

## Pacific Flight

### VALUE OF RADIO DEVELOPMENTS

#### SUCCESSFUL RELAY OF ARRIVAL

GOOD WORK PERFORMED BY 2YA

RADIO listeners on both short-wave and ordinary broadcast bands will long remember Captain Kingsford Smith's great flight from San Francisco to Brisbane. The "Southern Cross" was in the first place fitted with the most complete and perfect wireless receiving and transmitting apparatus ever put into an aeroplane, and to this fact may be attributed a large measure of the success achieved. By radio the aeroplane was enabled to receive important compass bearings from ship and shore, and by radio they were enabled to permit the whole world, as it were, to accompany them in their flight. This, in retrospect, is the most outstanding feature of the flight—the sense of intimacy with the venture created in the public mind by the close contact with the progress of the aviators. Every important phase of the flight was immediately conveyed to the world, and so accurate were their computations that they were able to advise beforehand in the last dramatic "hop" to Australia that they would reach the Australian coast south of Brisbane and would require to work north.

#### Successful Relays.

THE actual arrival in Brisbane was the subject of wireless history in that very complete preparations were made for describing to the whole world, both on broadcast and short-wave bands, the incidents as they occurred. 2FC, Sydney went on the air at 6 a.m. and gave a running commentary of the progress of the aviators as it became known. A land line with Brisbane was in readiness and at a later stage played an important part in proceedings. Unfortunately, however, this land line, doubtless owing to its great length, became somewhat noisy, and the actual messages transmitted from Brisbane were by no means as clear as they might have been. On receipt in Sydney of the Brisbane account, it was rebroadcast by 2FC both on ordinary wave-length and also through 2ME on 28.5 metres. This short-wave transmission was picked up in Wellington mission was picked up in the heart of Wellington by a short-wave receiver, made and operated by Mr. Mack, of Mack's Radio Service, and relayed by telephone line to 2YA, where it was put on the air. The reception was splendid and credit must be given Mr. Mack for his work on this occasion.

HIGH praise is due to 2YA for the quality of their work. 2FC, when received direct, came through splendidly and was retransmitted practically as clearly as if from the local station. It must be admitted, however, that when Sydney went back on to Brisbane's land line, the extraneous noises referred to caused a great deal of voice distortion and difficulty. In spite of that, it was a memorable occasion, and all listeners were thrilled at their instantaneous receipt of news of the safe conclusion of the most momentous flight yet recorded. The importance of the occasion seemed to affect the Brisbane announcer, for he spoke far too rapidly and excitedly for the proper transmission of his voice.

#### A Great Night.

Mr. R. Leslie Jones supplies the following few notes of his experience "listening-in" on the flight Suva-Brisbane. The outstanding impression left on his mind, he states, was the high spirits of the aviators, and the cheery character of the messages they were putting over as they, in a measure, saw the end of their flight in sight and success at the end.

"One of the most interesting radio nights yet experienced and one that will live long in my memory was on Friday night last, when listening-in to

the progress reports from the Southern Cross on its way to Brisbane. A friend with long morse experience sat with me at my house listening-in also. The signals were good, very clear, for the most part, late that night, and again Saturday morning the messages were clearly audible direct from the Southern Cross."

"A number of messages transmitted from the plane were of a personal nature on Friday night; and Sydney radio received quite a continuous run of communications.

"An amusing part of the transmission was where Ulm stated, amongst other things, that 'the elements were playing mean tricks, and Smithy and he (Ulm) were wet through, but as soon as the moon comes up and blind flying ended for the night, they would have a "spot" of their emergency rations of whisky; he was too cold to send more then without gloves, but would send again later, cheerio.' 'We'll get there O.K.' added Ulm. "On Saturday morning, 2FC, on short-wave, reported that several stations in America (including WGY); also London, were picking up the signals clearly. They were relaying the broadcast from Brisbane through 2FC, the latter transmitting on 28.5 metres. The transmission from Brisbane through 2FC was splendid; with plenty of volume; and, of course, at loudspeaker strength, on three valves (short wave).

"At one period whilst the onlookers were waiting for the arrival of the Southern Cross, one of the Brisbane aviators went up 7000 feet, but could not at that time (Saturday morning) sight the Southern Cross; the morning was fine with a crispness in the air.

"Sydney, on Saturday morning, reported that the Southern Cross direct signals were not being received in either Brisbane or Sydney as these two districts were located within the "Skip" distance, meaning, the plane was then too close; but Melbourne was receiving the signals O.K., as also was New Zealand, of course.

"It was well worth the trouble of sitting up late Friday."

#### WIRELESS IN TRAVEL

##### NOW AN ESSENTIAL.

RECENT events in aviation and exploration show definitely that radio has now reached the standard of being an essential part of the equipment of explorers and travellers, whether in the air or on the land. The Bremen, in its memorable westward flight from Europe to America, did not carry wireless, but the personal authentic accounts of the aviators themselves stressed the confession that they realised they should have—that had they had radio, they would have been able, on nearing the American coast, to pick up the signals of the radio direction posts, and instead of landing in the wilds of Labrador, have made their destination, New York, with ease and eclat.

The Italia, whose fate is still uncertain, was equipped with radio, and for the period during which she cruised over the North Pole area, kept the world in touch with her movements by brief but informative dispatches.

Captain Kingsford Smith, in his dramatic trans-Pacific flight made full use of radio as an aid to successful navigation—three transmitting sets were carried, two dependent for power upon the vessel's motor, and one supplementary, relying upon storage batteries, thus being sure of availability in any emergency.

Apart from these three ventures in the air, and the lessons conveyed by

them as to the essential utility of radio, it is interesting to record that a unique motor-car trip now in progress from Cape Town to Cairo, and on to Stockholm, which is being conducted by a General Motors' South African-built Chevrolet, is equipped with powerful receiving and transmitting equipment, so as to make it possible for the expedition to inform, and be informed, day by day. The travelling station has the call sign A8M, and is operating on wavelengths of 20 and 40 metre. This expedition, in addition to the principal, Mr. C. V. H. Lacy, carries a wireless expert in Mr. Wilson, a motion-picture photographer, and a publicity man.

Amongst other New Zealand short-wave enthusiasts who have been advised of this expedition's progress is Mr. E. A. Shrimpton, who has successfully worked stations in North Africa. The expedition left Cape Town on March 7, and probably by now has traversed Africa. So far we have no definite record of transmissions of A8M having been heard in New Zealand, but London and European stations are on the watch for their signals.

## UNCLE JACK RESIGNS

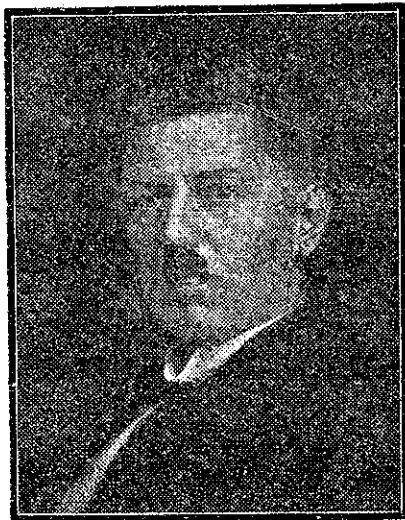
### LOSS TO 3YA CHILDREN

THERE will be thousands of children (and grown ups, too) who will regret to hear that Uncle Jack of 3YA has resigned.

In advising the general manager that he would have to relinquish his radio duties after June 25, Uncle Jack (Mr. Ernest J. Bell, City Librarian) said in the course of his letter:—

"For close upon two years I have carried out this work, and I now feel that someone else should carry on. My work at the library is increasing rapidly, and there are many demands upon my time.

"I may say that I shall relinquish the work with many regrets because I have enjoyed doing it very much indeed. I have made numbers of friends throughout the Dominion, and should therefore be grateful if sometimes I could appear at the microphone by arrangement, and tell the children a few stories."



—Stefano Webb, photo.

THOSE who have not been radio uncles will not fully appreciate the wrench which accompanies a resignation of this nature, and such a wrench is particularly acute in the case of Uncle Jack, who has served such a long spell before the microphone, and whose popularity has not waned. This is testified to by the many thousands of letters which he has received. Stories have always been a feature of Mr. Bell's sessions, and his young listeners will be glad to read of his offer to appear sometimes before the microphone and tell a few more tales. It is very gratifying to know that Mr. Bell's services will not be completely lost to radio, in which he has played no small role.

#### X-RAY TROUBLE-FINDER

##### A LONDONER'S INGENUITY.

A LONDON radio enthusiast, Mr. George Clissold, uses an X-ray to discover breaks in his radio set.

He owns a receiver guaranteed for a certain length of time so long as the panel seal is not broken. His instrument developed a fault. Although quite sure that the receiver was at fault, he was loth to investigate further because of the seal.

A friend is an X-ray photographer, and he decided to have an X-ray photograph of the receiver taken. The picture disclosed that one wire was loose, being just held by the insulation.

On returning the receiver to the makers, he informed them that if they broke the seal they would find a certain wire disconnected, but he omitted to mention how he knew. His reputation as a radio expert went up when repairers found that his diagnosis was correct.

#### The Radio Depot

135 Manchester St., Christchurch.

E. G. SHIPLEY.  
RADIO SPECIALIST.  
Phone 4779.

## Official Listeners

### To Report on Programmes and Transmission

THE Broadcasting Company invites further applications from enthusiastic listeners who are prepared to offer their services as honorary official listeners.

Following the publication of the scheme in the "Radio Record," there was a splendid response from capable listeners throughout the Dominion who were willing to act in this capacity, but some more are still required to complete the network of advisory posts scattered over New Zealand.

ON the programme preparation side, the Broadcasting Company is perfecting its organisation. It has its own officers and various advisory committees—church, music and dramatic, and children's session—which are all working efficiently. The company, however, is naturally anxious to learn how the programme "goes over" from the point of view of acceptability as well as technically. In other words, the network of listening posts throughout New Zealand will "check up" on the work of the committees and of the stations. This will be an effective way of gauging public opinion regarding all branches of the company's service.

THE reports sent in by official listeners will be carefully analysed at the head office of the company, and the company's service and policy will be directly influenced. It is therefore necessary that gentlemen (or ladies) who are appointed should be of sound judgment as well as possessed of a capable receiving set, the latter being very important in regard to reporting on transmissions.

LISTENING posts will be located not only in the towns, but in the country districts, for the country viewpoint on programmes may be somewhat different from that of the town.

APPOINTMENT as an official listener will not incur expense to the gentleman appointed, and be no more tax on his time than he is giving now, if he is an enthusiast. All fully accredited Official Listeners will be given a badge by the company. They will be put on the company's mailing list, and will receive periodical circulars relating to broadcasting affairs in New Zealand. The position is not one that calls for onerous work, but a lively and intelligent interest in broadcasting is essential.

THE Broadcasting Company will shortly have its supply of badges available, and its whole scheme of public relations will be put into operation. In the meantime, the company invites further applications from gentlemen prepared to take up the duties of official listener. It will be a very interesting and useful work.



ASK the man who uses them and he will tell you why Mullard P.M. Radio Valves, with the wonderful Mullard P.M. Filament are so popular.

They give you good solid value for your money in quality of performance and length of service. You don't know what your receiver can do until you've tried it out with Mullard.

Whatever the circuit or L.T. supply, 2, 4 or 6 volts, there is a P.M. valve that just suits your need. British made, they are sold by every radio dealer in New Zealand.

**Mullard**  
THE MASTER VALVE

Sole N.Z. Selling Agents:  
SPEDDING, LTD.  
Fort St., Auckland.

The Mullard Wireless Service Co. Ltd., Nightingale Lane, Balham, Lon., Eng.

#### 'Repeat' Coupon

Address: 2YA/0, Radio Record, P.O. Box 1022, Wellington.

I desire to nominate the following items for "repeats" next week:—

Monday (Classic) .....  
Tuesday (Operatic) .....  
Friday (Popular) .....  
Saturday (Vaudeville) .....

Signed .....

Votes may be recorded for one or for all of the nights mentioned. This selection is made at mid-day for the evening affected. Voting papers receivable till noon. Distant listeners may send forward their Monday's and Tuesday's votes if desired, in order to be in time, and follow later with Friday's and Saturday's wishes. The coupon is inserted for convenience, and may be supplemented in writing.

## PACIFIC FLIGHT RELAY

Success due to---

### MACK'S GUARANTEED SHORT-WAVE SET!

#### Another Outstanding Proof

of the efficiency of our GUARANTEED SHORT WAVE SET has been evidenced by the successful relay of 2FC by 2YA on the occasion of the landing of the "Southern Cross," which was held continuously for three hours.

And by the achievement of Mr. P. J. May, who held the "Southern Cross" and recorded all messages for 16½ hours when flying from Honolulu to Suva, and for 35 hours continuously from Suva to Brisbane.

Both the Sets that did the above work were BUILT BY MACK'S.

If you wish to listen to the world, GET A MACK'S SHORT WAVE SET.

We GUARANTEE Results.

Write for Details, Price, etc.

**MACK'S RADIO Co., Ltd.**

76-77 KENT TCE., WELLINGTON.