

flight, but it is hoped that it may be possible to arrange for the flight to take place at a later date.

Although unable to experience an actual flight in the machine, the Secretary of State for Air watched with the keenest interest the evolutions through which Lieut. Sawyer put the "Iris." The machine was flown past at full speed, with its 2,000 odd horse-power roaring at full throttle, and it was flown past slowly, demonstrating the great speed range of which the machine is capable.

From a technical point of view the demonstrations given by Lieut. Sawyer of the ability of the Blackburn "Iris" to fly with any one of her three engines stopped was, perhaps, the most interesting part of the flight. Not only did the machine fly strongly with any one of the engines stopped, but it even

central engine being working. Although presumably the machine must have been losing height all the time, the loss was certainly very small, and the distance which the machine would be able to travel in case of damage to the two outer engines, provided a reasonable altitude had been reached before the stoppage, would run into many miles. Thus the risk of a forced descent owing to engine failure should be very remote.

Concerning the "Iris" nothing may be said in the way of statements of weight or dimensions, nor may any performance data be given. That the machine marks a very decided step ahead there can, however, be no doubt whatever, and it is gratifying to know that, however stepmotherly we may have treated the seaplane in the past, there are signs that in official

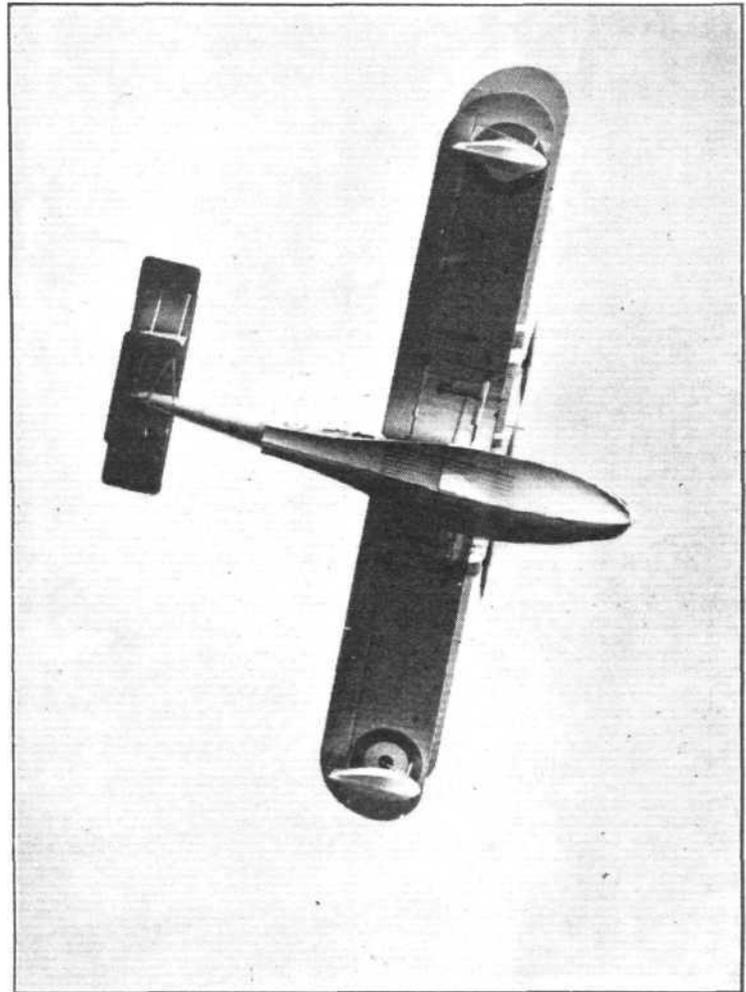


["FLIGHT" Photograph

The Fly-past: The Secretary of State for Air, Sir Samuel Hoare, Bart., with whom is Lady Maud Hoare and their son, watching the Blackburn "Iris" flying off Cromer last week.

climbed at what appeared to be quite a good rate. Furthermore, with the port outboard engine stopped, the machine was able to make a turn to starboard without any apparent difficulty, the turn, of course, being made *against* the natural tendency of the machine to turn to port. Thus there can be no doubt that even with one engine out of commission the "Iris" is not only capable of flying straight and of climbing, but is perfectly able to manoeuvre in any way likely to be required. Doubtless this is due to the spacing of the three engines close together.

Finally, Lieut. Sawyer gave a demonstration of the enormous power reserve of the machine by flying for considerable periods with the two outboard engines stopped, only the



["FLIGHT" Photograph

Not a Vertical Bank: This photograph shows the Blackburn "Iris" from below as the machine is passing overhead, and gives an excellent idea of the shape of the planing bottom, steps, etc.

quarters a determination exists to make Great Britain supreme in the matter of large seagoing flying boats. In her present form the Blackburn "Iris" is intended for long-distance reconnaissance and for coastal defence and submarine patrol. There is, however, no reason to doubt that with suitable modifications the machine would be a most useful type for civil flying on Empire routes. The Blackburn Aeroplane and Motor Company, one of the pioneers of British aviation, its founder and managing director, Mr. Robert Blackburn, having been amongst the first in this country to design and construct aeroplanes, is to be congratulated upon a very fine production, as is also the Rolls-Royce firm on having developed engines of sufficient power to make such a machine possible.



Cairo-Aden-Cairo Flight Ends

THE two R.A.F. Vickers "Victoria" machines, under Air Commodore C. R. Samson, which flew from Cairo to Aden, started on the return journey last week, and arrived back in Cairo on October 29. They started from Cairo on September 15.



Irish Flying Officers Killed

LIEUT. PRENDERVILLE and Cadet O'Reilly, of the Irish Free State Air Force, were killed on September 21 whilst carrying out a flight in a Bristol fighter during army manoeuvres at Hempstown Common, near Dublin.