

# Airisms from the Four Winds

## Memorial to Hinkler

A SUBSCRIPTION has been opened at Bundaberg for the purpose of raising funds for the erection of a memorial to Sqd. Ldr. Bert Hinkler. The inhabitants of Bundaberg itself think the memorial should be erected in their town, Hinkler's original home, but it has also been suggested that Brisbane or even Canberra would be a more fitting place. The High Commissioner for Australia, Mr. S. M. Bruce, on Monday, January 29, presented to Signor Grandi, the Italian Ambassador, an inkstand, mounted on Tasmanian Blackwood. This inkstand will be sent to the Prefect of Arezzo as a gift of the Commonwealth Government in recognition of the sympathy and kindness of the people of Italy.

## Lord Londonderry's air tour

THE MARQUIS OF LONDONDERY, the Secretary of State for Air, arrived at Karachi from Quetta on Tuesday, January 23, and left for England a few days later. During the afternoon of Monday, January 29, he arrived in Rome intending to have a meeting with Signor Mussolini, who is now head of the Italian Air Ministry, among his other duties, before leaving for home. Incidentally it is interesting to note that both Col. Shelmerdine and Mr. Lloyd-Taylor, of Imperial Airways, are also in Rome.

## Arctic explorers

MR. LINCOLN ELLSWORTH, the airman explorer, has returned to New Zealand, having failed in his intention to reach the South Pole. He had with him an aeroplane, but owing to the crumbling of the ice he was unable to get it off the water. The other expedition under Admiral Byrd is reported to be in a dangerous position. Fears are expressed for the safety of forty-three members, who are reported to be marooned in a temporary camp which is threatened by moving ice. Four other members, at Little America, the chief base of the expedition, are also cut off from their comrades. Meanwhile the flagship of Admiral Byrd is drifting among the ice-floes unable to berth.

## Mlle. Maryse Hiltz crashes

Mlle. MARYSE HILTZ, the French woman pilot, who left Villacoublay on Friday, January 26, for a flight to Tokyo, has crashed at Alexandretta. Mlle. Hiltz and her mechanic are unhurt, but the machine is badly damaged. The airwoman had left Athens on Monday morning for Aleppo.

## The Rome-Buenos Aires mail flight

THE Savoia-Marchetti S.71 triple-engined monoplane, in which Signori Francesco Lombardi and Branco Mazzotti and three others were attempting an experimental mail-carrying flight from Rome to Buenos Aires in three days, crashed on a beach twelve miles south of Fort Aleza, Brazil, after having made a fine Atlantic crossing in fourteen hours. The machine, which was carrying 200 lb. of mail and copies of a souvenir edition of a newspaper, left Montecelio aerodrome between Rome and Tivoli at 6 a.m. on Saturday, January 27, and flew to Dakar, Senegal, by way of Casablanca, Agadir and Thies. After leaving Dakar the aircraft was in wireless contact with the S.S. *Westfalen*, which is stationed in the South Atlantic as a catapult ship, and at 8.10 p.m. G.M.T. on Sunday the occupants wirelessly that all was well and that they were 40 miles from the island of Fernando de Noronha off the Brazilian coast. Faint signals were picked up at 2.30 p.m., but the position of the machine was not given. The Italian Air Department at Rome states that wireless reports did not reach the machine, which encountered unfavourable weather

on the last stage of the Atlantic crossing. An inquiry into the reason for this failure is to be held immediately. The monoplane attempted to make a landing, through lack of fuel, on a narrow strip of beach, but struck a rock and overturned. The wrecked machine was sighted by Capt. Sours, a pilot of Pan-American Airways, who left Fort Aleza early on Monday morning. The machine was upside down near the water's edge. A member of the crew signalled to Capt. Sours with Verey lights, and the American machine circled round the Savoia to ascertain the extent of the damage. Three men were standing by the wreck. A message, written in English, Portuguese and French, was dropped by Capt. Sours advising the Italians that a wireless message was being sent to Fort Aleza requesting immediate aid. Capt. Sours' message was acknowledged by the Italians. Immediately he received the wireless message from Capt. Sours, the manager of Pan-American Airways at Fort Aleza headed a rescue party of several men, who brought the crew of the Italian machine to Fort Aleza, where two of them who had received injuries are receiving attention.

## From Algiers to Lake Chad in a "Dragon"

THREE Frenchmen, M. Robert Germain, M. Descamps and M. Pierre Laveaux, recently made, in a D.H. "Dragon," the first flight from Algiers to Lake Chad. The route chosen involved the crossing of mountains and trackless desert, and although several machines have attempted the flight, none has succeeded. The party started from Algiers and flew in one "hop" across the Atlas range to El Goléa, thence by way of Tamanrasset, Inguezzan and Agades to Lake Chad. Telephoning from Fort Archambault in the Ubangi-Shari country, M. Descamps said that neither the "Dragon" nor its "Gipsy Major" engines had given any trouble. France is obviously impressed by the "Dragon," and it is likely that more than one French constructor will produce a machine in the same class to meet a demand which apparently exists in France.

## Monospar Development

ONE of the latest "Monospar" (two Pobjoy) four-seaters with retractable undercarriage has been delivered to Mr. Geoffrey Ambler at Yeadon Aerodrome, in Yorkshire. A machine of the same type, but without retractable undercarriage, which was purchased by Capt. Robbin Cazalet, and has been in use for some considerable time, is now back in the shops at Croydon having the retractable undercarriage fitted. As already announced in *FLIGHT*, a wing of the "Monospar" type was built by the General



THE ITALIAN ATLANTIC FLIGHT: The four Italian airmen who left Rome for Buenos Aires on January 27. From left to right, Battaglia, Mazzotti (2nd pilot), Francis Lombardi (chief pilot), and Giulini.