

AIRISMS FROM THE FOUR WINDS

Bullion by Night

BRITISH gold shippers wish to save the credit due to the absence of gold from banks, both in the exporting and the importing countries, during the period of transport. To secure that gold shall not leave the banks before closing time, and yet arrive in Paris banks before opening time, it is being sent by air during the night, Imperial Airways having agreed to run night bullion services between London and Paris whenever they are needed. The decision of Imperial Airways to reduce the fares for certain services between London and Paris has been followed by an announcement of cheaper fares by the Air Union, the French line. Henceforth, the fares between London and Paris will be £4 4s. single, £7 19s. 6d. return, and £7 for the week-end. Through fares from London to Ajaccio, Barcelona, Berne, Biarritz, Bordeaux, Evian, Geneva, Lausanne, Lyons, Madrid, Marseilles and Tunis will thus be reduced by 11s. single and 21s. return.

The Little Entente Competition

THE second stage of the military aeroplane competition of the States of the Little Entente and Poland was won by a Czech, who covered the distance between Prague and Belgrade in 3 hr. 10 min. Next came a Yugoslav, in 3 hr. 23 min. The first stage, from Warsaw to Prague, had been won by Yugoslavia in 6 hr. 55 min.

Nobility in Aircraft Business

EARL AMHERST, of Wilton Crescent, S.W., is one of the directors of Garraway, Black, and Co. Ltd., Avenue Chambers, Southampton Row, W.C., which has been registered as a private company to manufacture and deal in balloons, aeroplanes, etc.

Air Transport of Persian Treasures

MANY Persian treasures will be on view at Burlington House, Piccadilly, next January and February. They will come from the mosques and ancient palaces of Persia.

Most of these will be transported across the desert by aeroplane and then brought to England in specially guarded ships.

Air Defence Brigades

THE 51st (London) Anti-Aircraft Brigade, R.A., commanded by Lieut.-Col. F. R. W. Hunt, returned to London on August 24 after a fortnight's training at Watchet, and the 27th (London) Air Defence Brigade, commanded by Col. C. Buckle, took its place. It comprised six batteries, all from the City of London, who will remain in camp for 15 days.

Air Marshal Retires

IT was announced in the *London Gazette* of September 2, that Air Marshal Sir John Higgins, K.C.B., has been placed on the retired list at his own request. He is succeeded as Air Member for Supply and Research by Air Vice-Marshal H. C. T. Dowding, C.B.

Two Successful Japanese Flights

MR. SEIJI YOSHIHARA, who left Berlin on August 20, on his flight to Tokyo, via Russia, landed on the Yoyogi parade ground there just after noon on Saturday, August 30. The flight of 6,800 miles in 10 days is believed to be a record for light aeroplanes. He averaged over 625 miles daily and his flying time was 79 hr. 58 min. He was welcomed by the Minister of Communications and other officials, and a crowd estimated at 200,000 was present. Stepping from the cockpit, he bowed to his aeroplane, silently thanking it in accordance with Shinto custom.

His route lay through Königsberg, Smolensk, Swerdlowsk, Omsk, Krasnojarsk, Tschita, Charbin, Osaka and Tokyo. He was flying a Junkers-Junior.

Mr. Zensaku Azuma, who flew from California to the Atlantic coast on a Travel-Air machine, took ship to England, and then set out from Croydon on a flight to Tokyo, arrived at Tachikawa Aerodrome, Tokyo, at 5.22 p.m. the same afternoon. He was welcomed by a large crowd. This is Mr. Azuma's first visit home for 14 years.

Count Zeppelin's Voice

A GRAMOPHONE record of the voice of Count Zeppelin has been discovered. It was made at Echterdingen, in 1908, when the Zeppelin was completely destroyed and the Count delivered a speech "summoning the German people to assist him."

The record is very primitive and of wax, nevertheless it reproduces his voice, and is of great historic value.

Costes and Bellonte Fly the Atlantic

CAPT. COSTES and his companion Bellonte started from Le Bourget at 10.55 a.m. (B.S.T.), on Monday, September 1, on an attempt to fly non-stop to New York. The machine

they were flying, named the "Question Mark," is the same special Breguet in which they made their record non-stop flight last September from Paris to a village in Manchuria. The tanks had been filled with fuel variously reported as 1,056 and as 1,560 gallons. The Breguet flew over Co. Wexford, and then followed the course of the Shannon. On Tuesday at noon (B.S.T.) the machine passed over St. Pierre Island, off Newfoundland, and at 7.8 p.m. local time on Tuesday (which equals 12.8 a.m. Wednesday, B.S.T.) it landed safely at the Curtiss-Wright aerodrome on Long Island, New York. The flying time for the 3,700 miles was 37 hr. 17 min.

An Idea for J. H. Thomas

GENERAL BALBO, Italian Minister for Air, has submitted for Signor Mussolini's approval schemes of work which are estimated to provide employment for 5,849 workmen.

Airship Transporter for Cardington

MESSRS. VICKERS-ARMSTRONG, LTD., have received an order for an airship transporter, or movable mast, to transport airships from the tower to the sheds at Cardington. It is to be a steel pyramid 80 ft. high, mounted on caterpillar castors, and fitted with a winch. It is hoped that this device will enable the present large landing parties of 300 men to be dispensed with, and also that it will make it possible to move airships into and out of their sheds in much less favourable weather than is now considered necessary.

Herr Grönau's Aircraft

THE Dornier-Wal was built in 1924. A year later Amundsen took it on a Polar expedition, and when a sister machine was frozen in the ice north of Spitzbergen the Dornier-Wal brought both crews back to civilisation; he also searched for the survivors of the airship Italia with it. The Norwegians, Capts. Luetzow and Holm then acquired it, and used it on scientific expeditions.

In 1927 the engines were replaced, and Capt. Courtney used the machine in his unsuccessful attempt to cross the Atlantic by way of the Azores.

The machine then went back to Germany, and for several months it was used by the German Air Traffic Flying School. In 1929 he made a trip to Iceland and back, and among its flights this year was a flight to Finland.

Aeroplanes in China's Civil War

A COUPLE of aeroplanes belonging to the Nanking party dropped seven bombs on Peking one day last week. Most of the bombs failed to explode, and the only casualty reported is one Chinaman slightly injured. The aeroplanes are stated to have been of an American type. It is reported regretfully from Peking that that city is powerless to put up a defence in the air, as their Moths are not ready to fly. But won't the Nankinese pilots turn tail quickly when from the streets of Peking there rises up the cry of dread "Betcher its a Moth!"

Chicago must be Used to It

NOR content with gunmen and other means of killing their surplus citizens, Chicago now turns to aircraft, and already three pilots have been killed. On August 27 Mr. J. Shazo rolled his machine into the ground; on August 30 Mr. G. Fernic broke up his home-made aircraft in the air; and on September 1 Capt. Page crashed at high speed.

The Morris Aero Engine

IT is no longer a secret that Sir William Morris has for some considerable time been interested in the production of aero engines. Last week at the Wolseley Works, Birmingham, Sir William showed us privately the first of the two types of engine which it is proposed to develop. The first, a seven-cylinder radial air-cooled, has emerged successfully from prolonged full-throttle running, and will shortly be submitted to Air Ministry type tests. At the time of our visit it was developing about 140 h.p., and it is likely that it will be type-tested at somewhere around this figure. The second engine, which it is intended to place on the market later, is a nine-cylinder radial, and will be of greater power. This new development is another indication of the enterprise and initiative of Sir William Morris in the world of transport and engineering.

Examinations for Air Navigators

AN examination for first class air navigators' licences will be held at the Air Ministry on October 7-10, and an examination for second class air navigators' licences will be held on October 7-9 at the Air Ministry and at the Office of the Air Ministry Representative, Heliopolis Aerodrome, Egypt.