

FLIGHT

OF THE AIRCRAFT ENGINEER AIRSHIPS

75 YEARS AGO



Extracts from *Flight*, May 4, 1922

Slight Improvements

On Saturday the third of the Daimler Airway DH 34s was delivered. Mr Herne, who piloted it over from De Havilland's factory at Stag Lane to the London Terminal at Croydon, says that this machine cruises comfortably at 110 miles an hour, and is quite nice to handle. Each of these new expresses seems to be a slight improvement on the last. Small folding tables are provided in front of each seat, so that the uniformed Daimler stewards can serve light refreshments during the air journey.



Floating Dock

The seaplane floating dock, which has been under construction at Sheerness Dockyard to the orders of the Air Ministry, has now been delivered as ready for service. The dock, which has an overall length of 143ft, has a lifting capacity of 200 tons and will carry two modern seaplanes.



Safety Fuel Tank Competition

The Air Ministry Competition for safety fuel tanks, which was held at Farnborough, is now ended. The winner of the first prize of £1,400 is the India-Rubber Gutta-Percha and Telegraph Works Co Ltd of Silvertown. Little has been disclosed in the Air Ministry report relating to the actual design of the tank - we would have liked detailed drawings so as to form an opinion of the tanks - except for the Air Ministry statement that the competition "has produced a type of safety fuel tank which is available for immediate introduction on Service and civil aircraft, and which gives almost complete immunity from fire, either in a crash or in action with enemy machines".



The Vickers Vulcan

At the Weybridge works of Messrs Vickers Ltd, a new commercial aeroplane is nearing completion; in fact, by the time these notes appear, the first machine of the "Vulcan" class will probably have been put through its preliminary tests by Capt Cockerell. Although of considerable span - 49ft - there is only one engine; in fact, as regards the general design, the Vulcan is a relatively low-powered weight-carrying commercial machine, in which economy in manufacture and operation have been given precedence over performance.

BUDGIE BLUES

Budgie News' Whizzbang Editor obviously doesn't know his ASTOR from his elbow (23-29 April)... For the sake of other pointy-heads trying to get to grips with this Civvie stuff, Lockheed Martin is offering the Gulfstream V to Their British Airships for the Airborne Standoff Radar role, and it's Raytheon that's offering the Global Express. OK?

YUCKSPEAK

Series of 1,000,000
"In-Flight Games Of Chance" = Gambling

■ Speaking of IFGOC, a well-known European airline which is paying for such equipment out of the profits it makes from its use recently discovered that the IFGOC profit it had made from one flight was, err... a loss of \$618...

UNCLE ROGER'S TOTAL AVIATION BOOKSHELF

Vickers Aircraft, by Norman Barfield; Chalford Publishing Co, St Mary's Mill, Chalford, Stroud, Gloucestershire GL6 8NX, UK.

Another in Chalford's excellent little *Archive Photographs* Series, this one by ex-Vickers/BAC/BAe PR Barfield. Covers Vickers' aviation interests from Hiram Maxim's unsuccessful flying machine of 1894 to BAC's part in the Anglo-French Concorde, including the Vickers airships and the Canadian Vickers flying boats.

Alightings: lovely period pix of machines which never get covered elsewhere - like the Windsor four-engined bomber of 1943, with a main landing-gear leg on *each* engine nacelle, and the Type 432 F.7/41 prototype "metal Mosquito"; much more-comprehensive text than in most of this series;

Sinkings: no index, as ever; scant coverage of the virtu-



Portuguese LTV A-7

ally-a-Vickers BAC One-Eleven;
TAB Rating
[X] Top Shelf

...ny. Rory, who holds the world freefall parachute record, was to have flown with Mr Branson on his round-the-world balloon attempt but was forced to drop out at the last minute because of illness.

Independent, London,
April 15

■ "If you are flying from Copenhagen to Malaga you will fly 140 miles further this year than last. Both ways. From Northern German to the Balearics is 50 miles further this year -

and these islands are not floating in the sea..." Transavia president Peter Legro, describing modern European ATC/routing deficiencies to the Aviation Club of the UK.

■ Spain has imposed a departure tax, to pay for new airport security equipment. (Spanish) Majorca has a new terminal - with no room to put new security equipment.



Myasischev M-6 Bisons, 1989