

FLIGHT

The
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ENGINEER
&
AIRSHIPS**

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" FLIGHT " PHOTOGRAPHS.

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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 this list:—

- 1927**
- Aug. 20—
 - Sept. 2 International Aero Exhibition, Copenhagen.
 - Sept. 4 Flying Meeting, Kastrup Aerodrome, Copenhagen.
 - Sept. 5 Gordon-Bennett Balloon Race, Detroit, U.S.A.
 - Sept. 24 Newcastle-upon-Tyne Aero Club Flying Meeting.
 - Sept. 24 Merseyside Air Pageant, Hooton Park, Lancs.
 - Sept. 25 Schneider Trophy Race at Venice.
 - Sept. 30 Entries Close for Edward Busk Memorial Prize (R.Ae.S.)
 - Oct. 20 Aero Golfing Soc. (Cellon Cup), Walton Heath.
 - Dec. 31 Entries Close for R. 38 Memorial Prize (R.Ae.S.)
- 1929**
- Oct. 31 Guggenheim Safe - Aircraft Competition Closes

EDITORIAL COMMENT.



It is no manner of use trying to disguise the fact. Great Britain has missed two excellent opportunities recently. One was the International Aviation Meeting at Zürich, and the other the International Aero Show at Copenhagen. Both events would have been worth our attention, but while individual efforts were made in the case of the Danish show, and one single private representation in the Switzerland event, both events were eminently matters for concerted action.

Missed Opportunities

In her amusing and interesting article on the Zürich meeting, Mrs. Elliott-Lynn states that 1,000 machines were present. Even allowing for a slightly rosey-mild estimate of the numbers, there seems to be little doubt that the Swiss meeting drew a quite extraordinary gathering of aircraft, and the only British representative was Mrs. Elliott-Lynn's Avro "Avian" with "Cirrus" engine. At Copenhagen Great Britain is represented by but two aircraft and aero engine firms, and granting that even those two are largely representative of quality making up for British exhibits in quantity, we think few will deny that in the interests of British prestige a much larger number of British representatives would have been desirable.

We do not by any means underestimate the difficulties. The British aircraft industry is not, as a whole, doing over well at the moment, and it is known that the Treasury refused even a small grant towards expenses in connection with showing at Copenhagen. The Air Council did all it could be expected to do by sending the small fleet of flying boats carrying the Air Minister and his party to Scandinavia, and we are quite sure that the visit of these flying boats to Copenhagen and Norway and Sweden has had an excellent effect. But that is not sufficient. We are very much convinced that the British aircraft industry in its entirety would be well advised to display the initiative which is demanded in these modern days of keen competition. The rest of the world can probably as ill afford expenditure on propaganda as can the British industry,