

WHO'S WHO IN THE ENGLAND-AUSTRALIA RACE

Introducing Some of the Competitors

(Continued from page 983)

Racing No. 50.—G. R. Hutchinson, P. Redpath and D. H. Vance (U.S.A.)

WHEN Honorary Colonel George R. Hutchinson opens up on the subject of Aviation "there is no telling when the end will be reached." He says so himself, in a very chatty letter from New York, dated June 30. But since then no word has been received from him; which is disappointing, because he had promised further information about his co-pilot and radio operator.



Col. G. R. Hutchinson

Hutchinson was born, of English parents, at Baltimore, Maryland, on February 11, 1902. In the seven years since being granted a transport licence he has owned 17 aircraft and, in the course of some 3,000 hours, has flown over 48 countries: United States, Canada, Labrador, Greenland, the British Isles, Davis Straits, the North Atlantic and South America. He expresses particular pride in the fact that his wife and their young daughters, Janet Lee and Kathryn, have accompanied him by air across 32 countries and 3 continents, and that, in

journeys exceeding 150,000 miles, they have "never suffered the slightest injury or experience that would in any manner cause us to lessen our flying activities and fondness for aviation. Truly, we are a family who practise what we preach." You have, of course, read of "The Flying Family Hutchinson" (not to be confused with the Swiss family MacRobertson)—well, these are they. Dad's other hobby is golf. He has developed airports, operated air lines, and conducted aerial surveys. He is a prolific contributor to his country's newspapers and periodicals. Incidentally, he has delivered 612 lectures to universities and schools, has written and dramatised 204 radio scripts (on aviation adventures) over the network of the National Broadcasting Co. of New York, and appeared *en famille* on stage and screen.

Peter Redpath, Hutchinson's navigator and co-pilot in the race, is a Canadian, an air-line pilot, and a navigation instructor. He has accompanied the family on various long flights and shares the notable adventure in which their Sikorsky flying boat came down amid Greenland's icy mountains.

Donald H. Vance, third member of the team, is a thirty-six-year-old American; first-grade radio operator. He has served five years as radio operator in the U.S. Navy, and with the R.C.A. Victor Co. as radio engineer.

Racing No. 33.—J. H. Wright and—? (U.S.A.)

Even in the State of New York (where they call him "Jack"), John Henry Wright is acclaimed a tough guy. This respectful title is well merited. He laid the foundation for it with a course of athletics at Clarksons Polytechnic Institute, Potsdam (N.Y.), reinforced it by playing American football as a professional, and cemented it on the Mexican border as a sergeant in the National Guard, with Victor McLaglen as tame understudy. And to place the matter beyond all further dispute, he has had some fifteen years' experience in the insurance business. It had to be *that* or real estate. As a sideline he has collected 130 trophies in aviation contests.

Wright was born at Clark Mills, N.Y., in 1895. His connection with aviation is post-war. A machine-gun officer in the 28th Division, A.E.F., he was wounded at Fismes (near Château Thierry) three months before the Armistice, and spent his convalescence at Issoudon, learning to fly. March,



1919, found him still in France, when and where he married a nursing sister from Richmond, Virginia. The bridal couple returned to America, set up house in Utica, N.Y., and raised a family of three. For a while Wright combined insurance work with local representation of American Airways, Inc. Finally he took up racing in real earnest and joined the Air Racing Pilots' Association of America. His recent successes include the 1931 New York-Cleveland race, the Mexican Government Trophy won at the 1932 Miami meeting, and the 1934 world's record (also at Miami) for "ships of the first category" with a speed of 169.8 m.p.h.

Organised by Robert C. Edmunds (chairman), the Utica Civic Flight Committee is hard at work on a "drive" for additional funds to finalise the local lad's preparations for the race to Australia. His Lambert Monocoupe (145 h.p. Warner "Super-Scarab"), purchased some months ago, has since been entirely rebuilt by the Lambert Aircraft Corporation at St. Louis, and the radial engine completely overhauled by the Warner Aircraft Engine Co. at Detroit.

Wright's co-pilot in the MacRobertson contest is not yet selected.

FLIGHT and the ENGLAND - AUSTRALIA RACE

SPECIAL arrangements have been made by *Flight* to deal exhaustively with the MacRobertson Race.

A special number will be published on October 18th, which will constitute a

GUIDE TO THE MACROBERTSON RACE

Details of competing machines, notes about competitors, and news of the final preparations at Mildenhall will be included, as well as a series of exclusive illustrations of instructive value.

Regular features of the journal will be retained.

The succeeding issue, dated October 25th, will give further last-minute news of the race, scenes at the official start and progress of the competitors, and much other information of general interest.

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FLIGHT of October 18th and October 25th.