

100 miles an hour, the Southern Cross Junior must then be within coo-ee of New Zealand. But where was it, and where was it heading for?

Some people, at any rate, took the whole flight as a matter of course. A lady rang up 3YA: "What time is the aeroplane to land at Wigram?" It was an unconscious tribute to the great confidence which the public now has in flying and flying men.

The general public was on the tip-toe of expectation awaiting the news of the flyer's safe arrival, and at 3.30 p.m. the New Zealand stations were able to relieve the general tension with the reassuring and definite announcement that the airman had landed in a remote part of the West Coast.

That news was at once broadcast and set the minds of listeners at rest. Urgent telephone calls went through to the Coast, and the latest information was gleaned. Pushing still further, the Broadcasting Company set to work

to secure a talk from Mr. Menzies if at all possible, and announcements to this effect were broadcast. The Post and Telegraph Department heartily co-operated in making a line available.

But it was not until 10.40 p.m. that Mr. Menzies was able to speak from Hokitika to 3YA and to greet the New Zealand public.

Thus was another historic milestone in the history of broadcasting in New Zealand passed. The manner in which the occasion was handled re-

flected the greatest credit on the Broadcasting Company.

#### Hood and Monerleff.

THE successful flight of Guy Menzies recalls the brilliant but fatal effort of the first Tasman fliers—just three years ago.

Listeners will still remember the way in which the YA stations followed the flight and helped to buoy up hope as long as any remained. At the commencement of the news session at 7 o'clock on January 10, 1928, listeners were informed of the plans for keeping them in touch with the evening's developments. Hood and Monerleff were expected to land at the Trentham racecourse between 7 and 8 p.m. Land lines had been run out and members of 2YA's staff were at the racecourse with a microphone.

The last tidings from the airman were received at 5.22 p.m., when the note from the radio set which they carried was heard, and at 8 p.m., though there was very little to report, the station went over to the Trentham racecourse. The vivid description of the crowd and how their emotions changed with each alarm will long be remembered by those who listened to that broadcast. Though, when the airman did not arrive on schedule, broadcasting took place from the studio, the staff at Trentham kept in constant touch with the station, and at frequent intervals listeners were taken back to the racecourse for the latest news.

The news reports were handled in a manner which reflected great credit on the announcer. Frequent and misleading reports were constantly coming to hand, and these were very carefully weighed and their possibilities considered before being put on the air. Nothing concerning the arrival of the airman in any part of New Zealand was broadcast as authentic, and in this way listeners were in a better position than those on the course, who were constantly misled.

Admiration and an appeal to human sympathy was evoked when Mrs. Monerleff, wife of one of the missing airmen, at midnight rose to the occasion by saying a few words through the microphone. With steady voice and full of confidence she breathed her conviction of her husband's capacity to make a successful landing.

Time dragged on and yet no authentic news from the airman. The time came when rockets were sent up, still without avail. At 2 o'clock the crowd had dwindled, and at 2.30 a.m. 2YA reluctantly closed down and the worst was realised.

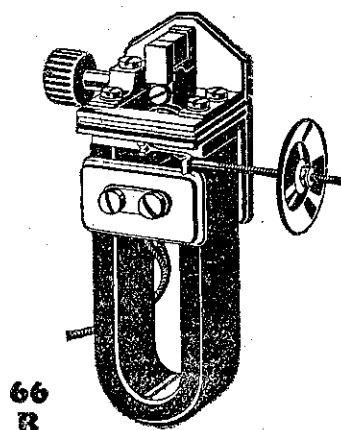
#### Kingsford Smith.

IN the first successful flight across the Tasman Sea, radio again performed a noteworthy service. From the time the "Southern Cross" left Richmond at twenty minutes to six on Monday, September 10, 1928, all New Zealand stations, and indeed all the Australian, broadcast news of the flight. It was hoped that 2BL might be rebroadcast when relaying a description of the

take-off, but static was fierce and this was impossible.

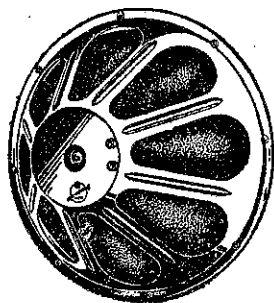
Official news was given by the New Zealand stations as it came to hand, and it was again summarised in a review after each hour during the evening. To add a note of romance to the long vigil, the hum of the generator which was carried in the "Southern Cross" was broadcast. Listeners will long remember that all-night broadcast, when very many remained up all night to follow the flight through its many stages. They were not a little surprised at six o'clock on Tuesday morning to learn from 2YA that the plane had been sighted over Wellington. It was a grand, thrilling moment, and we who listened can never forget it. Through radio, a thrill ran through the whole of New Zealand, and from that moment onward interest, which was never flagging, became intense. The plane could be followed down New Zealand to Christchurch. By this time the staff at 3YA had taken up their position at the Wigram Aerodrome, commandeering for an announcer's stand a building overlooking the landing ground.

As each plane from the aerodrome took off to meet the "Southern Cross" the hum of its propeller was picked up by the microphone, and sent out to thousands of listening ears. When listeners were told that a huge excited crowd was rapidly accumulating, they knew that this was one of the great events in our country's history and that through radio they were not going to miss it. There was an unmistakable note of excitement in the 3YA announcer's voice when he said that the plane had been sighted. It circled the thickly populated landing ground, took up its bearings, and then made a perfect landing. Nothing but the cheers of the assembly could be heard through the microphone for a long time, and then the news was broadcast that Mr. McWilliams, the New Zealand radio operator, was to speak. Shortly afterwards, Kingsford Smith and Ullm were whirled to the studio at 3YA, where they, too, broadcast a greeting. This was at about ten o'clock on Tuesday morning. All New Zealand stations had created a record in broadcasting, for they had been on the air over fifteen hours without a break. On the return journey they performed an equally fine service.



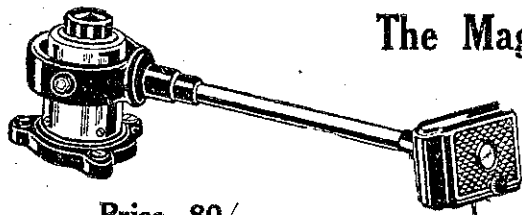
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