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A Journey From England to Australia by Air.

well written Essay

2 = Good list of books

The ever-present difficulty of flight over a long distance is that of an enforced landing. Thus a safe route must be found and distances worked out in consideration of the maximum mileage possible with your machine and its petrol storage. We therefore decided that this flight should be made by seaplane, because we should be able to land anywhere on the sea, or on the rivers over which our route is planned, and if forced to descend on land, although we should damage our floats, we should not run much risk of damaging ourselves, unless descent was made on rough country, and then the same risk would be met with in an aeroplane. Having studied weather conditions in the countries over which our route is planned, we decided to commence our flight on July 1st.

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We are off now, on this great adventure, flying from the Motherland to Australia, that far daughter of the Empire.

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Just after sunrise, our little seaplane taxied along the waters of the Thames, near the Houses of Parliament, rose into the air, and shortly was flying over France. Following the course of the River Seine we soon looked down on Paris, that city famous all over the world as the centre of fashion and elegance. Sighting delightful country and noting the rivers Loire and Rhone, the atmosphere being clear and sunny and flying easy, we eventually came down at Marseilles. This town is girt ~~in~~ by hills covered with vineyards and olive groves, and holds the commercial supremacy of the Mediterranean.

Then over the blue waters of the "Great Sea" of the Bible, and sighting rugged, historic Corsica and Sardinia its neighbour, we arrived at Naples, "The Siren City," ever overshadowed by the volcano Vesuvius, one of Nature's greatest terrors.

G. G. Chisholm

Now, down the western shores of Italy, across the mountainous "insep", over the Gulf of Taranto, the Ionian Sea, and the Gulf of Corinth, until we arrived at Athens. "It's citadel, called the Acropolis, is still crowned by some fine ruins, relics of the time when this small but famous city was at the head of civilisation, the home of artists, poets and philosophers who have been the admiration of all future ages." Then over the Aegean Sea, dotted with islands, and along the southern coast of Turkey, until we reached Alexandretta, still enjoying good weather. Leaving here, flying over mountains, and steering our course by the rivers Euphrates and Tigris, and passing over magnificent palm groves, we descended at Baghdad, that city immortalized in the Arabian Nights, but today important as a great air travel junction. The climate had now become very hot.

✓ After encountering blinding sandstorms, and later ground mists, we came down at Latt. From here we flew over the waters of the Arabian Sea to Karachi, a large aircraft depot. This was our first port of call within our own Empire. Thence over productive fields until we landed on the waters of the river Jumna at Delhi. We now experienced dry heat, whereas on the journey to Latt we had endured intense damp heat. Leaving Delhi, famous for the Jama Masjid, a wonderful cathedral mosque, we were proceeding into the monsoon area, but in spite of fierce rains, bumpy atmosphere, and encounters with eagles, we reached Calcutta and moored on the river Hooghly, dangerous by reason of its strong undercurrents.

Proceeding to Rangoon, the home of the great Shway Dagon Pagoda, we observed how the character of the country changed to swamp land, tropical forests, and jungle. One more lap, from Rangoon to Victoria Point, the southernmost point of the Indian Empire, and we were out of the monsoon area. From now on weather conditions were almost ideal, and we noticed beautiful scenery and luxuriant tropical vegetation.

On over huge forests of coconut and rubber plantations, until we reached Singapore, our gateway to the far east. The next flight was to Batavia on the island of Java, an ideal seaplane base. Our route now lay due east along the great chain of islands that extends to Timor, and sighting great mountains, nearly all of which are extinct volcanoes, we descended at Sourabaya. Passing on our way many beautiful islands, and observing ~~shoots~~ of whales through the clear limpid waters, we landed at Kupang, our last stop before reaching Australia. Our next flight was the longest jump over sea of the whole journey, five hundred miles of unbroken ocean to cross, and steering a straight course for Australia, we arrived at Port Darwin.

Here we removed the floats, fitted the undercarriage and wheels into their place, and converted our seaplane into an aeroplane. The weather was hot, and we flew over the bush land to Newcastle Waters, in one of the loneliest parts of Australia. Our next lap was over vast, open, rolling plains to Longreach. Then on to Charleville, flying over large forests, we noted several kangaroo herds. On the journey from Charleville to Bourke, the character of the country changed from plains and forests to vast cultivated areas. From Bourke we flew over New South Wales, the country reminding us of Wales as it reminded Captain Cook many years ago, until we reached Sydney, with its wonderful harbour.

It will thus be seen that we have travelled 14,000 miles, of which 3,000 were over the Australian continent. The difficulties of refuelling in the course of a days journey, of frequent changes of temperature, and of telegraph wires have all been surmounted.

Air travel affords the passenger a new and wonderful point of view from which to admire the beauties of nature as well as scenes of historic interest. The journey has been a remarkably informative one, with countries spread out at our feet. A month has elapsed since we started, during which we have travelled over land and sea, high mountains, deserts, jungles, swamps, through storms and fogs as well as fair weather. Flight shows man's outstanding advance in his knowledge of Nature's forces.

"Altiora Peti"

List of Books Consulted

"Australia and Back"

Sir Alan Cobham

"Solo to Sydney"

F. C. Chichester

Encyclopædia

Harmsworth.

Longmans School Geography.

G. G. Chisholm, M.A.

"The Daily Mail"

"The Sunday Observer"

"Illustrated London News"

"Wide World Magazine"

Atlas

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