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THE BERLIN INTERNATIONAL AERO EXHIBITION

BY R. GIACOMELLI

The recent Exhibition at Berlin has afforded an excellent opportunity for obtaining a general idea of the present status of the Technique, Industry and Aeronautical Organisation in Germany.

Without discussing all the branches of the German Aeronautical Production, the article only considers the production of the two most important elements, aircraft and motors, making a rapid historical survey of the different German firms and their constructions.

As far as the Exhibition is concerned, its principal characteristic features are brought in relief, in connection with the present German aeronautical policy.

Germany, immediately after the war, realised through her leading political, industrial and financial men, the advantage which she could derive from her geographical position of central European junction — according to the recent definition of Sir Sefton Branker — and from her up-to-date technical-industrial equipment, for carrying out a pacific form of world expansion by means of commercial aviation.

It was the conviction of this immediate and sure possibility, with her own air lines, aircraft and organisations, and not the mirage of a doubtful revenge in the military field, which, with a perfectly
realistic spirit, urged Germany in the last years to request with continuous insistence the revocation of the aeronautical limitations which had been established by the Entente and which had to be finally withdrawn under the pressure of events, which clearly demonstrated the impossibility of establishing any kind of air traffic in Europe, without the participation of the Country which occupied a central position in Europe.

The Berlin Exhibition, with its technical, scientific and industrial success and with the enormous interest which it roused in all classes of the German population, which in turn demonstrated a full realisation of the importance of Aviation for the future and the expansion of their own Country, has solemnly affirmed the success of a first stage in the realisation of the present aeronautical programme of Germany, which aims at securing the leading position in the world's Civil Aviation, with Berlin as centre, this city aspiring to become the Aerial Capital of Europe.

L. W.

AEROPHOTOGRAMMETRY IN ITALY

BY G. CASSINIS

At the meeting of the « Deutsche Gesellschaft für Photogrammetrie » and on the occasion of the International Aeronautical Exhibition (Berlin, October, 1928), the Secretary of the Italian Photogrammetric Group has briefly summarised the contribution of the Italian technicians NISTRI and SANTONI to the solution of the important problem of map making from photographs taken from airplanes in flight.

The NISTRI process has established its worth also in important international competitions. In this process, every point is determined as the intersection of two homologous rays coming from two projection apparatuses suitably set, in which are contained two successive negatives, from among those taken by the aerial camera, also suitably set. The map making machine which was derived from this process has been called « Fotocartografo », and is of very simple construction and easily handled, without requiring stereoscopic processes; it permits the automatic tracing of niveau lines and of all planimetric details, with a precision which is equal to that of the best stereoscopic methods.
The Santoni method is characterized by the fact that the sun is photographed at the same time as the image of the terrain is taken, in order that a well known direction may be used in connection with two other directions given by two trigonometric vertexes, for the determination of the external orientation. The map making machine has no optical parts. Results obtained have been very satisfactory also in this case.

Both Nistri and Santoni have at present other models of their machines under construction, particularly for the purpose of making small scale maps and of carrying out all operations of aerial triangulation with a high degree of precision.

L. W.

ITALIAN AVIATION MEDICINE
AT THE BERLIN INTERNATIONAL EXHIBITION

The Central Medical Office of the Italian Air Ministry, with the assistance of their agencies, contributed to the Exhibition various material, suitably arranged, in order to give a comprehensive and complete survey, both of the methods in use for the physical examination of pilots, and of the transportation facilities for sick or injured persons by land, sea or air.

Among the various objects worthy of mention, there was a very fine plastic model (scale 1 : 10) showing an Italian Aeronautical Medical Research Laboratory, which roused the genuine admiration of visitors in general and the keen interest of technical men.

L. W.

THE AIRPLANE MANUFACTURERS ENTERING THE INTERNATIONAL SAFE AIRCRAFT COMPETITION

Twelve airplane manufacturers, representing the United States, Great Britain and Italy, have entered the International Safe Aircraft Competition, according to Harry F. Guggenheim, President of the Daniel Guggenheim Fund for the Promotion of Aeronautics.

The entries are:

U. S. A.:

Schroeder–Wentworth Associates of Glencoe (Illinois); Charles Ward Hall, Inc of Buffalo, New York; Heraclio Alfaro of Cleveland,
Ohio; J. S. McDonnel, Jr. and Associates of Milwaukee, Wiscounsin; Brunner Winkle Aircraft Corp. of Brooklyn, New York.

GREAT BRITAIN:

ITALY: