

New Zealand Aviator Broadcasts Experience

Thrilling Solo Flight from England to Australia



AFTER a long and strenuous flight, fraught with much hardship and danger, Mr. Chichester, the well-known New Zealand aviator, landed at the Mascot aerodrome, Sydney, on January 30, thus concluding the last hop of his splendid solo flight from England. Mr. Chichester has thereby achieved the distinction of being the first New Zealand aviator to fly to Australia over this route.

On the airman's arrival in Sydney, he was promptly approached by representatives of the Australian Broadcasting Company, who desired him to give a broadcast account of his adventurous flight. This was consented to, and at 10.22 p.m. on the evening of January 31, an interesting interview between the aviator and Mr. Charlton, the announcer of 2BL, Sydney, was broadcast.

Realising the great interest manifest by the New Zealand public in this daring flight, the R.B. was also prompt in making arrangements for a rebroadcast of the event; and at 10.22 p.m. the voice of 2BL's announcer, who incidentally is a New Zealander, was heard calling: "Hullo, New Zealand—hullo, 2YA, Wellington—We are pleased to have here for an interview tonight Mr. Chichester, one of your most daring aviators, who has just concluded his wonderful solo flight from England to Australia. Though this route has been flown by several Australian airmen, Mr. Chichester holds the honoured distinction of being the first New Zealander to accomplish the same long and dangerous flight." Mr. Chichester was then introduced, and the interview commenced.

Mr. Chichester Interviewed.

AT the commencement Mr. Chichester, in reply to a question concerning his "wonderful flight," very generously remarked that any New Zealand or Australian aviator, if afforded the chance that he had been given, would have eagerly seized the opportunity to make the flight.

Unfortunately at this juncture the rebroadcast from 2YA was badly marred by fading and heavy static. After a period of a few minutes, however, reception brightened and the conversation became audible while the aviator was describing his crash at Tripoli. One wing and the tail of his plane were badly damaged, and but for the kindness and assistance of the Italian aviators there he would have been delayed much longer.

In response to a question concerning the weather experienced during the flight, Mr. Chichester stated that the crossing of the Java Straits was by far the stormiest portion of his journey. "The weather from Darwin across Queensland was extremely hot and dusty," continued the airman, "and visibility was so poor that I could see only about half a mile ahead. Naviga-

tion was very confusing, as there were no rivers where I expected to see them, and the roads in the backblocks were obliterated by heavy rains. I was unfortunate in striking the latter conditions," continued the aviator, "as I understand they have rain in that district only once in nine years."

While accomplishing this portion of the flight Mr. Chichester had a very exciting experience. One evening at dusk he was constantly on the look-out for the landing lights of an aerodrome he

Much Hard Work.

ALL arrangements for the flight had taken five weeks of hard work, stated Mr. Chichester. Much had to be done. Provision had to be made for refuelling along the route, and passports for the different countries he flew over had to be secured. The latter part was, however, arranged for him by the authorities in England. "I hope I won't have to return to Egypt," remarked the aviator humour-

Chichester expressed the opinion that as the Dutch were about to institute an aeroplane service between the East Indies and Holland, there was no reason why a service should not be conducted between Australia and England. In any event, he thought the latter service was bound to come, and if the Australian Government would give its support, regular air communication between the two countries could be inaugurated within 18 months.

"The best type of machine for the service is undoubtedly a flying-boat," stated Mr. Chichester. "It should have a cruising speed of about 100 miles per hour, and should be designed to carry enough fuel for an eight-hour flight each day of the journey. The trip would then be completed in about three weeks."

The airman remarked that he was feeling exceedingly fit, and he hoped to be leaving for Wellington during the coming week.

"Hear that, New Zealand?" said 2BL's announcer. The latter continued by saying what a splendid reception the airman had been afforded in Sydney, and that Australia was looking to New Zealand to provide an equally elaborate welcome.

Two-way Communication.

At the conclusion of the interview Mr. Charlton, 2BL's announcer, called: "Hullo! New Zealand. Hullo! 2YA, Wellington," and he inquired about the success of the rebroadcast. At this, Mr. Drummond, the announcer at 2YA, called back: "Hullo, 2BL, Sydney. We would like to thank you for affording us this opportunity of hearing Mr. Chichester relate his unique experiences during his history-making flight. He is regarded by New Zealand as 'the hero of the hour.' We also hope that he will not have to return to Egypt—at least, not until he has visited us and received the wonderful welcome that is awaiting him."

This conversation between the two announcers is unique, inasmuch as it is the first two-way communication ever established between two broadcasting stations, one of them in New Zealand.

A River Concert

Unique Broadcast by 1YA

A UNIQUE broadcast will be carried out by 1YA on Wednesday, February 12. On a previous occasion 1YA relayed a concert performed in the Waitomo Caves; on this occasion it will be a concert to be given on a steamer moored in the Waikato River, at Hamilton. The concert is being organised by the Hamilton Orchestral Society, and an excellent programme may be anticipated.



Mr. Chichester, whose graphic broadcast account of his solo flight was greatly appreciated by listeners throughout New Zealand and Australia.

—Robson and Boyer, photo.



Chichester's plane fuelling for the flight. This is the Gypsy Moth in which he achieved his lone flight from England to Australia.

—By courtesy Shell Motor Spirit.

knew to be close handy. Finally, after an anxious period of watching, he sighted what he took to be the lights for which he was searching. He circled down and landed—in a lake. This, however, was fortunately only a few inches deep.

ously, "for I flew over that country without being passed by their Customs."

WHEN questioned about the possibility of a regular air service between England and Australia, Mr.