



Pinedo's Atlantic Flight

THE Marchese de Pinedo, who is carrying out a 25,000-mile World flight on a Savoia S.55 seaplane, was unable to start his Atlantic crossing from Bolama (Portuguese Guinea) as originally intended. He made several attempts, on February 16, to take off, but with its exceptionally heavy load and unfavourable weather conditions, the machine failed to rise. Pinedo decided, therefore, to proceed to Porto Praya, Cape Verde Island, and start from there, where he arrived on February 18, having landed at Dakar, en route. On February 19 he again experienced trouble in getting the heavily-laden machine to rise, but succeeded at 1.10 a.m. the following night, and set out on his 1,700-mile journey to Port Natal, Brazil. Early reports stated that he reached Brazil at 1.20 p.m. (Brazil time) on February 22, but was unable to land owing to heavy sea, and so returned to the island of Fernando Noronha, alighting off the island and being towed into port by the Brazilian cruiser "Barosso."

Pinedo's Uruguayan Rival

FOLLOWING on the path of the Marchese di Pinedo is the Uruguayan aviator, Commandant Larrabordes, who started on the first stage of his flight from Pisa to South America at 10 a.m. on February 20. Senor Larrabordes is flying a Dornier-Wal flying boat, "Uruguay," fitted with two 500-h.p. Farman engines, and with him are Capt. Ibarra (second pilot and navigator), Capt. Larrabordes (wireless operator), and a mechanic, Rigoli. His object is to fly via Dakar and Pernambuco to Montevideo, thence to Chili, Mexico, San Francisco, along Alaska to Japan, the Indies, Aden, Suez and back to Italy! Larrabordes arrived at Alicanti on February 20.

Cairo-Karachi "Hercules" Nos. 4 and 5

THE fourth of the D.H. "Hercules" air liners (3 Bristol "Jupiters") intended for the Cairo-Karachi air route, left Croydon at 7 a.m. on February 23 en route for Cairo. It was piloted by Capt. W. G. R. Hinchliffe, and in addition to a crew of four, carried seven passengers, including Capt. and Mrs. de Havilland and four women passengers. "Hercules" No. 5 will leave Croydon on March 10 for Cairo and Baghdad, and Imperial Airways announce that passengers will be carried on this trip, the fare from London to Cairo being £50. Further particulars regarding intermediate rates, etc., may be obtained from "Airways" House, Charles Street, Lower Regent Street, S.W.1. The through service between Cairo and Karachi will be opened on April 6.

Swiss African Flight

LIEUT. MITTELHOLZER, the Swiss pilot, engaged on a scientific flight (in a Dornier "Mercury" seaplane) from Zurich to Cape Town, arrived at the Cape on February 21.

British Flights to the Antipodes

MR. BERT HINKLER is planning to fly to Australia in a fortnight in an Avro "Avian" light aeroplane with a 60 h.p. Cirrus air-cooled engine, carrying a mechanic with him and small luggage. His machine has a top speed of 105 m.p.h. and a cruising speed of 90 m.p.h. Bert Hinkler, of course, is a pioneer in long-distance flying in light 'planes, from those times when he made his fine long-distance flights on the Avro "Baby." Another contemplated British long-distance flight to this part of the world is that of Capt. Courtney's from England to New Zealand in 10 days on a flying boat.

The Seville-Buenos Aires Air Line

In a recent issue we referred to the new German airship, L.Z.127, under construction for the Spanish-South American service to be started about the end of this year. It is now probable that the ship will fly first to the North Pole for a test flight. It will have twenty double-berth cabins, a lounge and dining-room for forty passengers. Large windows will give a wide view of the earth and sea. A concession for establishing the service between Seville and Buenos Aires was signed by King Alfonso on February 12, in favour of the Colon Compania Transaera, which is co-operating with Germany for technical guidance. An airport at Seville will shortly be commenced, and three semi-rigid ships will be constructed there, whilst, in addition to the main mooring masts at the termini, it is proposed to erect ten emergency masts down the African and South American coasts. It is rather indefinite as to whether the L.Z.127 is for this par-

ticular service or another on the same route, as a report states that a Vickers' airship may be used. Colonel Herrera, the chief promoter of the Colon Company, proposes to make a trial flight to Buenos Aires in a hired airship about the end of this year. The concession will extend for forty years, and even longer if necessary, and the plan is to provide a monthly service for the whole distance and a weekly service between Seville and the Canary Isles, with a carrying capacity of forty passengers and 10 tons of freight for the former, and sixteen passengers and one ton of freight for the latter. For each successful voyage the Spanish Government will pay the company £17,500, with an annual maximum of £210,000; and when the payments made amount to £1,050,000 the Seville airport shall become the property of the Government.

Khartoum-Kusumu Air Service

CAPT. T. A. GLADSTONE left Kisumu on February 14, as reported in our last issue, and arrived at Khartoum on February 19 with mails from Uganda, thus completing the first service flight of the new East African air line. The mails, 120 lbs., were then taken over by the R.A.F. for delivery to Cairo on February 20. This means a saving of 15 days. His total flying time was 23 hours, but this included a visit to Entebbe, Uganda, whilst it is estimated that normally the single journey will take three days of seven hours' flying on each. Weather conditions are considered ideal. Capt. Gladstone will leave Khartoum again for Kisumu on March 1 carrying one passenger and mails, and the service will continue on a fortnightly schedule.

A Liner as Aircraft Carrier

A SEAPLANE will be carried on the Norddeutscher-Lloyd steamer *Lutzow* during its four pleasure voyages in the Mediterranean in the coming spring and summer. Passengers will then be able to enjoy flights round the coasts. This is a novel idea, which apparently springs from the adaptation of the seaplane carrier.

A Fast Paris-Brussels Trip

FLYING on a Farman machine from Paris to Brussels on January 29, the French pilot, M. Corbu, covered the distance, 170.8 miles, in 1 hr. 3 mins., at an average speed of 162.8 m.p.h.

A Portuguese World Flight

PORTUGUESE aviators are to attempt to tour the world, crossing five continents in the progress. A Dornier-Wal with 450 h.p. Lorraine-Dietrich engines will be under the command of Maj. Sarmento de Beires, the crew including Cmdr. Cabrai, the father of the well-known pilot, Saccadura Cabrai, who was lost in the sea off Nord, Officer-mechanic Gouveya, and Navigator Contero.

Invisible Searchlight Beams

CAMOUFLAGING searchlight beams so that they appear to have gone out when actually they have not is claimed as one of the uses of what is called "black light." Its inventor is Mr. J. L. Baird, of Glasgow, and the main principle is to obtain vision when there is no visible light. Apparently aircraft flying on dark nights could be located by this apparatus without their knowing.

Instruction in Aeronautics for Naval Officers

It was recently announced that the Admiralty has appointed Rear-Admiral W. M. Kerr, C.B.E., as President of a Committee which includes a member representing the Air Ministry, to consider the question of including in the general education of junior Naval executive and Royal Marine officers a course of instruction in aviation. It will investigate this proposal in order to find the best means of giving these officers some fundamental knowledge in naval aviation, that they may correspondingly appreciate its value and limitations. Rear-Admiral Kerr commanded the aircraft-carrier *Eagle* from April 24, 1925, to October, 1926, and attained flag rank on January 24. He is a navigation specialist, and was appointed a war staff officer in 1913.

British Entries for Schneider Cup Race

As we go to press we learn that the Royal Aero Club has sent to the Aero Club of Italy an entry of a team of three seaplanes to represent Great Britain in the forthcoming Schneider Cup Seaplane Race, which will take place at Venice in September.