

# FLIGHT

*The*  
**AIRCRAFT  
ENGINEER  
&  
AIRSHIPS**

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### " FLIGHT " PHOTOGRAPHS.

To those desirous of obtaining copies of "Flight" Photographs, these can be supplied, enlarged or otherwise, upon application to Photo. Department, 36, Great Queen Street, W.C.2

### DIARY OF CURRENT AND FORTHCOMING EVENTS

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

1928

- Mar. 15 .... " Flying - Boat Maintenance." Flt.-Lient. B. C. H. Cross, before R.Ae.S. & Inst. Ae.E.
- Mar. 15 .... Aero Golfing Soc.—Winter Meeting, Sir Samuel Instone Challenge Cup
- Mar. 24 .... Rugby, R.A.F. v. Army, at Twickenham
- Mar. 28-
- Apl. 4 .... Exhibition of Light Aeroplanes, Folkestone Drill Hall.
- Apl. 7 .... Cinque Ports Flying Club Demonstration, Lympne
- Apl. 8-9 .... Aerial Display, Suffolk Aeroplane Club, Hadleigh.
- Apl. 12 .... "Some Aspects of the Development of the Slot," Mr. G. R. Volkert, before R.Ae.S. & Inst.Ae.E.

### INDEX FOR VOL. XIX.

The Index for Vol. xix of "Flight" (January to December, 1927) 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



AS we are preparing to go to press with this week's issue of FLIGHT, an attempt is awaited to establish a new world's speed record over the 3 kilometres straight-line course recently marked out over Southampton Water. At the moment it would be futile to express a definite opinion as to the chances of Flt.-Lient. S. M. Kinkead, D.S.O., D.S.C., D.F.C., to beat the splendid record of 297 m.p.h., established by the Italian pilot, Major de Bernardi, shortly after the holding of the Schneider Seaplane Trophy race at Venice last year. That the Supermarine S.5 is an extremely fast machine there is no doubt. Whether it is fast enough to beat by a good margin the speed of the Macchi remains to be seen. Personally, we believe the British machine to be well able to beat the record. The Napier racing engine was giving something like 875 h.p. in the Schneider race. For the very short duration required to establish a speed record, it is to be assumed that it will be possible, if necessary, to take a good deal more power from it without fear of a breakdown. The actual machine used by Kinkead was one of the three S.5's sent out to Venice, but was never flown there. How it compares with the other two S.5's is therefore not known. It is no uncommon thing for one machine out of a batch to be, for some obscure reason, quite a good deal faster than the rest of the batch, and so there is the possibility that something of the sort may happen in this instance. On the other hand, the reverse may be the case. Actual tests alone can settle this definitely.

Shortly after the Schneider race, a good deal was made in certain quarters of the importance of being

300  
or  
500 ?