

# AIRISMS FROM THE FOUR WINDS

## Spain to Brazil Flight

**CAPT. LEON CHALLE** and Col. Tadeo Larre-Borges left Seville at 12.40 p.m., on Sunday, December 15, on a flight to South America. It was hoped to reach Monte Video non-stop, and so establish a world's long-distance record. They were flying a Breguet XIX.A 2 biplane fitted with a 450 h.p. Lorraine Dietrich engine, and the machine carried 4,600 litres of fuel and oil, three roast chickens, four bottles of champagne, and some fruit and chocolate. At first good progress was made, and on Monday, the 16th, at 2.30 a.m., the machine was over the Cape Verde islands. Later in the day headwinds were met and petrol began to run low. The pilots sent out a wireless request for information about the weather ahead, but did not receive a clear reply. They got off their course to the north, and crossed the Brazil coast about 50 miles north of Natal, which was their objective. They attempted to land in darkness at 4 a.m. in a clearing in the jungle of Marajuca in the state of Rio Grande, and not far from Toureos, where Ferrarin and Del Prete landed last year. The machine turned over on landing, and was wrecked. Capt. Challe was somewhat hurt in the crash. They had covered about 3,600 miles. Capt. Challe made his name in 1927, when he flew by stages from Paris to Saigon in a Potez machine. Col. Larre-Borges, in March, 1927, with three other Uruguayan airmen, made an attempt to fly the Atlantic in a Dornier Wal with Farman engines. They were forced down by engine trouble off Casablanca. The Wal was totally wrecked by the force of the waves, but drifted ashore. The four airmen were captured by Arabs, but their plight was discovered by French airmen, and their release was arranged.

## Paris-Saigon Flights

**CAPTAINS LEBRIX** and Rossi left Le Bourget at 11 a.m. on December 16 on flight to Saigon, in French Cochinchina, which they hope to reach in 100 hours, including stops at Benghazi (Cyrenaica), Basra, and Allahabad. Three other French airmen, MM. Lassalle, Rebard and Faltot, are also on their way to Saigon in a Nieuport monoplane (230 h.p. Lorraine engine). They reached Tunis, their first stop, after 12 hrs.' flight, and left on December 13 for Alexandria.

## New Closed Circuit Record

**CAPTAIN COSTES** and M. Codes landed at Istres, near Marseilles, on December 17, after breaking the French record for a long flight in a closed circuit by covering about 8,100 km. (over 5,000 miles). They were in the air between Avignon and Narbonne for 52 hrs. 40 mins. Their machine, a modified Breguet XIX. A.2 biplane, was that in which Captains Costes and Bellonte recently broke the record for distance in a straight line in a flight from Paris to Manchuria.

## Cobham's Flight to Africa

**SIR ALAN COBHAM** on his flight to Africa left Croydon on December 10 and is travelling via Pisa, Marseille, Rome, Tunis, Gabes, Tripoli. On December 18 he arrived at Benghazi.

## New Zealand Air Force

OVER 600 applications for 21 vacancies was the response the Defence Department received to its recent advertisement for aircraftsmen and aircraft apprentices for the New Zealand Permanent Air Force.

## Autogyro Developments

**SEÑOR DON CIERVA**, the inventor of the autogyro, announces on his return to Madrid from the United States that arrangements have been made for the establishment of two factories at Philadelphia for the building of his machines.

## Indian Air Mail Extensions

THE Indian air mail from Croydon will be extended to Delhi on and from December 30. Speaking at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon at Bombay on December 17. Sir B. N. Mitra, Industries Member of the Government of India, said he hoped it would be possible to start, in the middle of the fiscal year 1930-31, the Delhi and Calcutta extension of the England-India air mail service, for which the ground organisation was practically ready.

## Search for Lieut. Eielson

CANADIAN aviators will leave Montreal shortly to join in the search for Lt. Carl Eielson, who has been missing from his base at Nome, Alaska, for the past month.

## Farman Disaster

As the result of an accident caused by the high wind, **M. Lucien Rougerie**, director of the Farman aerodrome, near Marseilles, was killed on December 12. M. Rougerie and M. Farman were conversing near a big aeroplane shed when a

cracking sound gave warning that the building was giving way before the gale which was then blowing.

They shouted to the workmen in the shed to hurry away, and no sooner had all the employees got clear than the building came down. M. Rougerie was struck by an immense door and instantly killed.

## Rules of the Air in Germany

A BILL controlling air traffic has been submitted to the Reichstag by the Reich Traffic Ministry, says the Exchange. It lays down that—

One aeroplane overtaking another must pass on the right side.

When the paths of two 'planes cross then the machine coming from the left must give way. This passing or giving way must not be carried out by flying under.

All 'planes must give way to airships, balloons and gliding planes, and must keep at a certain distance from them.

Towns and inhabited districts must be flown over at such a height as will enable planes to land outside them or at an aerodrome.

When flying over crowds a height of not less than 600 ft. must be maintained.

No flying under bridges or electric cables or over broadcasting stations is permitted.

Red light signals from a 'plane will indicate that it is forced to make a landing.

The police can signal to any air vessel that it must land.

## Hedjaz Air Force

**IBN SAUD**, King of Hedjaz and Nejd, is marshalling his forces. During the last few days he has achieved his ambition of years and has obtained from England four officers who have resigned from the Royal Air Force.

They have with them a flight of English bombing machines.

The Hedjaz Air Force is small but very efficient, for in addition to the pilots a staff of British mechanics has also been secured.

## Commander Byrd's Message to the R.G.S.

THE Royal Geographical Society has received the following wireless message from Commander Byrd through Dr. Isaiah Bowman, of the American Geographical Society:—

Please express to the Council of the Royal Geographical Society my hearty thanks for their message. My already deep admiration for Scott, Shackleton, Mawson, and their comrades has greatly increased. What they did without the aid of aviation was almost superhuman. The little we have done with the aid of aviation has not been difficult. We await with pleasure the arrival of Wilkins, who is going to fly to our base. Kind personal regards.—**RICHARD BYRD.**

## Another African Hunting Expedition

**CAPTAIN W. MITTELHOLZER**, the Swiss airman, who has been engaged to pilot Baron de Rothschild, of Vienna, to Central Africa for a hunting expedition, left Zürich on December 15. Later on Captain Mittelholzer will attempt to fly over Kilimanjaro, the highest mountain in Africa. Capt. Mittelholzer, it will be remembered, carried out a similar expedition (on a Dornier seaplane) last year.

## Aviation in Egypt

A NUMBER of well-known airmen have gone to Egypt in the course of the flying season, which lasts from December until early June. The following have been granted permission by the Government to fly by way of Egypt: Sir Alan Cobham, who is now on the way from London to Broken Hill, Northern Rhodesia. The famous French pilot, Captain Le Brix, with Lt. Lasalle, who are flying from Paris to Saigon. The Swiss airman, Mittelholzer, who is flying Baron Louis Rothschild with three companions from Switzerland to East Africa for a big game hunt. Mr. Roy Tuckett, who is now at Aboukir, having his machine repaired, after an accident when flying a light aeroplane from London to Port Elizabeth.

## The Air Travellers Guide to Europe

**CAPT. NORMAN MACMILLAN** has compiled a very useful book with the above title. It is handy in size and form and packed full of all details which the air traveller will require. Full details of all routes in each country and maps showing the towns served are presented in a readable manner which will make entertaining reading during the journey.

## Pass and Joyce Rejoice!

ONE of the Pass and Joyce salesmen has just sold to one individual client two Straight Eight Marmons, a Rover, a Bean lorry, a 23-ft. British power boat, and a de Havilland Moth 'plane.