

# FLIGHT

*The*  
**AIRCRAFT  
ENGINEER  
&  
AIRSHIPS**

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## Flight

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## EDITORIAL COMMENT



ALTHOUGH by this time it is likely that the Dornier "Wal" has gone to the bottom (at least for the sake of shipping it is to be hoped that it has) Courtney's adventure has not, like so many other unsuccessful Atlantic flights, been without its use, nor without its lessons. FLIGHT has previously

referred to Courtney's attempts and incidentally has regretted his using a German flying-boat, for which latter FLIGHT has been "called to task". We need not again bring up this subject except to use it as proof that in what we are about to say we cannot be accused of being biased in favour of this particular flight. But apart for the moment from any question as to whether such an attempt by a British pilot using a German machine and British engines was likely to help *British* aviation, the adventure has had its useful side, useful not only to this country but to aviation in general the world over.

With the actual reasons which caused Courtney to descend we are not here concerned. These cannot be discussed until fuller information is available. Suffice it for the moment that the fact is accepted that a fire broke out "in the engine room." As far as can be gathered, this occurred round about midnight. One can imagine the harrowing experience through which the crew went, and one cannot but sympathise very sincerely with them. Below them the Great Atlantic. All around them darkness. How close the nearest surface vessel?

Presumably by the flare of the fire on board, Courtney succeeded in alighting safely. While gliding down (one may, of course, assume that the first thing that was done was to switch off the engines) the S O S was sent out. Fortunately it was picked up at once and re-transmitted to the Atlantic in general, with the result that several liners diverted their course towards the point indicated in the distress signal.

It is now common knowledge that it fell to the *Minnewaska* to pick up Courtney and his crew, and although the captain of that vessel is reported to have said that only the fine weather and excellent

### "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**

**Aug. 27-31 U.S. National Baby 'Plane Meeting, Milwaukee**

**Sept. 10-21 French International Light 'Plane Meeting at Orly**

**Oct. 7-28 International Aircraft Exhibition, Berlin**

**Oct. 8 .... Aero Golfing Soc.—Team Match v. Stage G.C.**

**Oct. 24 .... Aero Golfing Soc.—"Cellon" Challenge Cup**

**1929**

**Oct. 31 .... Guggenheim Safe-Aircraft Competition Closes**