

DURING the last week or so, writes Mr. R. Leslie Jones, I have experienced a harvest of news per medium of radio; and I offer—for what it is worth—a word picture of what has actually taken place in my home during the period that the search has been taking place for the gallant airmen; and also during the other flights of the Southern Cross.

To sit up late might be considered by some non-interested folk as the height of folly; but I can assure you I have been well repaid for the little trouble. I have received from several stations news that, to the outsider, was inaccessible because only those with a receiving set could have heard the various reports broadcast. I am therefore convinced that, with a good receiver—and there are many on the market—even a layman can obtain an enormous amount of entertainment from radio broadcasting.

It has been amply demonstrated, I think, that radio and aviation play important parts in the world; without radio aviation is almost impossible for long flights. This fact has been forcibly brought home to us during the last few days.

My receiving sets are in my sitting room, nestling snugly in the corner; and all I do is to turn a switch and the music or voice is instantaneously produced in a mellow, rich, clear tone, bringing a very nice environment into my home. The excellent results obtained can be attributed in some measure to the equipment; but largely to the facilities and organisation offered the public throughout Australasia. Hundreds of others enjoy the same results; that is obvious. There is another factor to be born in mind; that is, radio costs me for license fee about one penny a night; and last year I estimate I listened in on an average of two hours a night; that is one halfpenny per hour for music! Think of it—1d. an hour!

During this last week or so, I have listened-in to several stations, both 'phone and Morse, and heard the news

Search for the Southern Cross

A Nightly Vigil for Aerial Messages

Impressions and Recollections

regarding the aviators, and the news of the world so to speak, and if I never hear another word from the receivers, I have already had my money's worth; the uncertainty of the whereabouts of the aviators keeping one on the very edge of expectancy.

From the Southern Cross.

I HAVE followed the flight carefully since the Southern Cross left America, whenever time permitted, and

badly, and dropping hundreds of feet. and it was very cold; and that when blind flying stopped, he was going to have a whisky to try and warm up; other messages said: "the weather was heavy, and the plane was having a very rough time; lightning being severe." This is all back history now, but sufficiently interesting to warrant repeating; and now the wonderful trip across Australia, Sydney, Melbourne, etc.; every flight of the Southern Cross be-

SHORT wave reception is rapidly coming into its own, even to-day its value is beyond calculation, yet it is enticing, even alluring. There is a thrill about short wave reception that does exist on the broadcast band—and there is no local station to jam reception of others. The construction and operation of short wave receivers is interesting but simple. Next week "Pentode" will describe his

"ROUND THE WORLD" TWO

a tested receiver that has proved its name, though simple and inexpensive to build.—Listen in on short wave. It is worth while.

usually a friend or two joined me during the several sittings.

Certain things stand out forcibly regarding the transmissions from the Southern Cross; the airmen were optimistic throughout, and they dispatched some interesting and entertaining messages. I remember vividly when the great plane was between Suva and Brisbane; the radio operator sending a rather humorous message to the effect that "the plane was bumping

ing watched from a radio point of view by the writer day by day; and every fraction of news possible picked up in some way or other.

Then the excitement of seeing the giant monoplane passing over my house early that perfect morning when the whirl of the motors could be distinctly heard; and in fact, it seemed as if the plane was almost on top of the roof so close did it fly past. Next of importance, the "arrival at Christchurch," described by 3YA, that alone was worth the 30s.

The next great radio success was the broadcasting of the start at Blenheim. Then the picking up of news wirelessly from the plane on her way to Sydney; and finally that wonderful transmission from station 2BL, Sydney, describing the final landing back on Australian soil.

But for radio broadcasting, and other forms of dispatching wireless news, the public would have heard little about the progress of the Southern Cross during its several flights; except per agency of the electric telegraph.

YA stations throughout New Zealand gave the best service possible on receipt of every scrap of news during the several flights; and I am pleased I have been able to pass on a few items of news received either direct from Australia or through 2BL and 2FC, Sydney. I consider it only right that anyone with information should place that information at the disposal of the broadcast stations, especially on such occasions as we have experienced lately in connection with the progress of the Southern Cross. For several nights I have sat by the receivers, waiting for news; and to make sure nothing was missed, I kept changing from 2BL to 2FC, knowing it would be from these two quarters that the news would be received; and those stations did not fail to "supply the goods."

Mr. Clive Drummond, of 2YA, the other YA announcers, and our "pally old chap" at 2BL, whose voice is so well known now, were as keen as mustard to tell the story to the world, and they did well indeed. That Sunday, April 7, I was fortunate in getting from Sydney the story I was after, and lost no time in passing it on to 2YA, as I knew listeners were anxious for news, and Mr. Drummond had the news "on the air" sharp at 3 p.m. the same afternoon.

Fortunately, atmospheric conditions during the week were excellent; still, quietness was essential in order that nothing should be missed. I combed the ether on various wave-bands in the hope of picking up news on short-wave, especially from 2ME, Sydney.

Radio, in times like these has proved itself an essential.

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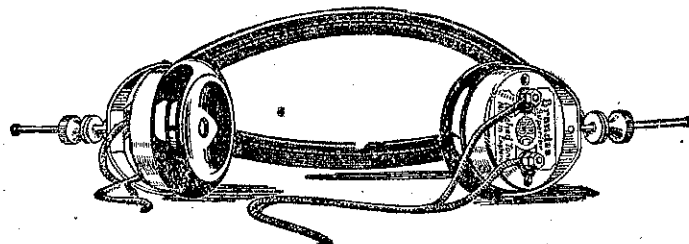
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