

# SOUTH ATLANTIC TIME LOWERED

*French Woman Pilot Improves on Miss Batten's Record*



Mlle. Bastié and a Caudron Simoun similar to that which she used on her successful South Atlantic attempt.

**M**lle. MARYSE BASTIÉ, the French airwoman, has lowered Jean Batten's record time for a South Atlantic crossing by 1hr. 10min. The existing record was 13hr. 15min. and the new time is 12hr. 5min. After announcing her intended flight as far back as last January, Mlle Bastié took off from Dakar in North Africa at 7.23 a.m. (G.M.T.) on Wednesday, December 30, and flew to Port Natal, Brazil, a distance of 1,700 miles.

The aeroplane, a four-seater cabin monoplane, is a Caudron Simoun lent by M. Cct, the French Air Minister. The Simoun is powered by a 220 h.p. Renault Bengali Six which gives it a

maximum speed of 186 m.p.h. and a cruising speed of 167.5 m.p.h. The normal range is 560 miles, but in this case extra tanks increased the figure to 2,500 miles.

Mlle. Bastié is a well-known figure in French aviation and is the holder of long-distance and endurance records, for which she has been awarded the French Legion of Honour.

Another recent French success on a Caudron Simoun was the flight of M. André Japy from Le Bourget to Fukuoka in Japan, where, on the last stage of the journey, the aircraft was damaged in landing. The average speed for the whole distance of over 9,000 miles was 128 m.p.h.

## Lady Houston

**P**ROBABLY those who accuse the late Lady Houston of carrying patriotism to the point of fanaticism are not far from the truth, but whatever her errors she will be remembered as a great benefactor to aviation. Her munificence made possible two great aeronautical achievements: when, in 1931, the Socialist Government, on grounds of economy, decided not to defend the Schneider Trophy, she guaranteed £100,000 to defray the cost, and later gave her bounteous blessing to the Mount Everest Expedition on which two Westland biplanes put up some epic performances.

The following statement, made on September 3, 1931, exemplifies her faith in British pilots and machines: "To show that I am not downhearted if our airmen win by default and a walk-over, I challenge the airmen of the whole world to another race, to be called the Houston Trophy, and besides giving the trophy I will award the winner £1,000 in money."

In 1932 she offered the Chancellor of the Exchequer, Mr. Chamberlain, £200,000 toward the £5,000,000 which she considered necessary to supplement provisions made for the Navy, Army and R.A.F. The offer had to be tactfully refused.

## Death of Mr. Arthur Wormald

**F**LIGHT regrets to record the death of Mr. Arthur Wormald, O.B.E., director and former general works manager of Rolls-Royce, Ltd., Derby.

Until ill health intervened during the last few months of his long association with the firm, Mr. Wormald was a familiar figure in machine shops, erecting bay and all other departments of the works at Derby. One who knew him recalls how just that little extra effort and concentration marked the approach of his slight figure to any department—this not induced by fear, but inspired by a real desire to please a master for whom everyone of the many thousands in his employ felt a great affection.

If a man was seen to be approaching a job in the wrong way there was never a hard word spoken or a voice raised. Mr. Wormald, speaking as a friend and equal, would himself offer to show the man how the job should be done. Finally, every man, whatever his position, knew that if any dispute arose he could be sure of a fair hearing and an unbiased verdict in Mr. Wormald's office.

## The Airports Exhibition and Conference

**E**XHIBITORS at the Airports Exhibition, now only a fortnight distant, are likely to number about fifty.

This year the Exhibition, which is again being held in conjunction with the annual conference of the Aerodrome Owners' Association moves to the Central Hall, Westminster, S.W.1. Confusion appears to have arisen in some people's minds between this event and the "Airports and Airways" exhibition, to be organised by the Royal Institute of British Architects, though the latter will not be inaugurated until February 19, and will subsequently go on tour for the benefit of local authorities.

It is now possible to disclose details of the Aerodrome Owners Association programme. The proceedings, which cover three days, include a business meeting for members of the association, the official dinner, demonstrations by exhibitors, meeting and discussion, and a visit to lunch at Hatfield Aerodrome. Tickets covering all but the business meeting can be obtained from the Association, 32, Savile Row, London, W.1, price 35s. The full time-table is as follows:—

*Wednesday, January 20.*

11 a.m. Official opening of Conference and Exhibition.

2.30 p.m. Private business meeting for Association members.

8 p.m. Official dinner.

*Thursday, January 21.*

10.15 a.m. Demonstration of blind landing system.

2.30 p.m. Consideration and general discussion of important matters interesting aerodrome operators and owners. Subjects, some of which will arise out of the Association's annual report, to be announced later.

*Friday, January 22.*

10 a.m.—Start of Hatfield visit—lunch to follow. (Exhibition open all day on Friday.)

## C. of A. Overhaul for "Lamps"

**C**APT. A. G. LAMPLUGH, of insurance fame, remarks that he is "being parked in a nursing home for the next fortnight or three weeks on the score of alleged strain of the heart."

He refuses, however, to lose touch with his office, through which he will be available if wanted.