

Zealand cheered and encouraged by the conviction that the broadcast service of this Dominion has been wisely established on sound lines. I went away prepared to learn. Nay, more, I went away believing that possibly we had very much to learn concerning the operation and development of a national broadcast service, and, I do not mind confessing it, I went away feeling that perhaps we were not getting all the service that we ought to be getting from the Radio Broadcasting Company. After what I have seen and heard in Canada, the United States, and our Mother Country, I have returned marvelling that so much should have been accomplished in so short a time, and more than favourably impressed with the service that is being rendered to New Zealand listeners.

It seems to me that one has to go away to gain a true perspective, and a reasonable appreciation of the difficulties and limitations against which the pioneers of such service have got to contend in a country such as this. Despite these difficulties and limitations, I believe that we have here an opportunity of developing a model, nationwide broadcasting service ideally suited to our circumstances, providing those responsible pay heed to the experience and profit by the mistakes of other countries. As I remarked in my first talk to you, the system in vogue in Canada and the United States, with its plethora of sheer business publicity and its overcrowded ether, is unthinkable for New Zealand. May our ears never be wearied by the continual "boosting" chatter of the advertising man. May he be kept off the air as rigorously as we would ban the arrival of a plague ship. As I said before,

so I repeat, that in my judgment the only sane and practicable method by which an efficient national broadcast service can be developed and maintained in our Dominion is that of unified control under Government regulation, safeguarded by private management from the exploitation of the public treasury.

Given the preservation of this system, then I can foresee in the very near future a service ideally suited to our national circumstances: a service in which all the four main broadcasting stations shall be linked up with a network of efficient regional or relay stations located in all the main provincial centres and affording the boon of crystal reception to the many thousands in and around those centres; a service firmly based on the sound business principles of efficiency and economy. And now, ladies and gentlemen, our radio ramble is over. And I wish you one and all good-night.

Remember the Children

KIND people in various walks of life send money to IYA Children's Committee for the installation of wireless receiving sets for cripple or poor children. At the recent meeting of the committee, it was reported that five sets had been installed, and the amount still in hand was £3 3s. 6d.

For Sale or Exchange.

See page 32 for column of casual advertisements.

Southern Cross's Radio

Detailed Description

THE following description of the radio apparatus of the Southern Cross was written by Mr. Ray Allsop, the well-known Sydney expert, when Kingsford Smith and his comrades were missing and when their fate was unknown.

The receiver and transmitter of the Southern Cross was made so that it could stand a good shock. In the event of a bumpy landing, or even a forced landing, it was not likely to have been damaged. That portion of the plane containing the radio instruments would have had to have been very badly damaged, indeed, in order to put the instruments out of commission. It would have had to be a very big shock to break the filaments or valves, and, in any case, spares were carried.

In the event of a forced landing the generators, which are air-driven, would have ceased to deliver "juice." This would have meant that McWilliams would have had to rig a transmitter with a receiving tube with the batteries off his receiver. As the batteries carried were of the lightest and lowest capacity obtainable, the life of the transmitter would have been very short, and he would, therefore, not be able to transmit for very long, even supposing the plane to have descended and the receiving valves to be undamaged.

We worked on the Southern Cross with great hopes—and now what has happened? The success of the Southern Cross in past flights made us optimistic. We replaced the original receiver with a locally-manufactured one, with wavelength ranging from 10 to 2500 metres. We had expected to hear this on the way to England.

The aerial used in conjunction with the receiver was approximately 300ft. long, a separate aerial being used from the transmitting aerial. (The receiving aerial was later lost). The interchangeable coils provided for the various wave bands from the 10-2500 metres, a special cut-out arrangement being provided on the condenser to bring in the short-wave band.

Receiving Morse signals in aeroplanes is difficult, owing to the interference caused by the magnetos on the engines, six of these being on the Southern Cross—two on each engine. To overcome this difficulty the set was provided with transformers peaked to 1000 cycles.

The set complete weighed approximately 8lb., the whole being mounted in an aluminium container. The complete receiver was slung on rubbers into the framework provided on the plane, to carry the radio apparatus.

Have you ordered your copy of

"N.Z. Radio Listener's Guide?"

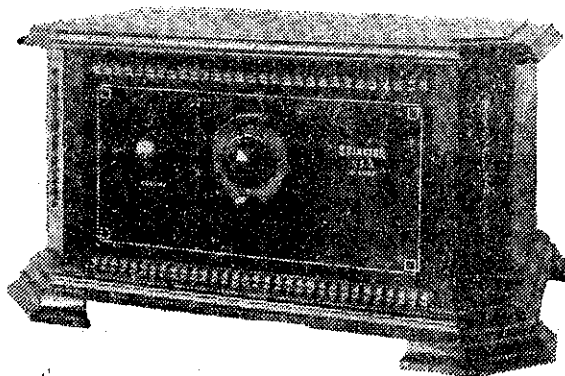
Dealers and Booksellers 2/6; Post Free 2/9—P.O. Box 1032, Wellington.

Available May 1 (approximately).

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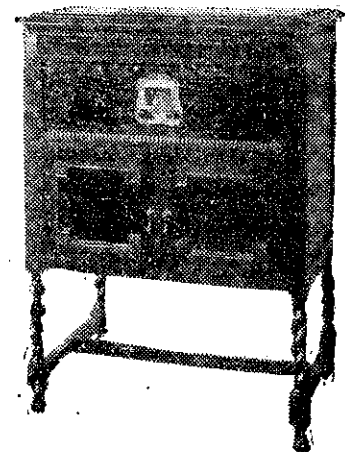
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