

Correspondence

The Editor does not hold himself responsible for opinions expressed by correspondents. The names and addresses of the writers, not necessarily for publication, must in all cases accompany letters intended for insertion in these columns.

HIGH-SPEED LONG-DISTANCE FLYING

[2784] I read with interest the advertisement in your paper of a non-stop record flight, Cranwell to Cairo, a distance of approximately 2,600 miles, in 31½ hr. I cannot help thinking that Great Britain, while far exceeding all other countries in high speed over short distances, seems to lag far behind in accomplishing flights over long distances.

In America the distance of 2,500 miles is flown daily on a passenger schedule between the East and West coasts in 31½ hr., east to west, and 28 hr. west to east, and 3 hr. 15 min. is spent on the ground.

It is interesting to compare some of the high-speed long-distance flights accomplished in America recently with corresponding mileage on the map of Europe:—

Actual Flight Accomplished.	Number of Landings.	Time.	Comparative Distance in Europe.
Los Angeles-New York, 2,500 miles	Three	Hrs. 11.15	London-Baghdad.
Los Angeles-Cleveland, 2,080 miles	Two	9.15	London-Aleppo.
New York-Havana, 1,403 miles	One	7.05	London-Odessa.
Jacksonville-Los Angeles			
Los Angeles-Jacksonville, Florida, 4,130 miles	One	31.58	London-Karachi.

The last flight may be compared with the non-stop flight of the Fairey monoplane Cranwell-Karachi in 50½ hr.

All the recent high-speed long-distance flights tend to prove that the quickest way to cover 2,500 miles is by landing every 600 to 700 miles for a quick refuel.

In a 500-mile race at Brooklands one could scarcely expect a Baby Austin to compete on level terms with a big-six Bentley. Therefore, how can Great Britain hold her own in the world's long-distance speed records when she does not use or develop the correct type of aeroplane to accomplish high speed over long distance.

Between Karachi and London there is an airway of approximately 4,250 miles with landing grounds and aerodromes at least every 500 to 700 miles. It is incredible to me that no British aeroplane has been produced with a cruising speed of 145 m.p.h., range of 700 to 800 miles, to demonstrate the transportation of a payload of mails 600 to 800 pounds from Karachi to London in 32½ hr., landing seven times for refuelling. A flight of this nature would be well within the performance of the latest type of Lockheed.

As a demonstration of high speed over long distance, a Travel Air Mystery Ship, as flown in Europe by Capt. Hawks, would stand a good chance of making Karachi to London in 25 hr.

I would venture to suggest that Great Britain could produce a high-speed demonstrator to make the flight in 21 hr.

New York City,
December 7.

S. T. B. CRIPPS.

[Our correspondent seems to have overlooked the fact that the Fairey Long-distance Monoplane (Napier engine) was designed for a purpose totally different from that of machines built to carry mails or passengers quickly over long distances, i.e., for the purpose of attacking the world's long-distance non-stop record without refuelling. For that particular purpose, we venture to think, America has nothing capable of beating the Fairey. The flight from Cranwell to Egypt was merely a test flight made to find out under actual working conditions whether any small undiscovered "snags" were present in the machine, engine, equipment or installation. No one would deny that a totally different type of machine could be built to make much better time over the various distances by flying shorter stages and refuelling several times on the way. This is not, of course, the purpose of the particular machine in question. Were the incentive present we do not doubt that British aircraft firms could produce machines to equal, or possibly even excel, the times and distances quoted by Mr. Cripps.—EDITOR.]

"FLY BRITISH" IN NEW ZEALAND

[2785] Considerable criticism has been levelled at the Wellington Aero Club in their decision to purchase an American plane for passenger carrying. The explanation of the club secretary is rather unconvincing, i.e., that "a suitable British machine was not available." I understand the requirements were for a four-passenger biplane (cabin) with a high rate of climb, able to take off and land in a small aerodrome surrounded by obstacles on three sides. I have heard experienced pilots describe the Wellington aerodrome as being the world's worst, as far as taking off and landing are concerned. Now, Sir, the "Buy British" is at fever heat in N.Z. at present, and I consider it my duty, as one who is very proud of the British aircraft industry's achievements, and concerned for its future career, to bring before those responsible, their inability to meet this demand. As yet there is no American aircraft registered in the 80 to 90 at present in N.Z., thus the storm of protest as per enclosed Press cuttings. The British car manufacturers have sent representatives to N.Z. to study local requirements, and are beginning to reap the reward for their initiative. I respectfully suggest the aircraft constructors do likewise, as the market is theirs for the asking. American manufacturers are striving hard to get an opening here, but in the past have been unsuccessful. My name must remain anonymous, but you are at liberty to supply same to any English aircraft constructor requiring further information.

"PROGRESS."

Dearman, New Zealand,
November 6, 1931.

THE AIR SCOUTS ASSOCIATION

[2786] Some time ago you were good enough to publish my letters regarding the above movement, for which I thank you, and I would be grateful if you could see your way clear to publish the following.

Since the above movement first became a reality, over six months ago, it has been well advertised in practically every part of the country, and by letters received, it is going to fill a gap in aviation which has been long overdue; whereas the majority of average youths could not even contemplate taking to the air, owing to the necessary expense, but by joining the Air Scouts this is made possible.

We are in a position to say that there are in every town numerous youths only waiting for the chance to enter this movement, but we are unable to satisfy their wants owing to lack of financial support; surely it must be realised that this movement is a step forward in the right direction and worthy of assistance. I would say that we are, however, looking forward to a more prosperous year, as, with Col. The Master of Sempill as a patron, and help from the Air League of the British Empire, and the willingness of Mr. Gordon England, Chairman of the British Gliding Association, to assist us, it looks very promising.

The object of this Association is to help the youths of this country to take an active part in aviation; by joining the Air Scouts they will be given training on all things dealing with aviation, be taught gliding and later flying; all instruction and squadron commanders will give their services free. Age for joining is 14, and the subscriptions are 2s. 6d. entrance fee, this to cover cost of badge, and 3d. per week for those under 21 and 6d. per week for those over 21.

I would like to point out that we would welcome the assistance of anyone wishing to form and run an Air Scout Squadron, having the necessary qualifications or financial aid.

Those wishing to assist us should communicate with W. Davison, 31, Cheviot Crescent, Billingham on Tees, Co. Durham.

W. DAVISON,
Chairman.

December 27, 1931.