

2. Failing some artificial covering the surface should be composed of turf and should be strong enough to withstand a pressure of 1 ton per sq. ft.

3. If the surface will not withstand a pressure of 1 ton per sq. ft. it may be necessary to drain it and to build runways composed of clinker, tarmac or concrete, such runways being 500 yards long and 100 ft. broad. A rough but good test for any such surface is to drive a fully laden 3-ton lorry across it slowly. If there is no tendency for the wheels of that lorry to sink into the ground it may be taken for granted that, under ordinary circumstances, neither the wheels nor tail skid of any present-day aeroplane will tend to sink in.

Communications

It is very necessary that an aerodrome should have quick communication, either by road, train, bus or rail, with the town it is intended to serve, and it will certainly be necessary to have a telephone laid on.

Services and Licences

When the buildings are erected so as to create a fully-equipped aerodrome it will be necessary to have water and electric light laid on.

1. Section 7, paragraph I of the Air Navigation Consolidation Order (1923) says that "a place in Great Britain and Northern Ireland shall not be used as a regular place of

landing or departure by aircraft-carrying passengers for hire or reward, unless it is licensed for the purpose by the Secretary of State, and any conditions of such licence are complied with."

2. In accordance with the Air Navigation Directions (1928) (AND. 7), Section XI, paragraph 103 "Licensed aerodromes," aerodromes are divided for licence purposes into two categories:—(a) Aerodromes licensed for use only by the licensee and by individuals specifically authorised by him. (b) Aerodromes licensed for public use." It will follow naturally that the majority of aerodromes will require "public use" licences, as only this type of licence will be of use to a local authority.

Establishment, Finance, etc.

Under Section 8 of the Air Navigation Act, 1920, any local authority to which this section applies with the consent of the Air Council, and subject to such conditions as the Air Council may prescribe, has power to establish and maintain aerodromes (including roads, approaches, buildings, etc.) to acquire land by agreement for that purpose by purchase or hire; to carry on any subsidiary business certified by the Air Council to be ancillary to the carrying on of an aerodrome and to borrow money for these purposes under the Acts referred to in this Section.

Sir Mortimer Singer

WE regret to have to report the death, at 65 years of age, of Sir Mortimer Singer, K.B.E., on June 24. He was the eldest son of Mr. Isaac Merritt Singer, the inventor of the Singer sewing machine. An American by birth, he was educated at Cambridge, and became a naturalised British subject in 1900. In his earlier years, he took up aviation, and obtained No. 8 pilot's certificate, whilst for some years he was Hon. Treasurer of the Royal Aero Club. In 1910, he attended an aviation meeting at Cairo as the British representative, and crashed his machine, breaking both his legs and one arm. After recovering, he continued to fly and then engaged a French pilot. He was a noted sportsman in many branches of sport, including racing and yachting.

Prime Minister's 500-mile Flight

MR. RAMSAY MACDONALD, the Prime Minister, flew from Lossiemouth, in the North-East of Scotland, to Hendon on June 20 in a R.A.F. Fairey-IIIIF piloted by Flt.-Lt. Herbert W. Heslop, of No. 24 (Communication) Squadron, Northolt. His flight of 500 miles started at 10.30 a.m. and the machine flew down the coast to Edinburgh then turned inland and flew south to Catterick, in Yorkshire, where the Prime Minister had lunch with the R.A.F. Officers. In the afternoon the flight was resumed and the machine landed safely at Hendon at 4.10 p.m. The Prime Minister, who was received by Wing Commander W. J. Y. Guilfoyle, who commands Hendon, expressed pleasure with his experience of flying, which is comparatively novel to him, for he had only flown once before: from Lossiemouth to Edinburgh. The Fairey IIIIF was escorted by another Fairey IIIIF, No. 24 (Communication) Squadron is commanded by Sqdn.-Ldr. D. Don who acts as pilot to the Prince of Wales.

Southern Cross Enquiry

THE report of the Air Inquiry Committee, appointed by the Federal Government in Australia to enquire into the forced landing of the *Southern Cross* monoplane in North-west Australia, flown by Sqdn.-Leader Kingsford Smith, has been issued. According to Sydney accounts, the report criticises drastically the failure of the airmen to have efficient emergency wireless apparatus, and for not returning to Sydney when the wireless aerial was lost, which prevented the machine receiving warnings of the bad weather ahead. Reasonable care in the amount of emergency rations was not shown, and it was considered an error of judgment to be without tools, such as a hatchet or hammer. Before starting, no steps were taken to ascertain the state of the weather. The committee found no evidence, however, suggesting that the forced landing was premeditated, the crew intending to fly to Wyndham, making every effort to reach it. That Flight-Lieut. Ulm, the second pilot, did make suggestions on different occasions of winning publicity and financial support by getting lost in an aeroplane in Central Australia was, the report states, proved, but the committee thought that he was not serious. This point, however, and other evidence, caused the committee to regard his testimony with suspicion. Failure to communicate by wireless was attributed by the report, to ignorance, or lack of initiative, on the part of the operator, Mr. McWilliams, and that the 18 gallons of oil that remained should have been used to supplement fire signals. There

was, however, no evidence to prove that the crew tried to conceal their position, or avoid being found.

ON June 25 the *Southern Cross* started from Sydney in its second attempt to fly to England. The crew are Sqdn.-Ldr. Kingsford Smith, Flight-Lieut. C. Ulm, Mr. McWilliams, and Mr. Litchfield.

Cross-Channel Disaster Enquiry

THE official investigation into the Channel disaster to the Imperial Airways air liner, G-EMBT Handley Page on June 17, began at the Law Courts on June 25. Sir Arthur Colefax is presiding and the assessors with him are Air Commodore J. G. Weir and Mr. James Swinburne. Sir William Jowitt, Attorney General, for the Air Ministry, stated at the opening of the inquiry that one of the engines had failed, and it was plainly due to the fracture of bolts holding a connecting rod bearing, which enabled the connecting rod to get adrift. Among those who will give evidence are Major Cooper, Inspector of Accidents, and probably, Sir Sefton Brancker, Director of Civil Aviation. In regard to our short paragraph on this accident, published in FLIGHT last week, we regret to say, that this was founded on the first reports to hand, which subsequently were found inaccurate. It stated that the machine "turned over after striking the water," but we understand as a fact it did not. Capt. Brailli, the pilot, brought the machine down with the utmost skill under the unfortunate circumstances of the mishap.

The Prince to Open Olympia Aero Exhibition

THE Prince of Wales has consented to open, on July 16, the International Aero Exhibition at Olympia, and will, prior to the public being admitted at 2 p.m., make a tour of inspection at 12 noon.

The Royal Aero Club at the Olympia Aero Show

THE Royal Aero Club will have a stand at the International Aero Exhibition at Olympia (July 16 to 27), at which there will be an information bureau regarding the British light aeroplane clubs. Anyone, who may contemplate joining one of these clubs or who may be interested in the activities of the clubs, is invited to apply at this bureau for full information with regard to terms and conditions of membership. It is also announced that the Council Room at Olympia is being placed at the disposal of the Royal Aero Club by the organisers of the Exhibition, for the purpose of accommodating members of the Royal Aero Club and the light aeroplane clubs.

Paris Aero Show, 1930

FROM November 27 until December 14 in 1930 a Paris Aero Show will be held at the Grand-Palais.

Civil Aviation Ball

FROM Mr. April Day, ball organiser for the Air League of the British Empire, comes particulars of an "Aviation ball" to take place at Grosvenor House, Park Lane, on Friday, July 19—three days after the Olympia Aero Show opens. A whole heap of patrons has been secured, with Air Vice-Marshal Sir Sefton Brancker as president, and amongst the attractions promised are a spectacular tableau, at midnight, portraying "Civil Aviation and Britain," and many surprises both in entertainments and valuable prizes given by leading London firms. Tickets, which are 30s. each, include supper, and dancing is to go on from 10 p.m. until 4 a.m. There should be quite an assembly to honour the occasion.