

Birkenhead, as he hoped to go on at flying until he was too old to be lifted into a machine. As to the flight, it was undertaken to achieve a real object and to kill "stunting" and to bring home to the people that flying had a practical issue, and incidentally to launch a certain amount of Imperial propaganda and to bring back a report that would be useful to the Air Ministry. Nothing theatrical was intended, but just to accomplish what they set out to do. Sir Alan paid a high tribute to Sergeant Ward who undertook at a moment's notice, the position when Elliott had been taken from him. He spoke feelingly, when at Karachi, of the willing co-operation and help of the Air Force; one and all were personally interested in his flight, and did not hesitate at whatever they were called upon to do.

It demonstrated the freemasonry of the air which existed. Had he not converted the machine into a seaplane he could not have accomplished the flight from India to Australia except with an extreme element of luck. "And I don't believe in luck," added Sir Alan. On five occasions they had trouble which they overcame in a seaplane, but he doubted if they could have done so in an aeroplane. In Australia conditions were ideal for flying, and many difficulties there could be banished by the adoption of flying.

Although it meant overloading, from Melbourne he decided to carry Mr. Capel back with them, as it meant he must have a "spare hand" to help them through, and in spite of that overloading, the Jaguar rose to it, and they came back absolutely in O.K. condition. He thought that there were not many more of this type of flight to be done. Now we wanted to get down to the regular air routes. Not to regard them at first as a commercial proposition but as an Imperial asset in opening up the country in our various possessions,

and this would repay the Empire a thousandfold for any outlay with its fast mails and other advantages; whilst it would also serve as feeders to the great steamship lines. With the termination of this flight he felt he had stimulated great interest in the future.

Amongst others present were: Lady Maud Hoare, the Earl of Birkenhead, the Rt. Hon. L. S. Amery, M.P., the High Commissioner for Australia, the High Commissioner for New Zealand, Sir Charles Wakefield, Bart., Brig.-General the Lord Thomson, Major the Earl Winter-ton, M.P., Lord Southborough, Sir Walter F. Nicholson, the Agent-General for Western Australia, the Agent-General for Victoria, Lord Stanley of Alderley, the Agent-General for South Australia, Sir Francis McClean, Sir Sigmund Dannreuther, Sir Samuel Instone, Sir Harry Brittain, M.P., Capt. H. E. P. D. Acland, Air Vice-Marshal Sir V. Vyvyan, Air Vice-Marshal Sir W. G. H. Salmond, Lord Montague of Beaulieu, Lieut.-Colonel J. T. C. Moore-Brabazon, M.P., Air Vice-Marshal Sir W. Sefton Brancker, the Agent-General for Queensland, Prof. Sir Richard Glazebrook, the Agent-General for Tasmania, Sir Herbert Hambling, Bart., Capt. Geoffrey de Havilland, Sir George Beharrell, Sir Geoffrey Butler, M.P., Capt. the Viscount Curzon, M.P., Commander H. E. Perrin, Major Woods-Humphery, Capt. W. Brass, M.P., Rear-Admiral M. F. Sueter, M.P., Major J. Evelyn Wrench, Brig.-General F. H. Williamson, Colonel Barrett-Leonard, Major R. G. Casey, Messrs. H. T. Vane, O. V. G. Hoare, E. E. Beare, Philip Foster, F. Handley Page, Geoffrey Lloyd, Stanley Spooner, H. Scott-Paine, A. V. Roe, C. R. Fairey, Basil Johnson, S. D. Siddeley, W. Newton, P. G. Bailey, Wareham Smith, J. E. Saunders, Oswald Short, G. Holt-Thomas.

## THE YORKSHIRE AIR PAGEANT

THE Yorkshire Aeroplane Club held the second of its aerial pageants at Sherburn-in-Elmet on Saturday last. Although the finish of the England-Australia-England flight on the previous day prevented several well-known pilots, who had promised to come along to Sherburn, from being present, there was a remarkably good attendance of spectators—there were nearly 1,000 cars and motor-cycles parked there alone—and a good programme of events was successfully got through.

Among those present was Air Vice-Marshal Sir Sefton Brancker, who had travelled up to Leeds by train on Friday night, immediately after greeting Sir—then Mr.—Alan Cobham.

In an interview Sir Sefton Brancker expressed great satisfaction with the progress that has been made in civil aviation during the past few months, particularly by the light aeroplane clubs such as those of Yorkshire, Newcastle, London, and Lancashire, who competed in the various races on Saturday. The Yorkshire Aeroplane Club, he said, had one of the finest aerodromes in the country. As a mark of his interest and gratification at the progress the club has made, Sir Sefton Brancker urged that they should hold another pageant next year on a bigger scale and promised that he would endeavour to secure the presence of many of the leading pilots of the country.

Of the visitor-competitors there were present Mrs. Elliott Lynn; Mr. Dudley Watt, who flew his "Swallow" monoplane and Sopwith "Grasshopper"; Wing-Comdr. Harold Blackburn (Officer Commanding the Martlesham aerodrome); Mr. Lowton of the North Sea Aerial and General Transport Company's flying school at Brough; Sq.-Leader Longton,

on the Blackburn "Bluebird"; and the Lancashire and Newcastle clubs were also represented.

Mrs. Elliott Lynn, whilst on her way to Sherburn, had the misfortune to crash her D.H. "Moth," KT, fortunately without injury to herself or passenger and with only minor damage to the machine. In the actual competitions, therefore, KT was absent but Mrs. Elliott Lynn flew an S.E.5 instead. During the afternoon Sq.-Ldr. Longton gave an exhibition of crazy flying on the "Bluebird," which was much appreciated.

The afternoon commenced with a parade of machines and fly past, after which the machines lined up for an inter-club race for members trained throughout by light aeroplane clubs.

This event provided a thrilling finish, the winner being Dr. H. B. Dixon (Newcastle), Mr. M. B. Lax (Yorkshire) losing first place only by a fraction of a second.

The results of the various events were as follows:—  
Inter-Club Members' Handicap Race to Selby and back.—  
H. B. Dixon (Newcastle); 2, M. B. Lax (Yorkshire); 3, D. H. Thompson (Newcastle).

Open Handicap Race, 25-mile course round Selby and Tadcaster.—Sq.-Ldr. Longton (Blackburn "Bluebird"), scratch, time, 17 mins. 21 secs.; 2, Mrs. S. C. Elliott Lynn (S.E. 5), 5 mins. 24 secs., time, 18 mins. 38 secs.; 3, Dudley Watt (Sopwith "Swallow"), 5 mins. 12 secs., time, 18 mins. 49 secs.; 4, Captain A. M. West (D.H. "Moth").

Message Dropping Competition (15 points for a bull, 10 for an inner, and 5 for an outer).—Yorkshire (30 points); 2, Newcastle (15); 3, Lancashire (10).

Gladstone Trophy, machines to climb 2,000 ft., then glide down with engine throttled and land near a given mark (seven entrants).—Dr. H. B. Dixon (Newcastle).

### Across Canada in a Seaplane

A REMARKABLE flight across Canada in a seaplane from Montreal to Vancouver has just been accomplished. The machine, a Douglas biplane similar to the world-flight type, was owned by an American civilian, who was piloted by Sq.-Ldr. Earl Godfrey, Royal Canadian Air Force. They left Montreal on September 11 and, flying via Ontario, Sudbury, Lac du Bonnet, Prince Albert, Wabamun Lake, and Yellowhead Pass, they arrived at Vancouver on September 19. The total distance covered was about 3,000 miles, 700 of which, from Yellowhead Pass, was over mountains.

### Royal Air Force Flying Accidents

THE Air Ministry regrets to announce that, as the result of an

accident near Lahore, India, to a Bristol Fighter of No. 31 Squadron, on September 14, Pilot Officer Dick Culverwell Sherman, the pilot, and sole occupant of the aircraft was killed.

As the result of an accident at Biggin Hill, Kent, to a Grebe of No. 56 Squadron, Biggin Hill, on September 20, Flying Officer Henry Frederick Luxmoore, the pilot and sole occupant of the aircraft was killed.

As the result of a flying accident on September 22, at Attock, India, in which a Bristol Fighter of No. 5 Squadron sank in the River Indus, No. 344719, A.C.I. Percy Jones, the passenger in the aircraft, is presumed to have been drowned. Flying Officer Dennis Robinson, the pilot, sustained only slight injuries and reached the bank of the river safely.