

# FLIGHT

*The*  
**AIRCRAFT  
ENGINEER  
&  
AIRSHIPS**

**First Aero Weekly in the World.**

**Founder and Editor: STANLEY SPOONER**

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### 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:—*

- Jan. 24 .... "Fabric and Dopes," by Dr. Ramsbottom, before R.Ae.S.
- Feb. 7 .... "Airmanship at Sea," by Sqd.-Ldr. Maycock, O.B.E., R.A.F., before R.Ae.S.
- Feb. 21 .... "Aerial Photography and Survey," by Mr. H. Hamshaw Thomas, before R.Ae.S.
- Mar. 1 .... French Aero Engine Competition.
- Mar. 6 .... "Sound Detection," by Major Tucker, before R.Ae.S.
- Mar. 20 .... "The Report of the Aeronautical Research Committee's Panel on Scale Effect," by Capt. W. S. Farren.
- April 3 .... "The British Aviation Mission to the Imperial Japanese Navy," by Colonel the Master of Sempill, before R.Ae.S.

## EDITORIAL COMMENT.



LAST week brief reference was made to the new Air Navigation (Consolidation) Order, 1923, which had then just been issued by the Air Ministry and published by H.M. Stationery Office. Time did not allow of a close examination of the Order, and all that was possible was comment on one or two points.

This week we publish, on p. 33, a summary of some of the more important items, mainly such as represent changes or innovations in the multitude of rules and regulations with which air navigation is surrounded.

### The Air Navigation Order

It might have been thought that the number of certificates, licences, log books, etc., already insisted upon covered the whole field. This does not, however, appear to be the case, and a new log book, to be known as the "journey log book," has now been introduced. In this are to be entered such particulars as will assist the authorities in knowing exactly what took place, and approximately at what point of the route, on any journey made by any aircraft. It may be assumed that the introduction of this new log book has been decided upon to some extent in view of the formation of the new Imperial Air Transport Co. The Air Ministry naturally desires to collect as much information on technical and operational subjects as possible, and the entries in the journey log book of a passenger or goods "flying machine" should assist materially in placing on record any happening or incident which may be of value. In the case of commercial aircraft there is probably no reason to take exception to this innovation, but it would appear that if the carrying—and making of entries "in the prescribed manner"—of journey log books is insisted upon for privately-owned machines, if and when such come to be used in any considerable numbers, the unfortunate owner-pilot will have to spend most of his spare time in chewing the end of his penholder, trying to elicit from its peculiar flavour inspiration for the proper filling up of the log book pages in the approved fashion. Try to imagine the owner of a motor-car being compelled to keep a "journey log book." Yet it would appear to be something very like that which