

DEATH OF SIR HENRY SEGRAVE

It is with the greatest regret that we have to record this week the death of Sir Henry Segrave as a result of an accident to the speed boat "Miss England II" on Lake Windermere on Friday of last week, June 13. The exact cause of the accident is not at the moment known, as the boat has not yet been raised from the bottom of Lake Windermere, where she lies in nearly 200 ft. of water. Sir Henry was making the runs over the measured course in an endeavour to beat the existing world's record, and had completed two of the four runs prescribed. It was during the third run that the accident occurred. Onlookers suddenly saw huge clouds of spray and an instant later the boat had disappeared from sight. For a short time she came to the surface, turned bottom up, and sank. A hole was seen in the bottom ahead of the step, but until a thorough examination has been made, it is impossible to say whether the boat struck some floating object or whether the bottom collapsed under the stresses set up at such high speed. Sir Henry was rescued immediately after the mishap, but later succumbed to his injuries.

With Sir Henry at the time of the accident were Mr. J. Wilcocks and Mr. P. V. C. Halliwell, engineers. Mr. Wilcocks was flung clear in the crash, and is now recovering from his injuries. Mr. Halliwell went down with the boat, and when his body was recovered later it was found that he was clasping in one hand a pencil and in the other a piece of paper, having evidently been in the act of jotting down some figures when the accident occurred.

Mr. Halliwell was a graduate of Bristol University, and was chief experimental aero engine tester to the Rolls-Royce firm. His official duties ended when the engines had been installed and tested, but he agreed to accompany Sir Henry on the actual test runs, although this was purely a voluntary action on his part, and he could have little to gain by taking this risk. He took it, with such keenness and readiness to give the best that was in him, as those who knew Mr. Halliwell would expect him to do, and by his death we lose not only a very clever engineer but a gallant gentleman.

Henry O'Neal Dehane Segrave born on September 22, 1896, son of Mr. C. W. Segrave, of Coombe Court, Witley, Surrey, was educated at Eton and Sandhurst. Gazetted to the 2nd Royal Warwickshire Regiment during the war, he was



Sir Henry Segrave standing in front of the ancient Opel car with which he made his debut in the motor racing world.

(FLIGHT Photo.)

later transferred to the R.F.C. After being wounded he was attached to the British Embassy at Washington, and there became interested in motor-car racing. He returned to England in 1919, and bought an old Opel car of 1914 vintage which he tuned up to concert pitch. After a number of wins at Brooklands he joined the Sunbeam staff of racing drivers and took part in many famous races. In 1927, on Daytona beach in America he established a world's speed record for motor cars by doing 203.8 m.p.h. in his Sunbeam car. In 1929, on another car designed by Mr. Irving and fitted with Napier "Lion" engines, he increased the record to 231.6 m.p.h. This was on the famous "Golden Arrow" car.

Segrave then turned his attention to motor boats, and began by trying boat racing in outboard motor boats, later having "Miss England I" built for him, on which he won a victory on points, although the speed record remained in America. "Miss England II" was built, with the financial assistance of Lord Wakefield, to attempt to beat Gar Wood's motor boat speed record, and but for the accident there is no doubt that she would have done so, her two Rolls-Royce Schneider engines developing something like 4,500 h.p.

Some time ago Sir Henry Segrave joined the Aircraft Investment Corporation as technical adviser, and was responsible for the production of the "Meteor" aeroplane, built by Saunders-Roe. This machine is a departure from ortho-

dox practice, and promises to come up to the high expectations which Sir Henry entertained concerning her.

Altogether, Sir Henry Segrave has lived a life richer and fuller than falls to the lot of most men, and in spite of the eminent position which he carved out for himself, he was much too great a man to permit himself to be unduly influenced by his many achievements. He never lost his charming manner, nor his ability to put at their ease great and small alike, and no one who has had the privilege of knowing him can fail to mourn very deeply the passing of an Englishman of the very best type. On behalf of our readers and ourselves, we extend to the relatives of Sir Henry Segrave and Mr. Halliwell our sincerest sympathy in their bereavement.

A Memorial Service was held at St. Margaret's, Westminster, and the funeral took place at Golders Green Crematorium on June 17.

THE ATLANTIC FLIGHTS

CAPT. T. KINGSFORD-SMITH, Mr. Evert van Dyk, Capt. Saul and Mr. J. W. Stannage, the crew of the tri-motored Fokker monoplane "Southern Cross," are still at Baldonnel aerodrome, County Dublin, awaiting favourable weather before leaving on their attempt to fly the Atlantic.

Mr. C. C. Maidment, of the Wright Aero Company, New York, (who tuned up Lindbergh's engine) has spent some time in finally tuning up the engines.

Capt. J. P. Saul, an Irishman, has been selected for the post of navigator, and his plans are to follow the Northern Great Circle as far as Cape Race then turn towards Maine, skirting the coast to New York. The estimated time for this trip of 3,100 miles is 34-35 hours, the cruising range of the "Southern Cross" is 38 hrs., and Capt. Kingsford is of the opinion that he has a sufficiently large margin of safety unless abnormally bad weather is encountered. The petrol

capacity of the machine is approximately 1,200 gallons, most of which is carried in a tank separating the pilot's cockpit (dual control) from the main cabin, communication between the two is by means of Morse buzzers. The machine when fully loaded weighs nearly 10 tons. A wireless set of exceptionally wide wave-band has been fitted (28-2,000 metres), and it is expected that contact with either ships or shore stations will be maintained throughout the journey.

On June 7, following a favourable weather report, the machine was flown to the Curragh plain, where a special runway has been constructed, but as a later report was not so good, the start was postponed.

Meanwhile the French airmen, Costes and Bellonte, are reported to have completed preparations for their attempt from France in the Brequet Question Mark, and are also awaiting an opportunity to start. Will this be the first Atlantic Air Race?