably take place, should obtain some notoriety as a flying ground.

As one surmised would be the case, the Bolshies are now becoming possessed of regular squadrons of aeroplanes, and in the Askhabad area, on the northern frontier of Persia, some of these are getting pretty busy. Amongst other purposes the planes are being used for distributing propaganda literature amongst the "heathen."

ALTHOUGH the Sheffield municipal authorities propose taking powers to acquire Coal Aston Aerodrome, it does not follow that it *will* be available for development of a municipal service, a possible development which has for several months been under consideration. From latest information to hand, it appears the aerodrome is to be re-opened as the headquarters of the 16th Group of the Royal Air Force. This group embraces an area covering Birmingham, Manchester, York, Liverpool, Shrewsbury, Nottingham, Derby, and Chester. Commandant G. W. P. Dawes, D.S.O., A.F.C., will have supervision of the area, having transferred his headquarters from Chester.

For the present the intention is not to station more than 100 men at the 'drome, or to open more than two or three of the numerous workshops *in situ*. So may be there will still be room for the commercial side of the aerodrome to materialise.

As an example of direct benefits possible from *The Times* Cape-Cairo exploration flight, a correspondent to our contemporary points out an air service should be able to fill, at least temporarily, a want the solution of which has for some time been under contemplation. The Uganda Administration has long desired to build a railway from Nimule to Mongalla and to link up with it the Busoga line. But the new line would have to traverse difficult country and would be expensive to build, so that hitherto funds have not been forthcoming.

Pending the realisation of this railway project, there is good reason for establishing a local air service between Mongalla and Jinja. From the one place to the other the journey at present is by a roundabout route, and takes, with all connections caught, on an average 12 days. It involves, first, a short railway section, then a steamer section (on Lake Kioga), next a 30-mile run by public motor, followed by another steamer stage (the steamers are of a very primitive kind), and, finally, from Nimule northwards a tramp of 100 miles on foot.

An aeroplane service would save all this delay and would more than repay its cost by the rapid transmission of mails and passengers. A good tourist traffic for it is also assured, and with it much increased revenue for the Sudan and Uganda. What is needed is an improved aerodrome at Mongalla, the transformation of the present emergency landing-ground at Nimule into a regular aerodrome, and the creation of a new landing-place in the 230-mile stretch between Nimule and Jinja. A suitable place for the new aerodrome would be at Masindi Port, where the Lake Kioga steamers stop running.

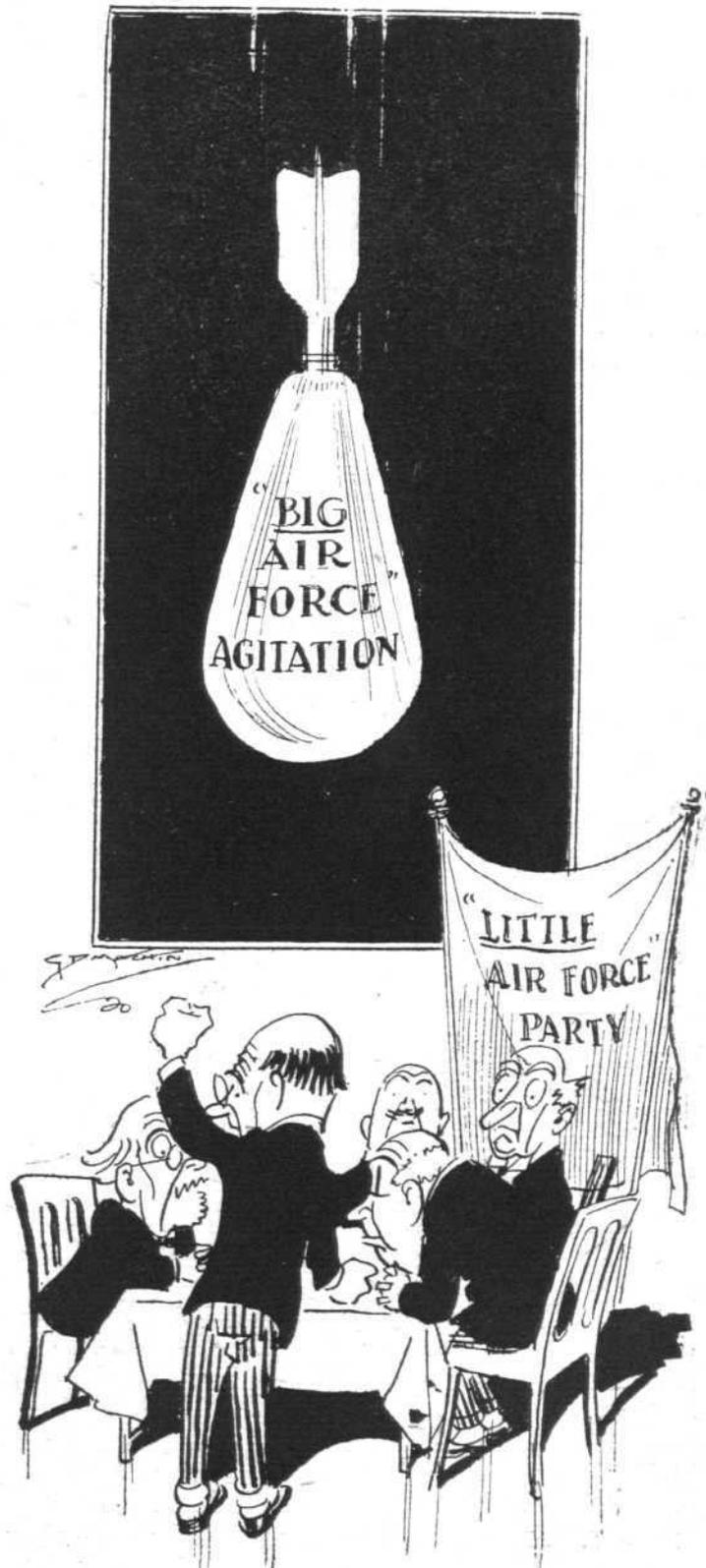
The aeroplane service outlined would serve the Albert Nyanza and attract traffic from the neighbouring goldmining region of the Belgian Congo. That it would be financially profitable no one who knows existing needs doubts.

REFERRING to the Government Aviation £64,000 Prize Competition, *The Times* states that the rules have now for the second time undergone revision, and in their latest form were generally approved at a representative meeting held last week, and have been passed for approval to the Air Ministry.

The chief objections raised in the past were directed against

the rules that dealt with disqualification and marking and the classification of machines.

It is now recommended that competing aeroplanes instead of as heretofore being divided into two groups—those to carry two passengers and those to carry 15—should be classified so as to include those carrying from two to six in one group,



"Aeroplanes quelled the Mad Mullah's rebellion in Somaliland in three weeks."

Mop up the "Mad Mullahs" at home.