



Failure of Spanish Atlantic Flight

MAJOR FRANCO, Capt. Ruis de Alda, Capt. Gallarza and a mechanic, left Los Alcazares, the seaplane station of the Spanish Air Force, near Cartagena, on June 21, in an attempt to fly the Atlantic to New York via the Azores and Halifax. The machine was a "Dornier-Wal" fitted with two Hispano-Suizas, and it was reported at first to have safely reached the island of San Miguel in the Azores at 8 a.m., after flying through the night, but a later report, issued from Spain, contradicts this, and declares the machine to be missing. The British steamer *Greldon* is reported to have sighted aircraft wreckage 120 miles north-east of the Azores. An extensive search by aircraft and shipping, with the assistance of a British aircraft carrier, is being organised. Italian aircraft have been ordered to join in, and a Spanish submarine squadron is preparing to leave Cartagena. There is, it is hoped, a chance of the missing airmen having been picked up by a ship having no wireless. Major Franco, the leader of the flight, crossed the South Atlantic by air in 1926, with Capt. Ruiz de Alda, in a "Dornier-Wal" fitted with Napier "Lions."

Atlantic Flight Plans

THE American airmen, Capt. Yancey and Mr. Roger Williams, who made several unsuccessful attempts to lift their *Green Flash* (Bellanca monoplane) off Old Orchard to fly the Atlantic recently, are reported to have purchased another machine for the purpose named the *North Star*, their objective being Rome.

Ostend Air Rally

ON June 22 the second International Air Rally at Ostend took place, and was continued on June 23. On the first afternoon 26 machines arrived from England and Belgian towns, one of the first to arrive being Lady Bailey. The Belgian Air Minister, M. Lippens, flew to Ostend and received the foreign visitors, in whose honour the Belgian Aero Club arranged festivities. Lady Bailey was awarded first prize in the airwomen's division of a special class for single-seater light planes, and presented with a Diploma of Honour of the Belgian Aero Club. Mr. C. Uwins, the Bristol Aeroplane Co.'s test pilot, won first prize in the men's division of the same class.

Italian Service Cruise Completed

THIRTY-FIVE Italian seaplanes of the Italian Air Service completed their cruise from Italy to the Black Sea on June 19. Signor Mussolini flew to Orbetello on June 20 with General Balbo, Under-Secretary for Air, and reviewed the Squadron, which he also congratulated.

Hinkler Honoured

SQD.LDR. "BERT" HINKLER visited Copenhagen last week to be presented with the International Aeronautical Federation's Gold Medal for 1928.

An Important Link

IN consequence of an agreement between the Hungarian Air Traffic Company, the German Lufthansa, and the Royal Dutch Air Line, direct communication by air has been established between Budapest and London, via Vienna, Berlin, Hanover, Rotterdam and Croydon.

French Airwoman's Record

A PARIS report states that Mlle. Maryse Bastie has made a record duration flight for French airwomen by flying for 24 hrs. 24 mins. Her machine was a 40-h.p. light aeroplane, and her intention was to beat the record of 26 hrs. 21 mins. set up by the American airwoman, Miss Smith. Mlle. Bastie landed at Le Bourget on June 21, owing to the exhaustion of the fuel.

Indian Air Mail Progress

THE eleventh air mail to reach Croydon from India consisted of about 25,000 letters. Since its inception in April the Imperial Airways machines have covered over 100,000 miles, and carried half a million letters. When Group Capt. R. P. Mills, R.A.F., reached Rangoon on June 18, he is reported as saying that the London to India air service would be extended to Calcutta during this year, and to Rangoon on the completion of the aerodrome there.

Bengal Flying Club and King's Cup Race

THE Bengal Flying Club, Calcutta, has cabled the Royal

Aero Club for a list of Entries for the King's Cup Air Race for their Club sweep.

Autogiro Progress

WE learn that Senor Don Juan de la Cierva has been carrying out experiments in Madrid with a new type of Autogiro—similar to the machine that will be exhibited at Olympia—and that it climbed to an altitude of 12,000 ft. in official tests. This new machine is fitted with a device for starting the rotor while the machine remains stationary, thus enabling a take-off to be made in an extremely limited space and with a very short run.

Welcome to Bristol

THE Bristol and Wessex Aeroplane Club., Ltd., will be glad to entertain to tea next Sunday, June 30, any competitors in the King's Cup Race who may be "inspecting" the course that day.

Canadian Air Disaster

CAPT. C. S. CALDWELL, the Canadian pilot, was testing a new machine over the St. Lawrence River at Montreal when it collided with overhead electric cables and crashed. Capt. Caldwell and his two passengers, the Hon. J. C. C. Jervis and Dr. W. D. Morris, were killed. The former two were connected with Canadian-Vickers Ltd.

Flying M.P.

SIR PHILIP RICHARDSON, M.P., flew from Marseilles to his home at Weybridge, Surrey, a distance of 700 miles, on June 20, in his own D.H. 50. He commenced his flight to the Continent about three weeks ago and visited Barcelona. He hopes to fly to Kenya Colony in the future.

Thames Seaplane Base

PERMISSION is being sought to establish a temporary seaplane base on the Thames at Hammersmith, for seaplanes and flying-boats visiting the International Aero Show, Olympia in July. It is also proposed to demonstrate duplicates of machines of the seaplane class on the Thames.

Sir Alan Cobham's Tour

WARRINGTON and Crewe were visited this week by Sir Alan Cobham in the course of his tour of Britain in the D.H. Giant Moth "Youth of Britain." Today (June 27) he is due at Rhyl where he will remain until Friday. After this he will fly to the following places:—June 29-30, Hull; July 1-2, Doncaster; July 3-4, Scarborough; July 5, Bridlington; and July 6-7, Sherburn-in-Elmet.

New Italian Aero Engines

THE Isotta Fraschini company of Milan have just had their "Asso 1000 Ri." aero engine subjected to official trials. This engine develops 1,100 h.p., and is probably the most powerful aero engine in the world. Another new Italian engine—at the other end of the scale—is a 5-cyl. air-cooled radial of 50 h.p. which is being put through its tests by the Italian "Gilera" motor-cycle firm. It weighs 90 kg. (198.5 lbs.) and has a displacement of 3,180 c.c. The Officine Ferroviarie Meridionali, of Naples, are also testing a small engine—details of which are not yet available, other than that it is a 3-cylinder engine. Both these last two engines are intended for light civil aircraft.

Italy and the Schneider Trophy

THE Italian Minister for Aeronautics having decided to place the Italian offensive in this year's Schneider Trophy Contest in the hands of new pilots, Maj. De Bernardi, Com. Ferrarin and Brak-Papa are, therefore, "out of the flying." Our Italian correspondent writes that the new pilots, who are in training at the Desenzano (Lake Garda) High Speed School, show great promise. Great secrecy is being maintained at the Macchi, Fiat, Piaggio and Siai works concerning Italy's Schneider machines, which will shortly go through the preliminary eliminating tests for deciding the actual challengers.

Light 'Plane Exhibition in Rome

AN exhibition of light planes was recently held at the Littorio airport, Rome, at which most of the Italian constructors were represented. Judging by the interest shown, the Italian public appears to be increasingly attracted by the light 'plane movement and civil aviation generally.

Civil Aerodromes at Bologna and Messina

AERODROMES, primarily for private flying, have been established at Bologna and Messina.