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ing chain, and each time the engine cuts, I see a broken link in the chain and catch my breath until it passes. The land is under me. I snatch my map and stare at it to confirm my whereabouts. I am, even at my present crippled speed, only twelve minutes from Sydney Airport, where I can land for repairs and then go on. The engine cuts once more and I begin to glide, but now I am not worried; she will start again, as she has done, and I will gain altitude and fly into Sydney. But she doesn't start. This time she's dead as death; the Gull settles earthward and it isn't any earth I know. It is black earth stuck with boulders and I hang above it, on hope and on a motionless propeller. Only I cannot hang above it long. The earth hurries to meet me, I bank, turn, and sideslip to dodge the boulders, my wheels touch, and I feel them submerge. The nose of the plane is engulfed in mud, and I go forward striking my head on the glass of the cabin front, hearing it shatter, feeling blood pour over my face. I stumble out of the plane and sink to my knees in muck and stand there foolishly staring, not at the lifeless land, but at my watch. Twenty-one hours and twenty-five minutes. Atlantic flight. Abingdon, England, to a nameless swamp--nonstop Beryl Markham in the Lewis \_\_\_\_\_ Eva Lewis, Ms. Markham, Dr. Freeman? TlenT, George TewTs. Running, R.N., (September 1936) stop. A Cape Breton Islander found me--a fisherman trudging over the bog saw the Gull with her tail in the air and her nose buried, and then he saw me floundering in the embracing soil of his native land. I had been wandering for an hour and the black mud had got up to my waist and the blood from the cut in my head had met the mud halfway. From a distance, the fisherman directed me with his arms and with shouts toward the firm places in the bog, and for another hour I walked on them and came to--

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