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plane has an oil-soaked leather nosing. No deicers have yet been fitted on the main wings.

The descent towards Croydon may be started over the Channel, but will be quickened while passing through an icing layer if there is one. This is possible only if the pilot has corrected his sensitive altimeter and knows exactly where he is.

With modern radio, and time on his hands, the pilot can know within a mile where he is, Swissair take bearings on broadcast stations and coastal beacons with their Telefunken loop aerial and check up occasionally by asking aeronautical ground-stations for a fix. Like the Germans on the South Atlantic service they prefer their own loop-aerial readings, which also avoid congestion on the ether.

Broadcast stations which are commonly used are Droitwich (1,500 m.), Birmingham (296 m.), Cardiff (373 m.), Brookman's Park (342 m.), Paris Radio (Eiffel Tower, 1,648.3 m.), Luxembourg (1,034 m.), Strasbourg (394 m.), Brussels (321.9 m.). A big choice is necessary to suit the times of the programmes.

After picking up and identifying the dance-band or children's hour the W/T operator tunes to the carrier-wave and orientates the minimum signal to get his bearing. This Telefunken loop aerial (which works 300-2,000 metres) gives little trouble with sunset error.

Droitwich, by pure luck, is on an extension of the course (321° M.) to Croydon and is used for homing. A homing device with visual and aural signals is connected to the loop aerial.

A Mercator chart of scale 1 to 2,000,000, about 20 ins. square, is used for difficult plotting, and the Great Circle distances are not usually enough to require conversion angle. In any case this can be applied in a second or two. But the pilots get so used to the route that the chart table is seldom unfolded.

They know that at 400 km. from Croydon (by dead reckoning) they should get a bearing of 270° M. on Paris, which means they are 10 km. South-East of Reims. At 350 km. from Croydon, Paris should lie 252° M. Their roller route map has these bearings inked on it and corrections are made in a few seconds. Approaching Croydon, the exact time of passing Le Touquet is noted; it is 150 km. from Croydon and the North Foreland beacon (MMP, 1,008 m.) lies 5° M. from it.

(To be continued).

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Tuesday, May 5th — City Swiss Club — Monthly
Meeting — (preceded by dinner at 7.15 p.m.
sharp) at Paganì's Restaurant, Great Port-
land Street, W. (See advert.)

Wednesday, May 6th, at 7.30 p.m. — Société de
Secours Mutuels — Monthly Meeting, at 74,
Charlotte Street, W.1.

Wednesday, May 13th at 8 p.m. — Swiss Mercan-
tile Society — Monthly Meeting, followed by
a lecture by Professor, Dr. G. P. Gooch, on
the "European Situation" at Swiss House,
34/35, Fitzroy Square, W.

Friday, May 15th at 8 o'clock — Nouvelle Société
Helvétique — Monthly Meeting with lecture
by Doctor med. W. Behrens from Davos-
Platz, on: "The British Children's Home in
Davos, with Lantern slides, at Swiss House,
34/35, Fitzroy Square, W.1.

Saturday, May 23rd — Swiss Sports — at Herne
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d'un souper à 7h. 15 précises (prix 5/-).

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Sonntag, den 3. Mai 1936.

11 Uhr morgens, Gottesdienst und Sonntag-
schule.

7 Uhr abends, Gottesdienst.

8 Uhr Chorprobe.

Dienstag, den 5. Mai 1936.

3 Uhr nachm., Nähverein im "Foyer Suisse."

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