



Navigator's cockpit of the Breguet *Question Mark*, showing pelorus, September 1930.
USAF photo.

could carry out the whole operation with only part of his attention. Only the last claim could be seriously questioned. While Francis Chichester several times used a hand-held sextant while flying solo, Lindbergh specifically denied being able to do so.⁶¹ Gatty, by then associated with the Weems System of Navigation, used the second edition of the star curves on his world flight with Post and praised them. This testimonial was not the best, not only because of the economic interest, but because after landing in what they thought was Ireland, they found they were at Chester. Gatty's work over Siberia was more impressive. Two major criticisms were leveled at the curves. First, only two stars were provided. Later editions increased this to three, but still clouds over part of the sky might prevent use of the selected stars. Further, when the curves first appeared, navigators were shooting from open cockpits. As their view of the heavens was later more restricted, it was less likely that they could see the particular stars. Second, if celestial navigation had to be used during the day, a different method of reduction was required. A student could learn a single, universal method more easily than two.⁶²

A French variation of the same principle, popularized by Bellonte's

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