

the first to fly at more than 300 miles per hour. While there is, doubtless, a good deal in this contention it should not be forgotten that the only two nations who use the miles per hour units are Great Britain and the United States of America. The rest of the world uses kilometres per hour. Now, in order to beat de Bernardi's record, Kinkead will have to average at least 302 m.p.h., and thus if he establishes a new record he will automatically have been the first to reach and exceed 300 m.p.h. But 302 m.p.h. is equivalent to approximately 486 km./hour. Thus there is not really so very far to go to reach the 500 km./hour mark. True, it is the last few kilometres per hour that are the most difficult to get, but there is at any rate a possibility that Kinkead may succeed not only in being the first to reach 300 m.p.h., but also the first to touch 500 km./hour. Should he succeed in doing this, it will, we venture to think, be an even greater accomplishment than merely establishing a new world's record. Let us not forget that these records are officially accepted in the kilometre units only, and that a large percentage of the civilised world habitually employs these units. Thus, whereas to these nations 300 m.p.h. conveys very little, 500 km. per hour is something which they can appreciate at once. We call attention to the fact, because we feel that it is one of some psychological importance.

Concerning the actual record flight, and the course marked out over Southampton Water, this conforms, of course, to the regulations of the F.A.I., consisting of two sets of posts, 3 km. apart, with further posts $\frac{1}{2}$ -km. beyond each end of the actual speed course. The latter posts are employed because the machine must be in horizontal flight 500 m. before entering the course, and must remain in horizontal flight 500 m. beyond the far end of the course. Calling the post at the starting end No. 1, and that at the other end No. 2, the procedure is as follows: The machine approaches post No. 1 in level flight and flies along the speed course, making a turn beyond the far end and re-entering the speed course again from the No. 2 end. The time-keeper at post No. 1 times the machine from the time it passes No. 1 post on the outward flight until it passes it again on the return. The second time-keeper, who is stationed at post No. 2, times the machine from passing No. 2 on the outward lap until passing No. 2 again on the return lap; in other words, he takes the time of the turn at the far end. By subtracting No. 2's time from No. 1's, the average time of the double flight along the speed course, in opposite directions, is obtained. The procedure is then repeated, as the regulations require that two flights in each direction must be made. At the speed at which Kinkead will be flying a lap will take about 20 seconds!



Congratulations for Far East Flight, R.A.F.

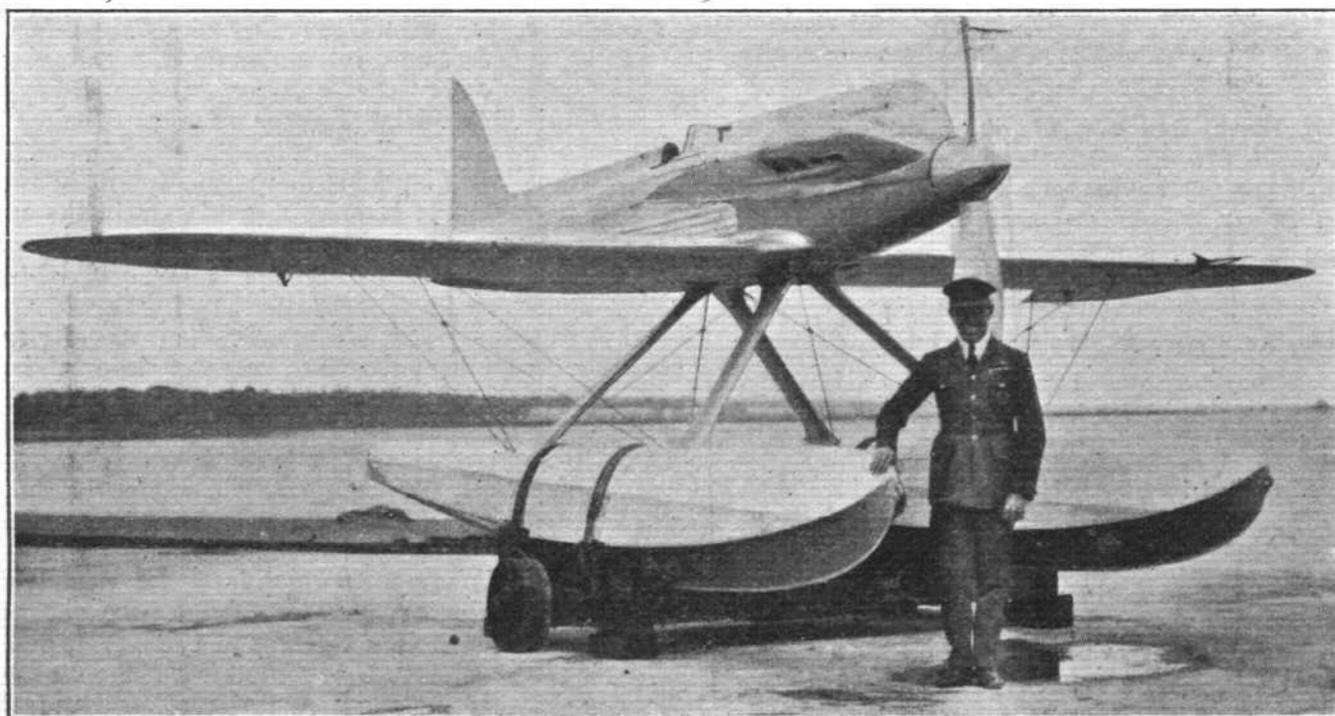
SIR SAMUEL HOARE, Secretary of State for Air, has sent the following telegram to Group-Captain H.M. Cave-Browne-Cave, D.S.O., D.S.C., Officer Commanding Far East Flight, Royal Air Force, which consists of four metal Supermarine Southampton flying-boats, each equipped with two Napier-Lion engines:—

"I warmly congratulate you and all under your command on the highly successful completion of the first 11,000 mile stage of your flight. The punctuality with which you have adhered to your time-table reflects the greatest credit on all concerned and demonstrates convincingly the important

rôle which the flying-boat can fulfil in the Empire, both for defence purposes in time of war and in developing air communications in time of peace."

British Aircraft for Switzerland

A COMMUNICATION from the British Legation at Berne reports with reference to a scheme for the promotion of civil aviation at Lausanne, that two biplanes fitted with dual control and equipped with an engine developing 80/100 h.p. will be required. Firms in a position to offer British machines can obtain further particulars on application to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1. (Reference AX.5999.)



TO ATTEMPT THE WORLD'S SPEED RECORD: Flight-Lieutenant S. M. Kinkead, D.S.O., D.S.C., D.F.C., standing in front of a Supermarine S.5 seaplane. It is on a machine of this type, with Napier "Lion" racing engine, that the attempt to beat the Italian speed record of 297 m.p.h. will be made,