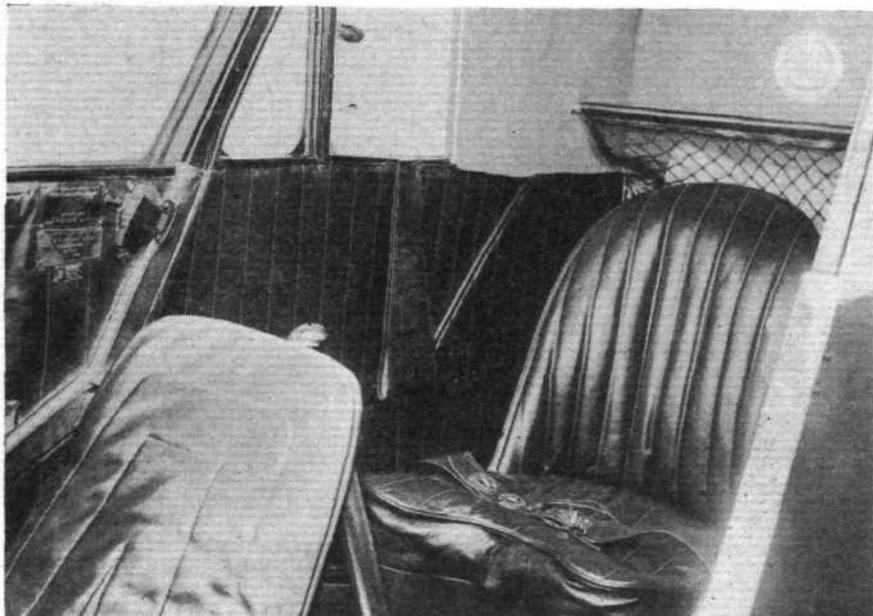


NATIONAL FLYING SERVICES announce that they will be holding a flying meeting at Nottingham on Saturday, September 13, and at Sherburn-in-Elmet on Sunday, September 14.

THE NEWCASTLE-UPON-TYNE AERO CLUB are holding an Air Fête and At Home at Cramlington Aerodrome on Saturday, August 30. The programme will consist of a cross-country race, an arrival competition, and other features.

THE BLUEBIRD manufacturers have found that the side-by-side seating has brought them an increasing number of sales, so that they have now been able to reduce their price by £200!

THE AVIAN being flown by Mr. Thorn in the Touring Competition is the same old machine which was flown both in this year's King's Cup Race and last year's race, so that the speed which he has averaged is a very creditable performance, especially as his Hermes engine has not been changed since the last race.



Our photograph here shows the special interior fittings which have been incorporated in the Prince of Wales' new Puss Moth (Gipsy II). The cabin has a special finish and the rear seat has extra size and upholstery. This special seat can be removed and the normal one fitted when it is desired to use the third seat as well. Besides the seating arrangement the machine has an extra rear ventilator, dual control and a large luggage grid behind the rear seat. The complete machine is shown on page 856.

(FLIGHT Photo.)

## CROYDON WEEKLY NOTES

ON Friday, July 24, we paid our respects to the memory of Col. Henderson. Whilst the funeral ceremony was taking place at Crockham Hill, Capt. Youell flew over in an Argosy and dipped in salute. After the cremation at Golders Green, the ashes were brought back to Croydon in a casket draped with a Union Jack, as befitted one who had had so distinguished a military career. They were transferred to a "Puss Moth" piloted by Flying Officer C. Allen, in which was also Sergeant Pilot Paine, late R.F.C., R.A.F., who served under Col. Henderson during the war. As the machine passed over the aerodrome, Sergeant Paine scattered the ashes to the winds. It was a most fitting and impressive ceremony, which deeply moved the watchers, his colleagues and friends who stood in respectful silence.

The funeral of Mr. C. B. Shearing took place at Tunbridge on the same day.

Two German long-distance fliers, Messrs. Wolff Hirth and Weiller passed through on Friday, bound for America, via the Faroe Islands, Iceland and Greenland. Their little Klemm looked a frail craft in which to attempt such a journey, but they left with our best wishes.

We heard a different opinion of such flights from van Dyk on his arrival back from the States on Monday. He declares that the greatest danger, even for a commercial pilot of long standing is not engine failure, but weariness. During the long hours in which he and Kingsford Smith flew through the Newfoundland fog banks, sleep kept attacking them, and they had the greatest difficulty in warding it off. As we prophesied last week, van Dyk is coming back to regular air line work, but he is more likely to be seen between Holland and the Dutch East Indies than at Croydon. He left again the same day by the 1 o'clock service to Holland, where a great reception had been arranged for him.

Another long-distance man at present here is Mr. Azuma, a Japanese airman, returning home. He flew from California, in his Whirlwind-engined Travel-Air, to New York, where he took boat to Southampton. From there he flew to Hanworth and on to Croydon. His route takes him across Germany and Siberia.

The flow of gold from the Bank of England to France has been rather rushing past us this week. Each day, large quantities have been shipped by Imperial Airways, and on one occasion a special machine was fully loaded. This is

a most significant fact, and shows the belief of the insurance brokers in air transport.

Another strange cargo has been poultry, arriving in large consignments for the Poultry Exhibition at the Crystal Palace. Flying is at any time a strange pastime for that least bird-like of birds, the hen, and we would like to know if their association with an Argosy has affected their laying qualities. We can only guess.

Talking of strange cargoes reminds me of the show which Imperial Airways have staged at Airways House. There can be seen a wonderful conglomeration of all those things which go to make up their freight list. It includes all kinds of weird goods, from dogs to wireless valves and printed fabrics to eggs.

An important visitor on Monday was the Chief of Bhor, who was shown over the aerodrome and taken up for a special flight in a Handley Page W. 10.

Last Tuesday, Sir Charles Hyde returned from Belgrade in the W 10, piloted by Capt. G. P. Olley. The machine had been converted into a faint imitation of the Balkan Express, and had both "bed and breakfast" installed. Sir Charles' journey, which had been undertaken to visit some archaeological excavations, had been interesting and fruitful.

On Friday, Imperial Airways did another of their quick-changes which make such good newspaper "stories." It appears that a schoolboy at Lancing had to take an examination in the morning and catch a boat at Boulogne at 3 o'clock in the afternoon. During the short interval between the two events, Imperial Airways took charge of him. He caught his boat.

The Desoutter Works appear busier than ever, and have machines on the stocks for New Zealand, Hungary, and the Irish Free State.

It is fortunate for most of us on the aerodrome that next Monday is a holiday. Otherwise, apparently we could only get to our work by permission (on presentation of special invitation) of some great magnate who is staging a publicity stunt.

Incidentally, we hear that Amy Johnson is returning that day on the Indian Air Mail.

During the week there were 1,726 passengers and 76½ tons of freight handled at Croydon.