

FLIGHT

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The Editor of FLIGHT tenders his sincere thanks and hearty reciprocation for the numerous Christmas and New Year greetings which have been sent from all parts of the world, by sea, land, and air. He earnestly hopes that 1931 will be a prosperous and Happy New Year for everyone.

EDITORIAL COMMENT



IMPROVEMENT of aircraft, in the direction of increased aerodynamic efficiency, proceeds but slowly, but it does proceed. Now and again an aeroplane is produced in which a maximum L/D far in excess of the average is achieved. The Fairéy long-distance monoplane was one such type.

Retractable undercarriages, Townend rings around radial engines, and engines arranged in the form of the letter "H," are other lines of development towards better aerodynamic efficiency. These, coupled

with gradual "cleaning up" of the aircraft itself, may and almost certainly will bring commercial aviation closer to the day when it can "fly by itself," and are to be welcomed as aids to greater operational economy. Out of them it is likely that the fast mailplane of the future will emerge. Mr. Radcliffe, in his series of articles on the subject, has pointed the way. But with all our search for greater efficiency, are we getting much nearer to the aeroplane which is "safe"? This is the beginning of the new year, and therefore a time for resolutions. Might it not be a very good thing if one of our resolutions for 1931 were to be that we would treat more seriously the search for safety? The present tendency is, rightly and naturally, towards better performance of aircraft, commercial as well as private. But this better performance appears, in a large percentage of cases, to be attained by increased wing loading and increased landing speed. In commercial aircraft this is probably of no real serious consequence. Commercial aircraft are, as far as Great Britain concerned, flown by pilots of outstanding skill and very long experience, and another 10 miles per hour

Three Lines

DIARY OF CURRENT AND FORTHCOMING EVENTS

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

- 1931
- Jan. 2 .. "Evaporative Cooling of Aero Engines," Lecture, by J. E. Ellor, before R.Ae.S., Hull.
 - Jan. 7 .. "Early Aviation," Lecture, by E. C. Gordon England, before London Gliding Club.
 - Jan. 8 .. "Some Aspects of the Design and Construction of Sea-Going Aircraft," Lecture, by A. Gouge, before R.Ae.S.
 - Jan. 8 .. "Aircraft Production Methods in America," Lecture, by R. A. Bruce, before Westland Aircraft Soc.
 - Jan. 14 "Armoured Cars in Desert Warfare," R.U.S.I. Lecture, by Sqdn.-Ldr. G. E. Godsave. 3 p.m.
 - Jan. 17 Association Football: R.A.F. v. Corinthians, Wycombe.
 - Jan. 22 "Deck Flying," Lecture, by Sqdn.-Ldr. W. R. D. Acland, before R.Ae.S.
 - Jan. 22 "Model Aeroplanes," Lecture, by W. Rigby, before Westland Aircraft Soc.
 - Jan. 28 "Glider Construction," Lecture, by C. H. Lowe-Wylde, before London Gliding Club.
 - Jan. 28 Association Football: R.A.F. v. Football Assoc. XI., Uxbridge.
 - Jan. 29 "Development and Construction of Sailplanes and Gliders," Lecture, by Herr A. Lippisch, before R.Ae.S.
 - Jan. 29 "Machining and Working of Stainless Steel," Lecture, by R. Waddell, before Westland Aircraft Soc.
 - Jan. 30 "Gliding and Soaring," Lecture, by Col. the Master of Sempill, before R.Ae.S., Hull.
 - Feb. 5 .. "Wapiti in Australia," Lecture, by Sqdn.-Ldr. C. T. Anderson, before Westland Aircraft Soc.
 - Feb. 6 .. De H. Aeronautical Technical School Ball, at Portman Rooms.