

# FLIGHT

The  
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ENGINEER  
&  
AIRSHIPS

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## EDITORIAL COMMENT.



IT is by now an open secret that one of the main causes of the recent amalgamation into one company of the two leading German air transport companies, the *Junkers Luftverkehr* and the *Deutscher Aero-Lloyd*, was the virtual failure of the Junkers concern, due, it is stated in some quarters, to extravagant management. There has been a perfect flood of correspondence on the subject in the German press, daily as well as aeronautical, and feeling has run high, with all sorts of accusations, denials, praises and criticisms. Into this mêlée we do not feel called upon to be drawn. The matter is mainly one for Germany to settle, but that the accusations of bad management cannot very well apply to *all* the Junkers departments is forcibly brought home to one by a recent example of the methods of the *Propaganda Abteilung*.

This takes the form of a supplement to the *Deutsche Motor-Zeitschrift* of December, 1925, in which a brief outline is given of the evolution of the Junkers type of construction from the earliest days to the present time, and concluding with illustrations and particulars of a number of Junkers aeroplanes. The point about the supplement is that it is published in English, and very good English too, even to the extent of using English aeronautical slang terms such as "soggy," if such can be called good English. The supplement is produced on good paper and the illustrations are well printed and very clear. The machine descriptions are confined to a page per machine, with an illustration of the machine at the top of the page and the data relating to the type given in more or less tabular form. As the constructional methods are much the same in all Junkers types, the introduction and historical part covers the fundamental principle, and the tabulated data and photographs give the information necessary to describe the characteristics of each type. The supplement is a most excellent piece of propaganda for Junkers aircraft, and although it may be a part of the extravagant management, it does not point to ineffectual management, in this particular department at any rate.

### 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:—*

1926	
Jan. 21	Maj. J. S. Buchanan. "The Schneider Cup Race, 1925," before R.Ae.S.
Jan. 26	Lieut. Olechnovitch. "The Care and Maintenance of Tools as an Important Factor in Workshop Routine," before Inst.Ae.E.
Feb. 4	Joint Meeting of R.Ae.S. and Inst.Ae.E. at R. Soc. of Arts. Mr. C. L. Lawrance, "American Aircraft Engine Development."
Feb. 9	Informal Meeting, Inst.Ae.E.
Feb. 25	Mr. A. J. Cobham. "Long-Distance Aeroplane Flights," before R.Ae.S.
Mar. 4	Maj. G. H. Scott. "Development of Airship Mooring," before R.Ae.S.
Mar. 9	Mr. O. E. Simmonds, M.Ai, A.F.R.Ae.S., M.I.Ae.S. "The Development of Civil Marine Aircraft," before Inst.Ae.E.
Mar. 18	Flight-Lieut. H. Cooch. "Landing Aeroplanes in Fog," before R.Ae.S.
April 13	Mr. S. H. Evans, B.Sc. "The Performance of Modern Aircraft—with special reference to the Variable Wing," before Inst.Ae.E.