

BRISTOL AND WESSEX

The flying hours for week ending September 19 were 25 hr. 35 min., and three new members joined—Messrs. A. W. Baker, E. Jones, and W. W. Hubble. Mr. A. W. Baker is known to practically all Bristolians as "Old Baker," and has been dealing in motor spares since the early pioneer days. Has now decided that motoring is bound to give way to aviation, and, although not a young man, is intent on obtaining an "A" licence.

NORFOLK AND NORWICH

Thirty-three flying hours were compiled by members during the past week and Mr. A. J. Anderson has joined as flying member. Mr. F. G. King passed the tests for his licence. Mr. Giles Guthrie, whose Vega Gull was the winner in the King's race, took one of the Club Moths to Portsmouth, where his Vega Gull is being prepared for the England-Johannesburg race.

It is with deep regret that the Club announces the death, in a flying accident, of Mr. Maurice Edward King, a director of the Club, and a member of the Flying Committee. Probably few pilots had such an intense love of flying as he had. He always undertook more than his share in the Club's task of making the public air-minded, and he has probably given free joy-rides to some hundred or more local citizens.

Realism

"The Flying Shadow," by John Llewelyn Rhys. Faber and Faber, 7s. 6d.

YOU will enjoy this first novel. It tells the tale of an instructor's day-to-day existence in a very typical club (though Mr. Rhys has very cleverly camouflaged the identity of the one on which, in spite of disclaimers, he must have based his story) and it is emphatically a book for flying people. The author has gone so far as to volunteer an occasional asterisk and footnote for the benefit of the uninitiated, but probably does not realise that 75 per cent. of the book would still be

triple Dutch to them; which is as it ought to be, and is the reason why so many American flying stories, and so few English, are realistic.

Here is a typical sample, from a page chosen at random:—

Half a mile away the Tiger Moth was looping. That would be young Brown. The young fool had one wing down as he came over the top, due to the way in which he misused his rudder. It would be a lot better for Mr. Brown, he thought, if he tried to polish up his forced landings instead of messing about in an attempt to do aerobatics. This girl was going to be all right. She was very nervous, but the nervous ones made good pilots. To-day they would do more straight and level flying and then climbing and gliding and stalling. After that, back to the aerodrome for Bearing, who was to do blind take-offs. He leaned forward, putting his mouth against the green rubber mouthpiece. "That was quite good for a first attempt. But you're holding the controls much too stiffly. Hold the stick with your fingers and relax the muscles of your forearm, put your heels on the floor of the cockpit. Sit more easily in your seat. You're making the mistake of trying to fly the machine instead of letting her fly herself. When she's trimmed with the cheese-cutter, I showed it you, it's under your left hand, she'll practically fly hands off. The last thing. When you move the stick, don't look down at it. You don't look at the gear lever when you're changing gear, do you? Keep looking at the nose of the plane or looking at a wing to see if it's level, or about the sky for other aircraft."

What would the average novel reader make of blind take-offs and the cheese-cutter?

Mr. Rhys also paints some cruelly accurate pictures of the types of people who inhabit club-room bars, and it shakes one a little to see the familiar vernacular in cold print. *The Flying Shadow* is definitely not a book to leave lying around for Auntie to find.

We are old-fashioned enough to prefer a happy ending, but apart from that have only praise.

A PUSHER COMES TO TOWN

QUITE a number of people in the London district must have been puzzled as to the identity of a small pusher monoplane which was buzzing happily about the sky towards the end of last week.

Actually, it is a new French design, the Bassou F.B.30, which Col. Fitzmaurice has brought over. He flew it from Paris last week in a matter of three hours and at a cost of 10s., this modest sum being accounted for by the fact that the engine is a flat twin of 32 h.p.—the Mengin, a name which will be remembered in connection with the snappy little power unit which M. Mignet employs in his "interceptor" *Pou-du-Ciel*. The cruising speed is claimed to be of the order of 85 m.p.h.

The Bassou, which has tandem seating and dual control, also

has some extremely interesting features. The construction is of wood and fabric and box spars form the tail booms. Landing speed, it is said, is reduced to less than 20 m.p.h. by a system in which the ailerons are brought down in unison to act as flaps, lateral control still being obtainable. A three-wheeled undercarriage, with the single wheel projecting well in front, is an outstanding feature. It is hoped to develop a cabin model and also a 60 h.p. machine in the near future.

Col. Fitzmaurice tells us that the French Air Ministry have ordered a large batch for the clubs and he has great expectations for its future if and when it is developed in this country, as is very probable. The licence is held by Makowski and Simon, aeronautical engineers, 56, Kingsway, London, W.C.2. The machine is being cared for by Rollasons'.

Two-up on 32 h.p.! The Bassou pusher monoplane which Col. Fitzmaurice has brought over from France, and which it is hoped will be built in this country. When the machine is on all three wheels of its three-point undercarriage the tail booms are well clear of the ground. (Flight photograph)



HANWORTH HOSPITALITIES

(Continued from page 316.)

Hill and Clouston, indulged in a scratch race at low altitude over a course of fearsome complication, the last-named eventually winning fairly handsomely.

Mr. Duncanson flew a new and handsome Parnall Heck at both high and incredibly low speeds, Mr. Field Richards obliged with his performing Cub, Mr. Hordern gave his usual charming show with the all-but-silent Heston Phoenix, and Mr. Munday showed the wide range of the Swallow. During the tea interval Mr. Gordon Freeman did a grand spot of crazy flying with Aerial Sites' banner-towing Avro—without its usual attachment. Messrs. Seth-Smith and Robert

Somerset did contrasting things with the De Luxe and Ambulance monospars, the former machine even being looped.

One most interesting machine present was the little parasol single-seater illustrated on page 316. Known as the Broughton-Blayney, it was described in *Flight* of May 21 under its original designation. Its designer, Mr. F. W. Broughton, has cleaned it up very considerably, and heard quite complimentary remarks about its attractive appearance at such a modest price as £195. Mr. H. J. Wilson would have demonstrated it had the weather not put a stop to the proceedings.