

FLIGHT

The
**AIRCRAFT
ENGINEER
&
AIRSHIPS**

First Aero Weekly in the World

Founder and Editor: **STANLEY SPOONER**

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

OFFICIAL ORGAN OF THE ROYAL AERO CLUB OF THE UNITED KINGDOM

No. 853. (No. 18, Vol. XVII.)

APRIL 30, 1925

Weekly, Price 6d.
Post free, 7d.

Flight

The Aircraft Engineer and Airships

Editorial Offices: 36, GREAT QUEEN STREET, KINGSWAY, W.C. 2.

Telegrams: Truditur, Westcent, London. Telephone: Gerrard 1828

Annual Subscription Rates, Post Free:

United Kingdom .. 30s. 4d. Abroad 33s. 0d.*

These rates are subject to any alteration found necessary under abnormal conditions and to increases in postage rates

* Foreign subscriptions must be remitted in British currency

CONTENTS

	PAGE
Editorial Comment	
Airships	251
Anti-Aircraft Recruiting	253
The Pander Light Monoplane Visits Croydon	254
The Dijon Aerial Lighthouse	256
"Deutscher Rundflug, 1925"	257
Air Ministry Technical Papers	260
Two New Fokker Military Aeroplanes	261
Position of Airships in Aerial Transport. By Commander C. D. Burney	262
Personals	263
Royal Air Force Memorial Fund	264
A Fairey Club Dinner and Concert	264
Royal Air Force	265
R.A.F. Intelligence	265
Air Post Stamps	266
Side-Winds	266

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:—

1925

- Apr. 30 Wilbur Wright Lecture, Rear-Admiral D. W. Taylor: "Some Aspects of the Comparison of Model and Full-Scale Tests," before R.Ae.S.
- May 7 Aero Golfing Soc. Spring Meeting, Worplesdon.
- May 8 Capt. W. H. Sayers, Hons. Member: "A Résumé of Achievements in Aviation during the Past Year," before I.Ae.E.
- May 20 Visit to the National Physical Laboratory, Teddington, by I.Ae.E.
- May 21 Aero Golfing Soc. Match, Cassiobury Park.
- May 28 R.A.F. Middle East Dinner.
- May 29 Aero Golfing Soc. Match, Oxhey.
- June Race Meeting at Hendon Aerodrome.
- June 6 Visit to Croydon Aerodrome, by I.Ae.E.
- June 7 Gordon Bennett Balloon Race, Brussels.
- June 25 Aero Golfing Soc. Match, Mid-Surrey.
- June 27 Royal Air Force Display, Hendon.
- July 3-4 King's Cup Race.
- July 26-Aug. 9 Vauville Light 'Plane and Glider Meeting.

EDITORIAL COMMENT.



IN spite of its title, "The Position of the Airship in Aerial Transport," the paper read by Commander Burney before the Institution of Aeronautical Engineers, and the discussion following the reading of the paper, might have been better entitled "The Problem of the Mooring Mast." However, as Col.

Moore-Brabazon pointed out, a great deal of attention was quite rightly given to this subject, which must of necessity play a very important part in any airship scheme, whatever type of mooring mast is ultimately decided upon. At the moment it can be said that there are two schools, as far as mast-mooring is concerned. One, which has been called the Air Ministry School, believes that the proper place at which to attach a rigid airship to a mooring mast is in the extreme nose, where the cone attachment forms more or less a "point contact." The other, which we may call the Burney School, and whose case was admirably put by Commander Burney in his lecture, considers that whatever type of mast-mooring is chosen, it should be one which is applicable to mooring to a mast on land as well as to one placed on some suitable vessel such as a monitor. This, if we have understood the argument correctly, is the main point in Commander Burney's scheme. In his lecture Commander Burney pointed out that with the Air Ministry type of mooring, guy ropes are required for stopping what he called "sailing at the mast," *i.e.*, a yawing from side to side as the airship is approaching the mast after having been attached to the mast cable. Now the point made by Commander Burney was that in land operations these guy ropes are attached some 1,000 ft. out from the base of the mast in order to give them an effective angle. Obviously, as he pointed out, at sea it will be impossible to provide points so far apart, and means must be found whereby any guy ropes or similar device used for stopping yawing must be attached to the vessel upon which the mast is built, or to the mast itself. It is this consideration which has led up to the suggested "forked" mooring masthead, in which two long arms, or platforms, approximately