

## HELPING A RECORD

### A LONG FAST FLIGHT.

#### COMMANDER ROBINS IN THE AIR.

SYDNEY, Thursday.

To assist in breaking an aerial record on one's first trip in a flying machine is probably an experience unique in the annals of aviation. Yet this was the luck of Commander Robins, A.D.C., when he was a passenger on Tuesday morning, under the pilotage of the famous M. Guillaux, on a trip to cloudland in Mr. Lebbeus Hordern's new hydro-aeroplane.

He gave his impressions to a pressman this morning, but it was no tale of thrills that he unfolded; his chief sensation, indeed, might be defined as a lack of sensation.

"We went for two or three hundred yards on the water before rising," said Commander Robins, "and when we left the water there was a slight sensation that the vibration had ceased; that was all."

"Did you feel no qualms?"

"No. For one thing I had absolute confidence in the man I was with. I was a member of Brooklands for some years, and saw plenty of flying, but never saw a man who could do the things he does. Practically the only sensation I had up in the air was that I had left my body behind, and was taking my brain for a run."

"Where did you start, and where did you go?"

"We left Double Bay about twenty minutes past 11, after Guillaux had been up two or three times. He had just finished a trip with a lady when I went up. It was by Mr. Hordern's courtesy I had the trip, and I should like to thank him. He owned the machine; but did not get a spin in it himself. We went up over Vacluse Bay, and cut over South Head. We were well up then, and Guillaux said we went to 7000 feet.

"No there was no sense of giddiness, though we were so high that we could see the rocks at the bottom of the water. We had a wonderful view; the harbor looked like little puddles with tiny islands, and Botany Bay seemed like a part of Sydney. Then we flew out to sea, came back over Manly, turned into the bay by way of Manly Harbor beach, went right up the harbor, over Darling Harbor, next over Hyde Park, circled round Point Piper, and then volplaned down to our starting place."

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"How long did that take?"

"Just twenty-five minutes, so of course we must have gone pretty fast; but when we were high there was no sense of motion at all. There was nothing at that height to make a comparison with, but when we were up highest I was very cold."

"I went up just as I am," said Commander Robins, who was wearing a by no means heavy suit of clothes, "and did not even have glasses. But I felt quite comfortable. I sat in a little aluminium seat just behind Guillaux—practically a small arm chair—and we could see right down without having to crane forward. The propeller made a great noise and rushing through the air conversation was impossible, though Guillaux did occasionally make a remark in French."

"Yes, so far as I could judge, we were on 'an even keel' all the way," said the Commander in answer to a question. "If we did any banking I never noticed, though once or twice there was a barely perceptible jolt."

"Then you enjoyed your experience?"

"Thoroughly, though after coming down I was quite deaf for a while through the difference in the density of the air."

Commander Robins expresses great admiration for M. Guillaux. "He is as they say of him in French," said the Commander, "Toujours intrepid avec le plus calme jugement en tout cas."