

The engine used is a B.M.W. motor-cycle air-cooled two-cylinder opposed, driving a pusher airscrew of very small diameter. The peculiar shape of the propeller boss is, no doubt, caused by the fact that the engine had no proper hub, and that consequently the propeller had to be attached direct to the flywheel.

BUT little information is available regarding the performance of the Budig glider under power, but it appears that the engine is barely powerful enough to get the machine off the ground, and that the usual catapult-starting method is employed. Once in the air, the machine should be able to fly horizontally, or even climb slowly, as the engine is stated to develop 4 h.p. With direct drive, however, the propeller efficiency is probably not very high, and as the machine appears to have a fair amount of head resistance it may be

doubtful if there is any surplus of power sufficient for anything but the slowest of climbs. It may even be that the machine merely does a prolonged glide.

NEVERTHELESS, in view of the fact that this is probably the first glider with auxiliary engine to fly, we have thought that the photographs might not be without interest, as the type is one which is sure to be developed during the next few months. Small engines suitable for the purpose are now being developed, both in Germany and France, and although, as far as we know, no British engine has yet been produced especially for gliders, we have in mind one or two which could probably be modified to suit at any rate experimental machines, of which more than one are under consideration.

## LONDON TERMINAL AERODROME

Monday, January 1, 1923

ALTHOUGH the entire British air service was shut down over Christmas, the French air lines sent one or two machines between London and Paris, and gave the skeleton staff at the aerodrome something to do. But, apart from this, and a little joy-riding by the Surrey Flying Services, the air-station

at times it was impossible to see the opposite side of the aerodrome, it would have been an extremely good performance for one of the regular pilots to have got through—which means that it would have been an almost superhuman task for a man who did not know the route. However, at 1.40 p.m. the machine was observed circling Lympne, and



**THE NEW FOKKER F.5 :** This machine has seating accommodation for eight passengers, and a feature of the design is that the lower plane can be removed in a few minutes, thus turning the machine into a parasol monoplane. The engine is a Rolls-Royce "Eagle."

had a deserted appearance throughout the holidays. It woke to life again, however, on Wednesday, when there were 33 air travellers—quite a gratifying number for the day following the holidays. Many of the foreign pilots had to spend Christmas in the Trust House, and Mr. Lloyd's efforts to make the festivities as homely as possible were very successful.

Today, New Year's Day, being a national holiday in Holland, both the Daimler Airway and the Royal Dutch Air Service cancelled the running of their machines to and from Holland; but all other services are running as usual.

### German Air Visit to London

A DORNIER 180 h.p. all-metal monoplane, piloted by Herr Kahlow, and carrying as passengers three directors of the Aero-Lloyd German air combine, has flown from Berlin to England during the week. This is the first German commercial aeroplane to arrive in England, and the affair is causing considerable interest. On Saturday, a message was received to the effect that the machine had left Amsterdam for London at 9.55 a.m., and it was not until late in the afternoon that another message was received that the machine had landed at Rotterdam and was staying there the night. There was a big gale blowing up the coast of Holland, and it appears that, after flying for 2 hrs. 10 mins., the Dornier was compelled to alight at Rotterdam, being unable to make headway against the gale.

Another start was made on Sunday at 10.36 a.m. The weather at Croydon was very bad. In fact, rain had been falling practically continuously since 7 p.m. the previous evening, and the clouds over the hills were within a few feet of the tops. With the visibility at Croydon so low that

as the pilot was encircling in the neighbourhood for nearly 10 mins., it was apparent that he was unable to find the aerodrome, and he finally alighted at Aldington, about 4 miles west of Lympne. Major Woods Humphreys and Dr. Hemming—of the German Embassy—immediately set out in one of the Daimler cars to take the visitors into Folkestone, where they were entertained for New Year's Eve at the Grand Hotel.

Continuing its flight today (Monday), the Dornier alighted at the air-station at 11.30 a.m. this morning.

[A description of this Dornier machine appeared in *FLIGHT* for March 31, 1921.—ED.]

The machine, as I have mentioned, came down on Sunday near Lympne, and a local farmer, very hospitable, invited them in to 5 o'clock tea, and insisted that the pilot and mechanic should sleep at his farm overnight in order that they should be conveniently near their machine.

These German directors of the Aero-Lloyd have, one should mention, come to London to visit the Daimler Airway, in order to make final arrangements for the running of the London-Berlin airway in the spring.

During the early part of the week, the pilots flying on the airways had a remarkable view of the floods which were prevalent throughout the country. Some of the Dutch pilots said that in Kent new rivers had sprung up, and one of them was so confused by the difference in the appearance of the landscape that he had considerable difficulty in finding his way to Croydon. In the north, the pilots of the Daimler air service between London and Manchester reported that big tracts of country were under water, and at times, it was almost like flying over an inland sea.