

# FLIGHT

*The*  
**AIRCRAFT  
ENGINEER  
&  
AIRSHIPS**

**First Aero Weekly in the World.**

**Founder and Editor : STANLEY SPOONER**

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## EDITORIAL COMMENT.



THE article describing and illustrating the Parseval "PL27" semi-rigid airship which is published in this issue of FLIGHT was written several months ago. Lack of space has prevented publication until now. In the meantime, the airship scheme proposed by Commander Burney, backed by Vickers, Ltd., and the "Shell" group, has been brought forward. This scheme, as is, of course, well known to readers of this journal, "P.L. 27" includes the use of rigid airships. In the article on the Parseval, written before the publication of the Burney scheme, it is suggested that possibly the rigid is not the only, nor even the best, solution. While we have not the slightest desire to interfere in any way with the new scheme, which is still under consideration, we think that the opinions expressed in the article may still hold good, without prejudicing in any way the more ambitious programme suggested by Commander Burney. There is still the further consideration of the possibility of the scheme being turned down on financial grounds, after consultation between the Air Ministry and the Treasury. If that should come about (we trust it will not), it might still be found possible to find a solution of the airship problem by turning attention to the use of smaller ships to be built in England.

It has been stated by acknowledged experts—and so far as we are aware, the statement has not been contradicted or proved wrong—that as regards cost it is possible to build a semi-rigid airship similar to the "PL27" for about £30,000, or about one-sixth the cost of a rigid of approximately two million cubic feet capacity. If that be a true statement, it would appear that a scheme which contemplated the use of semi-rigid ships would start with an initial advantage of lower first-cost, which would give us an extra million cubic feet capacity for the same money. Translated into pounds of cargo, this would mean, assuming a proportion of useful lift to total lift of 50 per cent. and 65 lbs. lift per 1,000 cubic ft. of hydrogen, 32,500 lbs. of extra cargo capacity for each two-million cubic feet rigid, and for the same original outlay. That is certainly an item worth taking into consideration, and should be given very

### 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 :*

**1922.**

- June 23-25 International Competition for Touring Aeroplanes, Brussels
- June 24 .... Royal Air Force Pageant, Hendon
- June 27 .... Royal Aero Club 21st Anniversary Banquet
- Aug. 6-20 French Gliding Competition
- Aug. 6 .... Gordon-Bennett Balloon Race, Geneva
- Aug. 7 .... Aerial Derby
- Aug. (last fortnight) Schneider Cup Seaplane Race, at Naples
- Sept. .... Tyrrhenian Cup, Italy
- Sept. .... Italian Grand Prix
- Sept. or Oct. R.Ae.C. Race Meeting, at Waddon
- Sept. 22 .... Coupe Deutsche (300 kil.)
- Dec. 15- Jan. 2 Paris Aero Exhibition

**1923.**

- Dec. 1 .... Entries Close for French Aero Engine Competition

**1924.**

- Mar. 1 .... French Aero Engine Competition.