

Airisms from the Four Winds

Mrs. Mollison Flying Home

MRS. J. A. MOLLISON (Miss Amy Johnson) has cabled her husband from Cape Town to say that she hopes to leave on her return flight on Sunday, December 11. The "Gipsy Major" engine of her "Puss Moth," *The Desert Cloud*, has been overhauled and all is now ready for her return flight. She will have the advantage of the December full moon and will return *via* the West Coast route. She intends to try and fly back as quickly as possible, and if all goes well she may reasonably be expected to land in London within a week. The present record for the homeward flight stands to the credit of Capt. C. D. Barnard and the Duchess of Bedford at 11 days. Mr. Victor Smith, the 19-year-old South African airman, just failed by half a day to break this. Miss Johnson may lower it by a comfortable margin if good luck attends her.

D.H.84s for Hillman's Airways

MR. E. HILLMAN hopes to take delivery of the first of his fleet of D.H.84s on December 20. It is intended to name these machines after Essex villages, the first being named *Maylands*, and should Mrs. Mollison be back in England from the Cape in time she will perform the christening ceremony at Maylands Aerodrome.

New Type Aircraft for the Everest Flight

THE flight which is being organised by the Marquess of Clydesdale, and which has been made possible by the generosity of Lady Houston, will, it is understood, be made on Westland Aircraft machines, with Bristol "Pegasus" engines. The Westland P.V. 3—G-ACAZ—has been purchased by the Committee, and negotiations are in progress for the purpose of obtaining another aircraft of a type used in the R.A.F. The P.V. 3 is a high-altitude machine which, with the "Pegasus" engine, should have no difficulty in surmounting the mountain and enabling the desired photographs to be secured.

Prince George Opens Polytechnic Extension

ON December 2 the new extension building of the Northampton Polytechnic Institute was officially opened by H.R.H. Prince George. The chairman of the governing body, Mr. H. A. Game, welcomed the Prince, and recalled that the Northampton Polytechnic had previously been visited by the Duke of Connaught and, during the war, by His Majesty the King. Prince George referred to the importance of sound technical training, and particularly during difficult times like the present, and then made a tour of inspection of the new building, which is opposite the old main building, on the other side of St. John Street, and which will contain the chemistry, watch and clockmaking, furrier, lens workshop, and automobile laboratories, while a number of class rooms and lecture rooms are available for general use. During the evening it was announced that the Duke of Connaught had consented to the new extension being named Connaught Building. The Principal of the Northampton Polytechnic, Mr. S. C. Laws, afterwards gave an account of the work of the past session, and pointed out that the number of students had more than doubled during the last few years. Prizes were afterwards presented to students by Mrs. Game, wife of the chairman of the governing body.

Sir Alan Cobham's Circus

A LARGE crowd witnessed Sir Alan Cobham's Circus give a display at Capetown airport. The show included the first "Autogiro" seen there. Sir Alan will continue at Capetown for a few days, after which he will commence a tour of the country.

Arctic Trapper Flies to Hospital

ALEXANDER AUSTON, who, with a companion, has spent three years in the Arctic trapping white and silver fox, is now on his way home to Scotland. He has been through severe hardships, and at one time was suffering so badly that the natives who were looking after him sent for an aeroplane, which flew him 1,800 miles to hospital.

Long-Distance Flights

DURING the past 12 months aircraft of the R.A.F. covered about 47,263 statute miles in overseas flights. The greater part of this mileage has been made by flying-boats, notably a flight of No. 205 (F.B.) Squadron from Singapore to the Andaman and Nicobar Islands and back. No. 14 (Bomber) Squadron toured the East African Colonies last spring, a flight of over 8,000 miles.

Control of French Naval Aircraft

AFTER four years' dispute it has been decided that the Ministry of Marine will have control over all co-operation and reconnaissance formations and over certain torpedo and bombing formations. Fighters, the majority of bombers, bases and stores will come under the control of the French Air Ministry, but the personnel employed in these groups will be allowed to choose whether they serve under the Ministry of Marines or the Air Ministry. Although the Air Ministry has been in existence since 1928, its status has never been properly defined, which has given rise to much unnecessary dispute, and made important matters difficult to settle.

Iraq

IN the House of Commons on November 16 Mr. Mander asked the Secretary of State for Foreign Affairs whether he could give an undertaking that the Royal Air Force in Iraq, under the new treaty of alliance, would only be made use of to provide for the safety of British connections, and in no circumstances for demonstrations or actual operations in aid of the Iraq Government in internal affairs. The Prime Minister, in reply, said that British forces were maintained in Iraq for no other purpose than those set out in Article 5 of the Anglo-Iraqi Treaty of Alliance of June 30, 1930, namely, to assist in the protection of British communications and to facilitate the discharge of the obligations undertaken by this country under Article 4 of that Treaty. His Majesty's Government in the United Kingdom had no obligations in regard to the maintenance of internal order in Iraq, the responsibility for which rested solely upon the Iraqi Government, as was expressly recognised in Article 5 of the Treaty. Were the Iraqi Government to ask at any time for assistance not contemplated by the Treaty of Alliance, the situation would have to be considered in the light of the various factors existing at the time.

Group Capt. Busteed

THE retirement of Group Capt. H. R. Busteed, O.B.E., A.F.C., at the age of 45, removes another pre-war member of the R.F.C. from the active list. He was among the first hundred qualified pilots in England, his Royal Aero Club certificate being 94. Group Capt. Busteed, born and educated in Australia, began to learn to fly with a Blériot machine in Melbourne in 1910, and in 1911 came to England, where he was one of the early instructors and test pilots of the Bristol Aeroplane Co. He was commissioned in the R.F.C. in January, 1913, and subsequently joined the Naval Wing. During the war he served at the R.N. Air Stations at Grain and Westgate and afloat in the carriers *Hermes* and *Engadine*, being awarded the O.B.E. and A.F.C. and the French Croix de Guerre. After the war he was granted a permanent commission in the R.A.F. with the rank of Wing Commander and was promoted to his present rank in 1928. His most important piece of work in recent years was to re-form No. 10 (Bomber) Squadron at Upper Heyford.

R.H.S. Medals

THE Bronze Medal of the Royal Humane Society has been posthumously awarded to the late Lt. P. L. H. D. Irven, R.N. (F/O., R.A.F.), for attempting to save, on April 25, Midshipman Archibald Hamilton, of the Royal Navy. An aircraft with Lt. Irven as pilot and Midshipman Hamilton as passenger was forced into the sea off the west coast of Malta, and drifted to within 30 yd. of a high rocky cliff. Some Maltese farmers let down a rope, and the officers made three unsuccessful attempts to reach it. Lt. Irven, the stronger swimmer, was apparently unwilling to leave his companion, and helped him to regain the wreckage after two attempts. During the third attempt the aircraft sank, and both officers were eventually drowned. Lt. Irven could have made a much greater personal effort to save himself if he had been alone.

New American Air Brakes

A NEW type of aeroplane, designed by Mr. John J. Northrup, has been given its final tests by Maj. Frank Hawks. The machine possesses a new system of air brakes and, with a speed of 180 m.p.h., is capable of landing at about 40 m.p.h. The essence of the design seems to be a system of flaps built into the wings which can be dropped to a 60 deg. angle, thereby exerting a powerful drag while keeping the aeroplane flying at a low speed.