

FLIGHT

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EDITORIAL COMMENT.



ON January 1 Mr. Handley Page read before the Institute of Transport a paper on Air Transport and the developments which have taken place since aviation between England and the Continent started in August, 1919. The first part of the paper dealt briefly with the history of air transport, and outlined the main services which are being operated at the present time. The lecturer pointed out that on the London-Paris route passengers had shown a marked preference for travelling by British machines, some 75-80 per cent. using the British lines. While admitting that this preference might be caused to some extent by the fact that the majority of the passengers were either British or American, and consequently might prefer to travel by a company having English-speaking *personnel*, Mr. Handley Page thought that without doubt the primary cause for this preference was to be found in the greater regularity and reliability of the British services.

The lecturer pointed out that the greatest proportion of the cost of air transport, when the service was a small one, was formed by overhead expenses and general establishment charges, which could not be reduced below a certain amount. As the services expanded so would these charges decrease, and an increase in the size of the services by two or three times would not result in anything like a corresponding increase in running costs.

Mr. Handley Page then gave some interesting figures of cost, from which we quote a few. The average cost, he stated, of the twin-engined machines used on the London-Paris service was approximately 6s. per mile flown, or 3s. 6d. per ton mile. For the single-engined machine he arrived at a corresponding figure of 4s. 6d. to 5s. per ton mile.

In the twin-engined machine the fuel cost was approximately £4 per hour, or, assuming an average cruising speed of 80 miles an hour, 1s. per mile, corresponding to a cost of about 7½d. per ton mile. We think that these figures may come as somewhat of a surprise to many. The figure of 3s. 6d. per ton mile as the total cost might have been estimated, but that the fuel cost, which was at one time believed

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:

1923

- Jan. 4 Lecture, "Metal Aeroplanes," by Prof. Junkers, before R.Ae.Soc.
- Jan. Algiers Aviation Competition
- Jan. 11 Juvenile Lecture, "Testing Model Seaplanes," by R. A. Frazer, before R.Ae.Soc.
- Jan. 12 Discussion, "Gliding and Gliders at Itford," at I.Ae.E.
- Jan. 18 Lecture, "Flying Boats," by Maj. J. D. Rennie, before R.Ae.Soc.
- Jan. 26 Lecture, "Wind Tunnel Work at the N.P.L.," by W. L. Cowley, before I.Ae.E.
- Feb. 6-7.... Third Air Conference at the Guildhall
- Feb. 9 Lecture, "Seaplane Design," by W. O. Manning, before I.Ae.E.
- Feb. 23 Lecture, "Aerofoils," by Dr. A. P. Thurston, before I.Ae.E.
- Mar. 15 Entries close for Dutch Height Indicator Competition.
- Apl. 12 Lecture, "Some Controversial Points in Aircraft Design," by F. T. Hill, before I.Ae.E.
- May 11 Lecture, "Experimental Flying," by Maj. M. E. A. Wright, before I.Ae.E.
- June 25-30 International Air Congress, London
- June 30 R.A.F. Aerial Pageant
- Aug. 6-27 French Gliding Competition, near Cherbourg
- Dec. 1 Entries close for French Aero Engine Competition