

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:—

1926	
Mar. 18	Mr. A. J. Cobham. "Long-Distance Aeroplane Flights," before R.Ae.S.
Mar. 22	Entries close for Gordon Bennett Race.
Mar. 25	R.Ae.S. Annual General Meeting.
Mar. 27	R.A.F. v. Army, Rugby Match, Twickenham.
Mar. 27	R.A.F. (India) Reunion Dinner.
Mar. 31	Entries close for Schneider Cup Race.
Mar. 31	Royal Aero Club Annual General Meeting.
April 8	Marchese de Pinedo, "A 35,000 Miles Flight," before R.Ae.S.
April 13	Mr. S. H. Evans, A.F.R.Ae.S., M.I.Ae.E. "The Performance of Modern Aircraft—with special reference to the Variable Wing," before Inst.Ae.E.
April 21	Inst.Ae.E. visit to Messrs. D. Napier and Son, Acton.
April 22	Capt. G. T. R. Hill. "The Tailless Aeroplane," before R.Ae.S.
April 29	Lieut.-Col. V. C. Richmond. "Results of Recent Airship Flight Tests," before R.Ae.S.
May	Gordon-Bennett Balloon Race.

INDEX FOR VOL. XVII

The Index for Vol. xvii of "Flight" (January to December, 1925) is now ready, and can be obtained from the Publishers, 36, Great Queen Street, Kingsway, W.C.2. Price 1s. per copy (1s. 1d. post free)

EDITORIAL COMMENT.



YET another great flight has been successfully accomplished by the return, on Saturday last, to Croydon, of Mr. Alan J. Cobham, Mr. Elliott and Mr. Emmott, on the completion of their flight of nearly 17,000 miles from London to Cape Town and back.

Once more the aeroplane has been used successfully to "show the flag," and this time the flight has the further merit, as far as this country is concerned, that it was an all-British one.

Aviators of other countries have made magnificent flights, and we yield to no one in our admiration of their achievements, yet there is great satisfaction in being able to point to such a splendid effort as that of Cobham's and say that it was entirely British.

There are not lacking those who hold that this country has lost its leading position in air matters, and has left to others the task of "blazing the trail." Whatever may be the position in matters relating to air defence, there is not the slightest doubt that as regards individual efforts Great Britain can more than hold her own. Of this fact Cobham's great flight is a convincing demonstration. For this reason he, and all associated with him in the great venture deserve the thanks of the British public in general and the British aircraft world in particular. Apart from demonstrating the qualities of British aircraft and British aero engines, the flight to Cape Town and back must have done a tremendous amount of good in bringing home to the outlying posts of the Empire the potentialities of aviation. If commercial aviation is ever to amount to anything—and few will deny its vast possibilities—it must, as far as the British Empire is

London-Cape-London