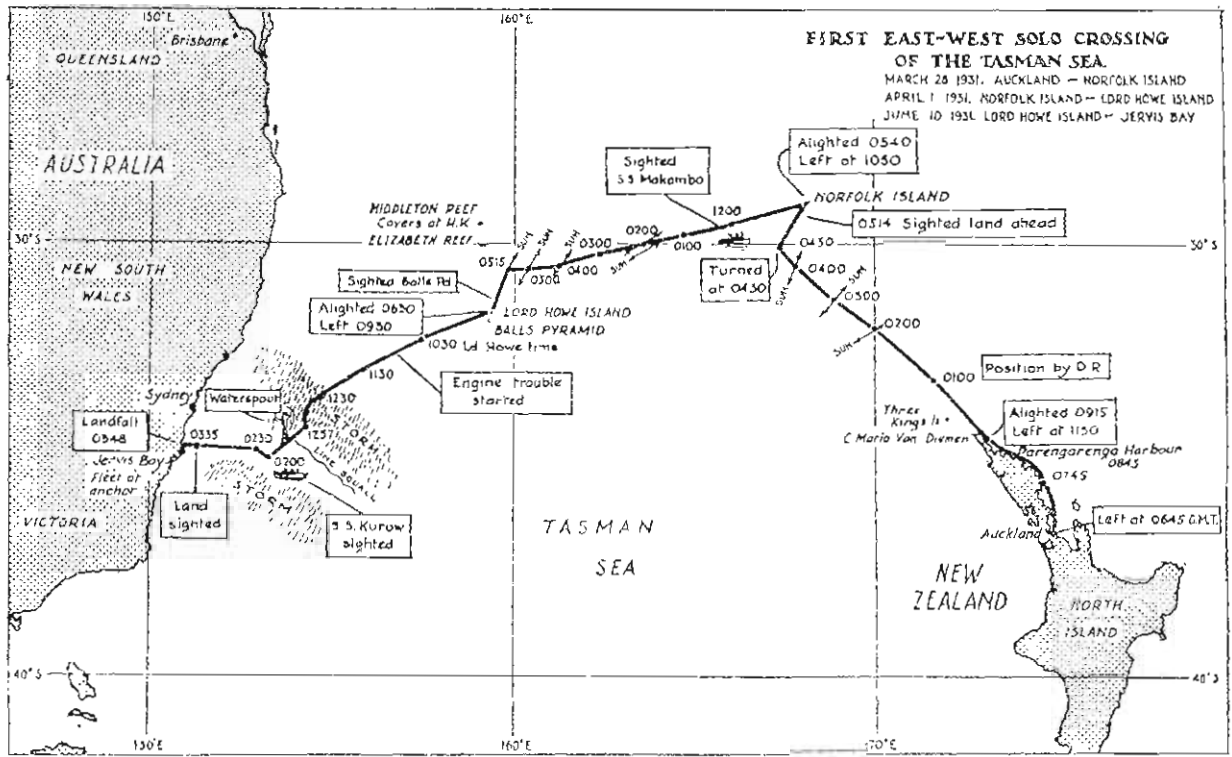


SKETCH MAP TO SHOW THE ROUTE TAKEN ON THE FLIGHT



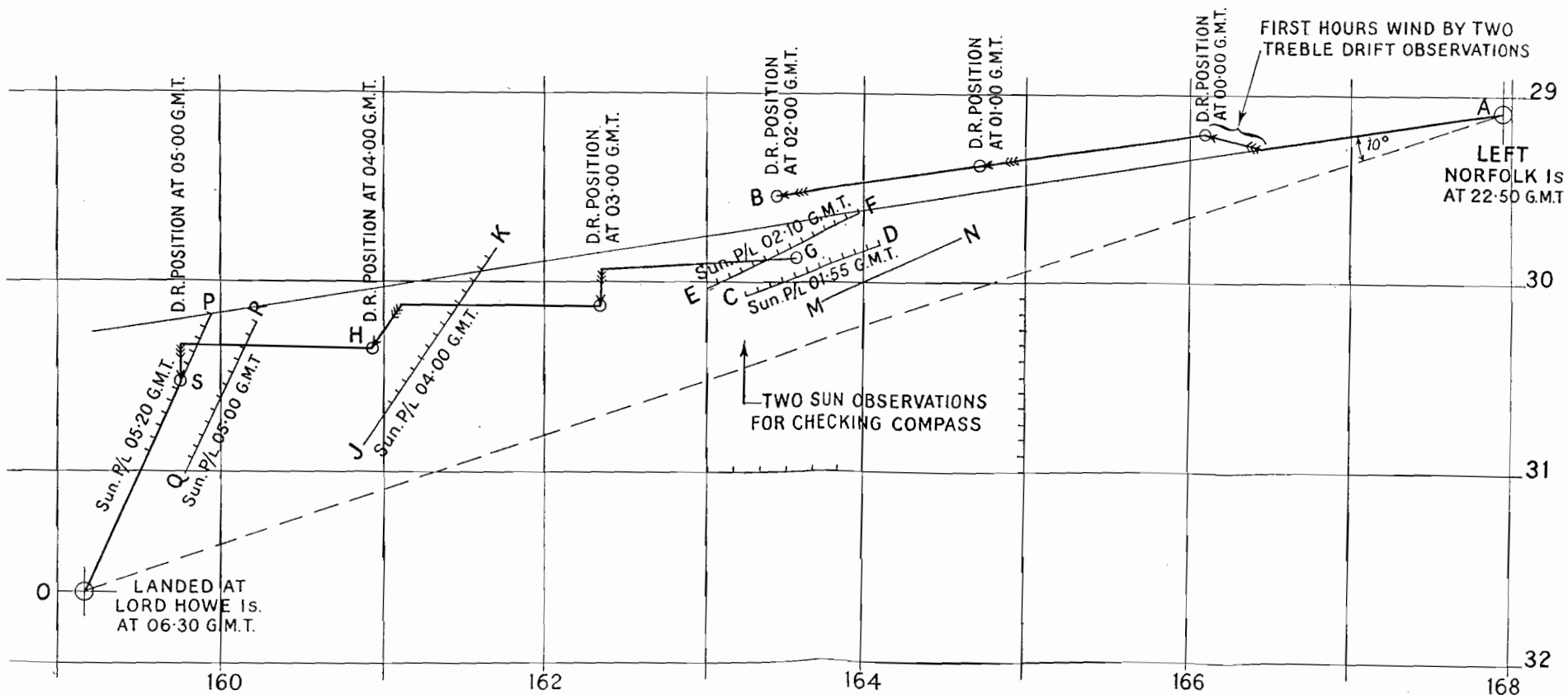


FIGURE 41

A REPRODUCTION OF THE AUTHOR'S ACTUAL CHART
MADE DURING HIS FLIGHT OVER THE TASMAN SEA 1931

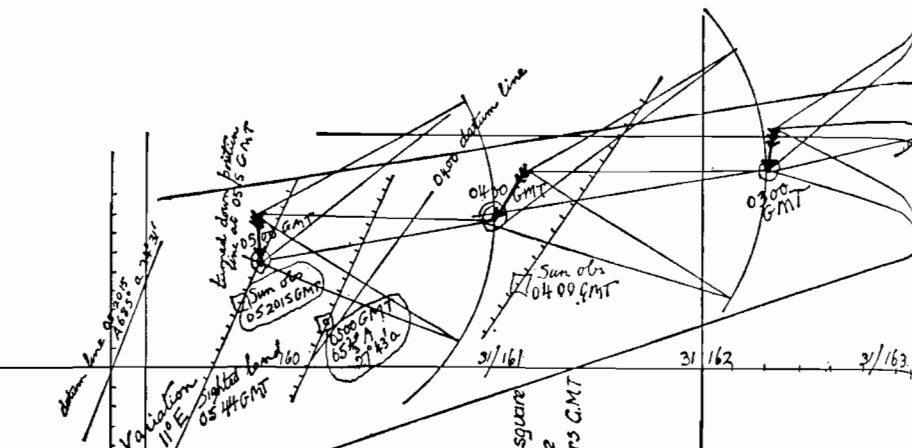
The land sighted at 05:44 turned out to be Ball's Pyramid 12.18 miles south of Lord Howe and I did not sight Lord Howe until nearly abreast of it.

LANNED LORD HOWE ISLAND at 05:30 hours
Time of Flight 7 hours 40 mins
Length of Flight 575 land miles

The line through this square is the sun position line obtained at 05:20 hours G.M.T.

The line through this square is the position line obtained from a sun observation at 05:00 hours G.M.T.

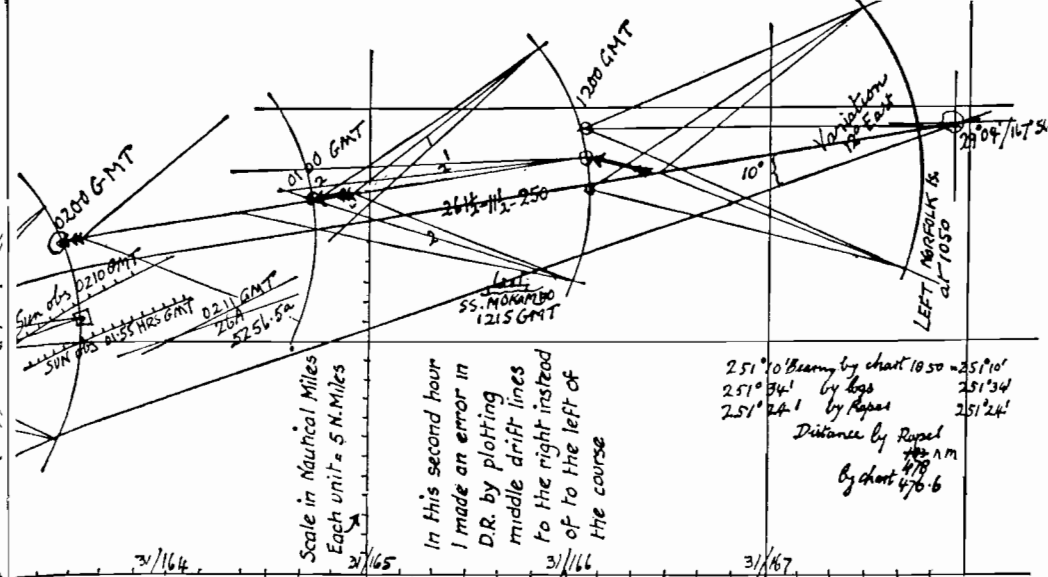
The line through this square is the sun position line obtained at 04:00 hours G.M.T.



The square in this hour is the mean of positions timed by the two sun position lines. I suggest the difference between D.R. and sextant positions is accounted for by compass deviation as the compass had not been swung on this bearing

All the working in this chart was plotted in the aeroplane.
The arrows have been marked in since the flight to show up clearly the speed and direction of the wind for each hour. The length of the arrow shows the speed of the wind in m.p.h. on the same scale.
Round dots are positions arrived at by dead reckoning. Squares show positions arrived at by sun observation.

Francis Chichester
Pilot April 1st 1931



251° 10' Bearing by chart 10:30 = 251° 10'
251° 34' by logs = 251° 34'
251° 24' by Raper = 251° 24'
Distance by Raper 477 AM
By chart 476.6

Lead sighted at 0445
 turned out to be Bull's
 Head 22.8 miles west
 of Lead Forge and I had
 to fly back to base until
 nearly dark. I had
 KAPPEL & LORD HARVEISE
 0630 - 2000
 Time of flight 7 hrs 40 min
 Range of flight 575 land miles
 - The time shown is
 20 the same as the
 11 44 obtained at 0430
 1935

1935
 204
 113

← Bearing of lead here
 from turn-off point

The line through the square
 is the sun position line
 obtained at 0400 hours GMT

The line through the square
 is the sun position line
 obtained at 0400 hours GMT

All the
 work
 done in this chart
 plotted in the aeroplane
 The arrows
 have been marked in
 flight to show up clearly
 speed and direction of the wind
 each hour. The length of the
 arrow shows the speed of the
 m.p.h. on the same scale.
 Round dots are show positions arrived at
 by dead reckoning. Square
 positions arrived at
 by sun observation

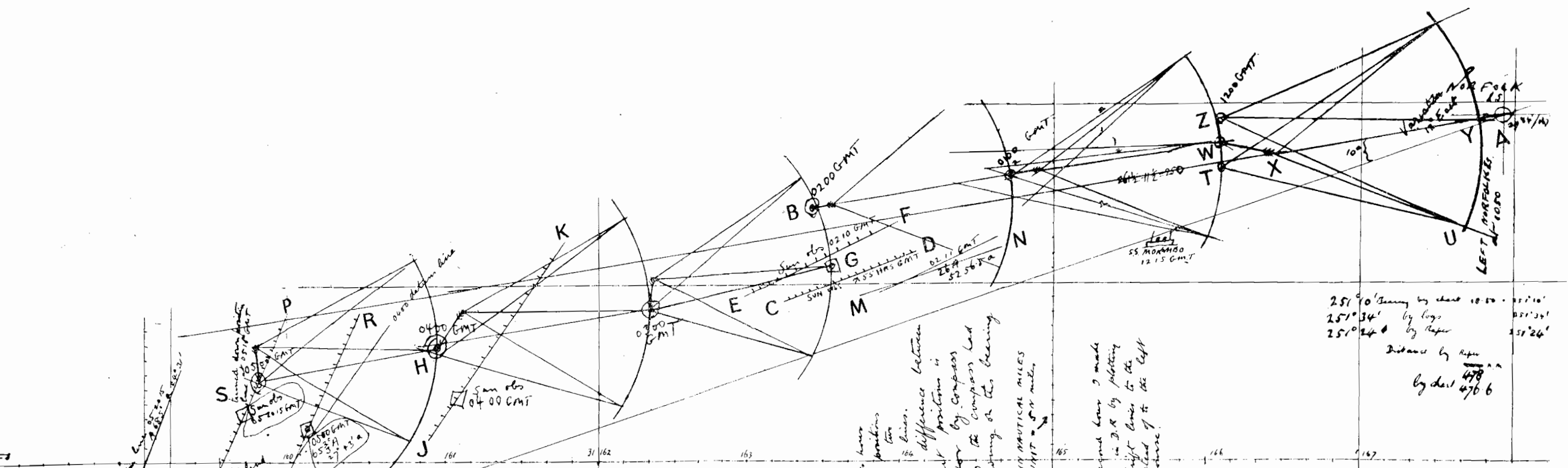
The square in this hour
 is the mean of positions
 found by the
 sun positions
 I suggest the difference between
 J R and actual position is
 accounted for by compass lead
 deviation as the compass had
 not been swung at the bearing

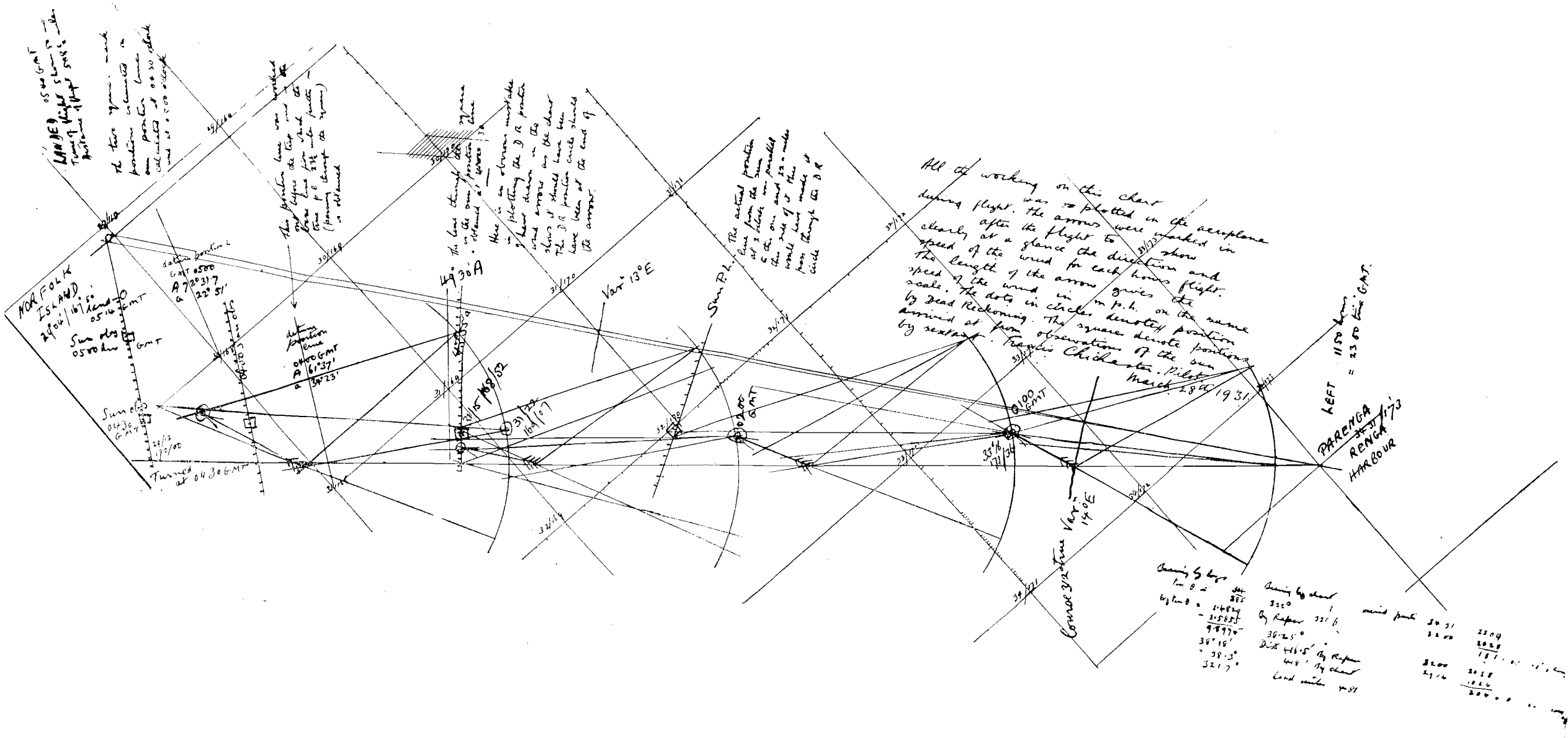
SCALE IN NAUTICAL MILES
 EACH UNIT = 5 N miles

In the second hour I made
 an error in D.R. by plotting
 middle drift lines to the
 right instead of to the left
 of the course

Francis Pilot April 1931

251° 10' Bearing by dead 10.50 - 251° 10'
 251° 34' by logs 251° 34'
 251° 34' by Paper 251° 24'
 Distance by Paper
 by dead 476
 476.6





LANED 05:00 GMT
 Time of flight 5 hours 50 minutes
 distance of flight 500 miles

This position was worked out by the D.P. position line
 from the Sun at 05:00 GMT
 (bearing through the square)

There is an obvious mistake in plotting the D.P. position line shown in the chart
 The D.P. position circle should have been at the end of the arrow.

The actual position line from the Sun at 5:00 GMT was parallel to the one and 20 miles from the end of the arrow through the D.P.

All the working on this chart during flight was plotted in the aeroplane clearly after the flight to show speed of the wind for each hour's flight. The length of the arrow gives the speed of the wind in p.h. on the same scale. The dots in circles denote position by dead reckoning. The square denote position arrived at from observations of the sun by sextant. *Frankie Chickster, Pilot*
 March 28th 1931

LEFT 1150 hours
 = 23:00 GMT
 PORENGA HARBOUR
 11:30
 11:30

Change by log

tan 8 =	87
by log =	24824
	- 25825
	94970
	36.18'
	38.5'
	321.7'

Change by dead

320	
By Refur	321.6
36.25'	
Dist 416.5'	By Refur
448'	By dead
Land under	481

mid point

34.31	2209
32.00	2828
	181
32.00	2018
27.14	1840
	2000