

Private Flying

to the first point, where the ground indication sign informed them which direction to take towards an alternative second point; from the second point competitors returned to the aerodrome, arriving at 2,000 feet and landing without further use of the engine or resorting to side-slip.

A very handsome silver challenge cup has been presented to the club by S and R. Yager, the suggestion for the competition being blind flying.

LANCASHIRE

The quarterly landing competitions for the Rodman and Pemberton Trophies were flown off on Saturday, September 29. Weather conditions were very bad, with heavy rain and poor visibility, and the wind was so variable that after several attempts to get the poles and tapes into the correct position it was finally decided to dispense with them. A white mark was placed on the aerodrome, and, after shutting off at 1,000 feet immediately above it, competitors in both classes had to land and attempt to pull up on the mark without the use of engine or wheel brakes, approaching from whatever direction the shifting wind dictated.

Mr. Alan Goodfellow again won the senior competition with a total of 58 out of a possible 60 marks, beating Mr. Colin Wilson, the assistant instructor, by a narrow margin. Sir

Kenneth Crossley, who had gallantly flown over from his private aerodrome at Combermere to compete, was a good third.

In the junior section Mr. O'Donnell scored his first success with 48 marks out of 60. There was a close finish for the second and third places, the marks being as follows: Oddy 38, Stone 37½, Brothers 35.

Fifteen competitors took part in all, and the standard was high considering the weather conditions.

The club has now taken delivery of the latest direct-control type Autogiro, and several members have had their first experience in this type. It is expected that its special characteristics, and particularly its safety as compared with the ordinary aeroplane when flying in conditions of bad visibility, will lead to a considerable influx of new members.

The club has also purchased an additional Avro "Cadet," and is taking delivery this week. The fleet now consists of three "Cadets," one Autogiro, one Desoutter, and two Cirrus "Avians," one of which is permanently stationed at Barton.

It may fairly be claimed that the flying equipment is now the most complete of any club in England, and the marked increase in flying hours and in new "A" licences gained justifies the progressive policy of the committee.

FROM HERE AND THERE**Irish Aviation Day**

Irish Aviation Day, which was to have been the largest air pageant ever organised in Ireland, has been abandoned for this year and will take place in 1935. It will be recalled that the display was to have taken place in the Phoenix Park, Dublin, on August 18, but was postponed owing to the newspaper strike. Now the strike has ended, but the organisers consider it too late in the year to hold a pageant on the scale they had contemplated.

The Jockey Club Landing Ground

For the convenience of members and others travelling to Newmarket races by air, the stewards of the Jockey Club have approved a private aerodrome on the Exercise Ground to the north-east of the Rowley Mile stands. It is licensed, but permission to land must be obtained from the Secretary of the Jockey Club at Newmarket.

Landing runs of 650 to 750 yards are available in all directions, though there are two marked ridges, and both chocks and picketing gear are available on request.

Incidentally, this landing ground, which has been laid out by Norman, Muntz and Dawbarn, is just outside the Mildenhall prohibited area.

The Hull Club Magazine

The October issue of the very excellent magazine produced by the Hull Aero Club is brimful of useful reading. In an article giving some impressions of airline travelling in the U.S.A., the writer gives interesting details of the accommodation and the navigation methods with beam wireless. Apparently airports in America are as crowded with passengers as railway stations are here—hardly surprising when air travel is cheaper than ground travel.

Mr. W. F. Dowsett (Pilcher Prize Lecturer in 1932) writes, too, on desirable features of design in commercial aircraft, and there are the usual club notes, humorous and otherwise.

The London-Cardiff Air Race

Flt. Lt. Duncanson, flying the veteran Hendy "Hobo," which now belongs to Lord Crichton-Stuart, won the annual Hatfield to Cardiff race last Saturday under weather conditions far from perfect, with poor visibility, a low ceiling, and a good deal of heavy rain. Mr. A. H. Cook (Comper "Swift") was second, and Mr. L. Lipton (D.H. "Moth") third.

There were fifteen starters, and three of them failed to get through to Cardiff. The owner of the "Hobo," incidentally, flew as navigator with Miss P. Naismith in an Aircraft Exchange and Mart B.2 Trainer, and they got through in spite of the fact that their combined "hourage" was considerably less than a hundred. Sir Charles Rose, flying his special "Hawk Major," undershot the aerodrome at Cardiff, luckily without personal damage.

Wireless Gliding Instruction

Airwork made experiments some long time ago in wireless communication for early solo instruction, but found that, for various reasons, the idea was not a successful one. In the Rhön district, however, German gliding students use Telefunken transmitters quite successfully.

The gliding pupil, of course, must necessarily be "solo" from the first, and such a system might be extremely useful. Meteorological information, too, might be transmitted to the mature students.

The Instructional Tourists Return

The six members of the Bombay Flying Club, who landed at Heston on June 26 after an instructional flight from Bombay, left Heston on their return journey on Saturday, September 29, at 11.20 a.m. The formation of three Gipsy "Moths" will travel in short stages of some 300 miles daily, via Berlin, Prague, Vienna, Buda Pesth, Sophia, Constantinople, Aleppo, Baghdad, Basra and Karachi. During their stay in England two of the pupils have obtained their "B" licences. It is hoped that this expedition will be the forerunner of yearly flights from Bombay to England during the monsoon season, when Bombay Flying Club has, in the past, suspended operations owing to the unserviceability of the aerodrome. Flt. Lt. Binley hopes to arrive in India in time to fly a machine for the Viceroy's Cup in November.

The latest news suggests that Mr. P. Stone and three of the Indian members are lost with two machines between Baghdad and Basra, which the others reached safely. Let us hope that it was only a temporary stop.

The First Month at Newtownards

Eighty-nine flying hours is the imposing first month's total achieved by the single Avro "Cadet" at Newtownards, near Belfast. Twenty-eight pupils are under instruction, and two of these have already reached the solo stage.

It has been suggested locally that the flying rates at Newtownards, £3 10s. an hour dual and solo, are high in comparison with other schools distant from London. In defence of these rates it is pointed out that the employment of the heavier and more powerful Avro "Cadet," of which the first cost is about twice that of the usual civil training types, minimises the risk of loss of confidence due to small breakages when landing. Equally, an inexperienced pupil may fly it solo with safety on gusty days when lighter training types would be difficult to handle, avoiding the waste of time usually occasioned through pupils being weatherbound in moderately high winds. A third and even more conclusive argument is that at Heston this machine has been found to reduce, by nearly two hours, the amount of dual instruction required before a pupil goes solo. This is a statistical fact arrived at by averaging up the flying records of a strict succession of twenty-four pupils, good, bad and indifferent. Mathematicians may discover exactly how much or how little more costly training up to the solo stage can be.