

# HOW SPEED OF 603 MPH WAS ATTAINED

**Greenwood Tells Amazing Story of Flight**

In this article Mr Eric Greenwood, chief test pilot of the Gloster Aircraft Co, who attained a speed of 603 mph in a Meteor jet plane at Herne Bay (Kent) on Wednesday, tells the story of his runs over the course.

As I shot across the course of three kilometres (one mile seven furlongs), my principal worry was to keep my eye on the light on the pier, for it was the best guiding beacon there was. On my first run I hit a bump, got a wing down, and my nose slewed off a bit, but I got back on the course. Below the sea appeared to be rushing past like an out-of-focus picture.

I could not see the Isle of Sheppey, toward which I was heading, because visibility was not all that I wanted.

At 600mph it is a matter of seconds before you are there. It came up just where I expected it. In the cockpit I was wearing a tropical helmet, grey flannel bags, a white silk shirt, and ordinary shoes. The ride was quite comfortable, and not as bumpy as some practice runs. I did not have time to pay much attention to the gauges and meters, but I could see that my air speed indicator was bobbing round the 600mph mark.

On the first run I only glanced at the altimeter on the turns, so that I should not go too high. My right hand was kept pretty busy on the stick (control column), and my left hand was throbbing on the two throttle levers.

### HURTLING INTO SKY

I had to get in and out of the cockpit four times before the engines finally started. A technical hitch delayed me for about an hour, and all the time I was getting colder and colder. At last I got away round about 11.30am. The Meteor must have hurtled into the sky.

On the first run I had a fleeting glance at the blurred coast, and saw quite a crowd of onlookers on the cliffs. I remembered that my wife was watching me, and I found that there was time to wonder what she was thinking. I knew that she would be more worried than I was, and it struck me that the sooner I could get the thing over the sooner her fears would be put at rest.

On my first turn toward the Isle of Sheppey I was well lined up for passing over the Eastchurch airfield, where visibility was poor for this high-speed type of flying. The horizon had completely disappeared, and I turned by looking down at the ground and hoping that, on coming out of the bank, I would be pointing at two balloons on the pier 12 miles ahead. They were not visible at first.

All this time my air speed indicator had not dropped below 560 mph, in spite of my back-throttling slightly. Then the guiding light flashed from the pier, and in a moment I saw the balloons, so I knew that I was all right for that.

On the return run of my first circuit the cockpit began to get hot. It was for all the world like a tropical summer day. Perspiration began to collect on my forehead. I did not want it to cloud my eyes, so for the fraction of a second I took my hands off the controls and wiped the sweat off with the back of my gloved hand. I had decided not to wear goggles, as the cockpit was completely sealed. I had taken the precaution, however, of leaving my oxygen turned on, because I thought that it was just that little extra care that might prevent my getting the feeling of "Don't fence me in."

Normally I don't suffer from a feeling of being cooked up in an aircraft, but the Meteor's cockpit was so completely sealed up that I was not certain how I should feel. As all had gone well, and I had got halfway through the course I checked up my fuel content gauges to be sure that I had plenty of paraffin to complete the job.

I passed over Manston airfield on the second run rather farther east than I had hoped, so my turn took me farther out to sea than I had budgeted for. But I managed to line up again quite satisfactorily, and I opened up just as I was approaching Margate pier at a height of 800 feet. My speed was then 560 mph.

### SHOOK BASE OF SPINE

This second run was not so smooth, for I hit a few bumps, which shook the base of my spine. Hitting air bumps at 600 mph is like falling down stone steps—a series of nasty jars. But the bumps were not bad enough to make me back-throttle, and I passed over the line without incident, except that I felt extremely hot and clammy.

At the end of my effort I came to one of the most difficult jobs of the lot. It was to lose speed after having travelled at 600 mph. I started back-throttling immediately after I had finished my final run, but I had to circuit Manston airfield three times before I got my speed down to 200mph.

### ALLIED PATROLS CLASH WITH ANNAMITES NEAR SAIGON

The Allied Control Commission says that patrols mopping up south of Saigon are meeting fairly strong resistance from armed Annamites. Allied planes are dropping leaflets warning local populations to return to their homes. The *Orontes* has landed 3,300 French troops.

A Japanese army patrol rescued a Royal Navy foraging party that had been ambushed by Annamite snipers after it had strayed beyond the Saigon perimeter in search of food. Ten Annamites were killed, but there were no British casualties. —A.A.P.

## BRITAIN TO SEEK WORLD RECOGNITION

**New Air Speed Record**

From Australian Associated Press, London

The new air speed record of 606 mph, attained by Group-Captain H. J. Wilson in the Gloster Meteor jet plane *Britannia* on Wednesday, will be submitted to the International Aeronautical Federation for world recognition, Air-Marshal Sir William Coryton, controller of research development in the Ministry of Aircraft Production, said yesterday.

He added that Britain had hoped to go farther, but minor defects had developed in *Britannia*. There was no sign of damage to the other machine.

Corrected figures show that Group-Captain Wilson and not Mr Eric Greenwood, as announced earlier, had established the new record of 606 mph.

Earlier figures, which gave the record to Mr Greenwood, were estimated by means of snap checks on a still camera apparatus. They were accurate only to within 20 mph either way, and the discrepancies were not known until the films taken by the official timing apparatus were developed after the trials.

The correct figures show that Group-Captain Wilson's speeds for his four runs were 604, 608, 602, and 610 mph. Mr Greenwood averaged 603 mph for his runs, which were made at 599, 608, 598, and 607 mph.

## SUCCESSOR TO SPITFIRE HAS GREAT SPEED

Details are announced of the Vickers Spitfire, successor of the famous Spitfire. It incorporates a new principle in wing design to overcome the tremendous "shock waves" as the aircraft approaches the speed of sound.

It is powered by a Rolls-Royce Griffon engine developing 2,050-hp, and driving a five-bladed propeller. Its speed exceeds 400 mph. Spitfire has a wingspan of 35 feet, a length of 32 feet 7½ inches, and a height of 15 feet. —A.A.P.

## SINCERITY OF INDONESIANS TO BE TESTED

From GRAHAM JENKINS

The next few days will be critical ones for Sourabaya, and will be a real test of the sincerity of Indonesian leaders for a peaceful settlement of the present crisis.

The order on Wednesday by Major-General E. C. Mansergh, Commander of the Allied Land Forces in East Java, to the Indonesians to remove tanks and troops which were taking up positions near the airfield inside the narrow British perimeter, is regarded in Sourabaya as a polite ultimatum to the Indonesians to restore law and order in the city and to stop delaying the evacuation of Allied wounded and internees from the area.

At present there are 200 of our troops and about 2,000 other nationals still missing.

There have been no further incidents in the city, but although a week has elapsed since the street fighting ended the atmosphere is still tense.

About 7,000 internees have already been evacuated from the area. Air LST, carrying 400 Maharajas, was damaged on Wednesday, when she struck a mine at the harbour bar. Only minor injuries were suffered. The vessel had just completed ferrying several hundred internees to a waiting troopship.

### CHINESE COMMUNISTS CLAIM KUOMINTANG DESERTIONS

Chinese Communists for the first time during the present hostilities have claimed big defections among the Kuomintang forces opposing them, says *New York Times* correspondent in Chungking. In a despatch from Yenan, Communists assert that the majority of the troops of the 30th and 40th Chungking armies in North Honan have laid down their arms.

## CREATING RESPECT FOR MARRIAGE VOWS

Too many people regard a wedding as a social function or show, says a *Daily Mirror* leader on the Archbishop of York's statement on the drift from the Christian conception of marriage.

"In our opinion," it asserts, "the religious form of marriage is a real form. Except in the case of frivolous or exceptionally stupid people, it must leave a lasting impression on the mind. Solemn vows that have been taken in a sacred atmosphere will not be lightly set aside.

"The first step toward the strengthening of the marriage tie is to inculcate a new respect for holy matrimony. Dr Garbett takes a new line of tolerance and profound understanding when he abandons the dogma that adultery must necessarily be followed by divorce, and recognises that there may be special circumstances in which, despite the sin, the love of husband and wife may be left intact.

"This is a wise and Christian view, though possibly strict formalists will think otherwise. It may also indicate that the Archbishop is not rigidly opposed to the remarriage of divorced persons.

"His Grace comes forward at a critical time with good counsel and inspiring leadership."



FIVE-YEAR VETERANS arrived home from northern operational areas yesterday. Left: Pte C. Donaldson, St Kilda, from Terakan and Morotai, found his gear an encumbrance when boarding a train for Royal Park depot. Right: Troops patiently waiting for transport.

## BRITISH REPLY TO US LOAN PLAN

**No Immediate Agreement Likely**

From Australian Associated Press, New York

British counter-proposals to the US loan plan were submitted on Wednesday to American officials who conferred at length with Mr James Byrnes, Secretary of State.

Mr Byrnes later told the Press that there was no prospect of an immediate agreement on the terms. A State Department spokesman said that there would probably be a solution in the latter part of next week.

A British spokesman said that it could be taken for granted that the British reaction to the American proposals was to ask for a larger credit, with lower interest.

He added that the counter-proposals dealt only with financial questions, and did not seek to amend commercial policy and undertakings.

## INDIAN TEAM 9/500

**Australians Worried**

Good bowling by Ellis, the left-hander, worried the Indian batsmen on the third day of the match at Bombay, but the innings reached 9 500 before being closed.

The first four-day match will begin on Saturday, and is attracting the greatest interest in view of the consistent high scores on both sides. The Australians are unfortunate in finding some of their players either sick or recovering from injuries. Stanford was in hospital on Tuesday with a temperature of 104.5. He is now better, but must be ruled out of the unofficial Test. Roper, opening bowler, is suffering from sore feet, and Cristofani is still nursing a sprained thigh. Bremner, 12th man in this match, has twice gone back to the pavilion after coming on the field in place of Stanford, thus Haseeset has had to field both yesterday and today. Even the skeleton team that is left is not up to mark from a health point of view.

With 138 in arrears, the Australians made a bright start in the second innings. Whittington and Carmody putting on 50 in 25 minutes. Spectacular hooks and flashing square-cuts off the fast bowler Sohoni gave the mthree boundaries in one over, and two overs bringing 25 runs. Thereafter the rate of scoring slowed. Due to frequent bowling changes, Tarapore, tying down the batsmen, eventually bowled Carmody for 41. The match was:

**AUSTRALIAN SERVICES**  
Second Innings  
Carmody, b Tarapore ..... 41  
Whittington, not out ..... 2  
Williams, not out ..... 1  
Sundries ..... 1

Two wickets for ..... 88  
Match drawn ..... 300

**WEST ZONE** First Innings  
Mercher, lbw, b Pepper ..... 77  
Mankad, c Whittington, b Williams ..... 4  
Modi, c Whittington, b Ellis ..... 188  
Hazare, c sub, b Ellis ..... 71  
Kishenchand, b Miller ..... 34  
Gul Mahomed, c Pepper, b Ellis ..... 12  
Phadkar, not out ..... 71  
Sohoni, c Workman, b Pettiford ..... 17  
Chandorkar, lbw, b Pepper ..... 2  
Amir Elahi, b Ellis ..... 11  
Tarapore, not out ..... 9  
Sundries ..... 22

Nine wickets (c) for ..... 500  
Bowling: Miller 1/30, Williams 1/49, Carmody 0/6, Pepper 2/88, Ellis 4/113, Pettiford 1/61, Price 0/48, Whittington 0/5.

## New York's Story of the Cat on a Gold Lead

A new "shaggy dog" story is being told in New York.

A man was walking in Central Park leading a beautiful cat on a gold chain. A stranger approached him and asked how much he wanted for the cat. The owner replied, "\$100,000."

This, of course, caused the stranger to lose interest.

Next day, however, he saw the man again, this time leading two cats. "Did you sell your other cat," asked the stranger. "Yes, for \$100,000," said the cat-owner. "Not in cash, surely?" asked the stranger.

"No, I got these two \$50,000 cats in exchange."

## SEARCH OF INDONESIANS' LUGGAGE

**No Arms Found in Esperance Bay**

From A.A.P. Special Correspondent of Batavia

No firearms were found when the British field security service searched Indonesians' luggage upon their arrival in the *Esperance Bay* at Batavia.

This report has been made by the officer in charge, who said that a number had carried sailors' knives, but as many of them were sailors this was not strange.

The passengers at first were reluctant to disembark when they discovered that some of their number were being detained, but they yielded when they saw that the authorities were firm, and they gave no further trouble.

The *Esperance Bay* has sailed for Singapore.

### PLEASANT VOYAGE

"I put a series of questions to Mr K. C. Plumb, Australian Government representative, who travelled in *Esperance Bay*."

Question: How the voyage be accurately described as a nightmare voyage?

Answer: No; it was very pleasant except that there was an air of tension and uncertainty. We always closed our ports at night.

Question: Was there mutiny?

Answer: No, unless refusal to leave the ship at Batavia when 19 were detained could be called mutiny. The men held a protest meeting at Koepang, when it was announced that 19 must go ashore there. They said they were all willing to go ashore, but not without the others. A conference called between Brigadier Dyke, the captain, and myself decided that as the ship could not wait indefinitely it would proceed to Java.

There was no more positive trouble until we reached Batavia, although the men were inclined to argue politically whenever the opportunity offered.

Question: Did you ever see Indonesians offer force or make a threatening gesture towards the crew?

Answer: No.

## PRISONERS OF JAPS HAD TO EAT GRASS

Miss Elvessa Stewart, dietitian, giving evidence at the Yamashita trial in Manila, said that starving internees in the Santo Tomas camp picked the lawns clean of green grass and stripped hibiscus vines of leaves in order to keep alive on a diet which furnished 1-6th of the calories and 1-100th of the minerals required to sustain a normal white adult.

Miss Stewart, who kept a private diet record while interned, said that when the supply of edible grass became low the Japanese with bayonets prevented the grass-pickers from one-inch beyond the camp boundaries to strip the verdant ditch banks. —A.A.P.

### NAME CHOSEN FOR NEW FRENCH PARLIAMENT

A controversy over names was settled when the French Assembly decided to call itself the "National Constituent Assembly" and members "Deputies."

The latter term was opposed by some sections, who thought it too reminiscent of the old Chamber and the 1875 Constitution. —A.A.P.

## MOB ATTACKS POLICE IN SYDNEY

**Shots Fired In Savage Struggle**

When several men in a crowd of nearly 300 attempted to help a man to escape after he had been arrested in Sussex street, Sydney, late yesterday afternoon, a detective-sergeant drew his revolver and fired warning shots as a man was about to attack him with a wharf labourer's steel cargo hook. The attack on the police was described by some eye-witnesses as the most savage seen in Sydney for many years.

Shortly before 4pm Detective-Sergeants Gilmour and Doyle went to Sussex street to seek a man they wanted to question about a recent assault and robbery. They saw a game of two-up being played near a hotel, and, after recognising the man they wanted, they noticed that a man was picking the pocket of one of the players. The detectives took a man into custody, and as they were walking along Erskine st with the prisoner several men from the two-up school followed.

The arrested man called on the crowd to help him, and soon an intense struggle was in progress. Detective-Sergeant Doyle was knocked to the ground and kicked and punched. A heavily built man then rushed at Detective-Sergeant Gilmour brandishing a sharply pointed steel cargo hook. As he was about to crash the hook into Gilmour's face the detective drew his revolver and ordered him and the men who were still punching and kicking Doyle to stand back.

One of the crowd kicked the gun from Gilmour's hand. Gilmour drew for it before anyone in the crowd could get it, and just as he picked it up he was again kicked in the right hand. This caused the revolver to be fired and the bullet struck Gilmour in the left hand, causing an ugly wound and shattering some bones.

### SHOTS HIT CIVILIANS

The man with the cargo hook then attempted to attack Gilmour again, and to save himself and to drive off the men who were attacking Doyle, Gilmour shouted to the mob to stand back. Then he fired several shots into the road as a warning. One of these bullets struck Charles William Kennedy, wharf labourer, and Thomas Peter Doyle, lorry driver in the legs.

While Gilmour was still fighting to protect Doyle and to prevent the arrested man from escaping, police reinforcements arrived. The resisting prisoner was dragged to a cart, and the injured detective-sergeants and civilians were placed in ambulances and taken to hospital.

Detective-sergeant Gilmour suffered fractured ribs in addition to the revolver wound, and Detective-sergeant Doyle suffered bruises and lacerations. The civilians were only slightly injured.

A man was arrested and charged with resisting the police, assault, and damaging police officers' clothes, and indecent language.

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