

# FLIGHT

*The*  
**AIRCRAFT  
ENGINEER  
&  
AIRSHIPS**

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## Flight

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## EDITORIAL COMMENT.



**N**ON-STOP flights across the Atlantic look like becoming everyday occurrences. Lindbergh made one a short time ago. Chamberlin and Levine have just made another. Byrd is contemplating one shortly—and so we go on. In fact, there seems to be a veritable epidemic of "Atlantitis." Under the circumstances one is justified in referring to Chamberlin's flight as "the latest." In fact, one must, since it cannot be adequately identified by terming it "the great Atlantic flight," even if one does so regard it. How far Comdr. Byrd intends to go we do not know. But if the distances continue to increase at the present rate (and frequency), the time is not far distant when it will be necessary for Americans looking for new worlds to conquer, so to speak, to take off from California and alight at Moscow, or even Peking.

### The latest Atlantic Flight

Seriously, the flight made by Chamberlin and Levine was a magnificent one, and it was sheer bad luck that they were not able quite to reach Berlin. Not that the extra hundred miles or so makes any appreciable difference to the merits of the flight, but there is something impressive in the "capital-to-capital" idea (with apologies to Washington). For all that, to have covered close upon 4,000 miles, mostly over the sea, is a performance which bears testimony not only to the courage, endurance and determination of the crew, but also the qualities of the machine and, most of all, the reliability of the engine. One is justified in being a little sceptical in a case where a certain type of engine has made one very long flight. The element of luck may have played a not inconsiderable part. But when the same type of engine continues to pile up record upon record, the probabilities are that it really is a thoroughly reliable engine; and not only reliable, but also economical in fuel consumption. Such an engine undoubtedly is the Wright "Whirlwind." Three of these were fitted in Byrd's Fokker on which he and Bennett flew to the North Pole and back. (Cynics might say that fitting

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*For Sizes and Prices, see Advert., page xxii.*

### DIARY OF FORTHCOMING EVENTS

*Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in this list:—*

**1927**

- June 4-16.... Fourth International Aero Exhibition, Prague.
- June 11 .... Newcastle Aero Club Flying Meeting
- June 18 .... Inst.Ae.S. Visit to Croydon Aerodrome.
- June 30 .... Aviation Ball at May Fair Hotel
- July 2 .... Royal Air Force Display.
- July 9 .... Air League Challenge Cup at Castle Bromwich, Birmingham.
- July 30-.... Bournemouth Meeting (including King's Cup Race).
- Aug. 1
- Aug. 10-12 Navy v. R.A.F. Cricket Match.
- Aug. 20-
- Sept. 2 .... International Aero Exhibition, Copenhagen.
- Sept. 10 .... Gordon-Bennett Balloon Race, Denver, U.S.A.
- Sept. 25 .... Schneider Trophy Race at Venice.
- Oct. 20 .... Aero Golfing Soc. (Cellon Cup), Walton Heath.