

FLIGHT

The
**AIRCRAFT
ENGINEER
&
AIRSHIPS**

First Aero Weekly in the World.

Founder and Editor: STANLEY SPOONER

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EDITORIAL COMMENT.



THE disinclination to face large issues calmly and on their merits that has been noticeable in England since the War is once again affecting the attitude of the country towards its comparative defencelessness in the air. There is, doubtless, general assent to the principle that the development of aircraft, civil and military, lighter and heavier than air, is of vital importance to our strategic safety as to our commercial prosperity. But this assent does not connote readiness to support, and still less to insist upon, the adoption of measures calculated to safeguard the interests admittedly involved. Rather is there a tendency, which was reflected on Friday in the House of Commons, to treat as mere "scares" attempts to prove how dangerously our air power has lapsed. Pious suggestions that nations should agree to suppress aerial locomotion altogether are put forward, despite their visionary character. Aviation is a fact that cannot be gainsaid. Its development in all countries is not merely a possibility, but a certainty. No nation can afford to handicap itself by deliberately or carelessly neglecting to exploit the quickest means of transport. Still less can any Power, great or small, run the risk of leaving itself at the mercy of the most deadly weapon of offence that the ingenuity of man has yet devised. Against the menace of this weapon there are but two means of protection. One is the possession of an adequate supply of efficient aircraft and efficient pilots; and the other is the strengthening of political safeguards, by the pursuit of sound policies, supported by international sanctions against wanton aerial offence.

The people of this country have not yet realised as fully as they ought the elementary fact that, strategically, Great Britain is no longer an island. Our southern shores, and even London, are technically open to bombardment by artillery from foreign territory. Slight though this danger may seem, it is increased a hundred-fold by the menace of foreign aerial bombardment. Hence the need for a consistent foreign policy that shall decrease, even if it cannot entirely remove, the danger of attack. Hence,

DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:

- 1922.**
 Aug. 6-20 French Gliding Competition
 Aug. 6 Gordon-Bennett Balloon Race, Geneva
 Aug. 7 Aerial Derby Starting at Waddon
 Aug. 12 Schneider Cup Seaplane Race, at Naples
 Sept. Tyrrhenian Cup, Italy
 Sept. Italian Grand Prix
 Sept. or Oct. R.Ae.C. Race Meeting, at Waddon
 Sept. 22 Coupe Deutsch (300 kil.)
 Dec. 15-
 Jan. 2 Paris Aero Exhibition
- 1923.**
 Dec. 1 Entries Close for French Aero Engine Competition
- 1924.**
 Mar. 1 French Aero Engine Competition.
 Mar. 15 Entries close for Dutch Height Indicator Competition

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