

IN PARLIAMENT

Loss of "City of Ottawa"

REAR-ADMIRAL SUETER, on July 24, asked the Under-Secretary of State for Air whether his Department has reviewed the finding of the committee which inquired into the disaster to the air liner "City of Ottawa" on June 17 last, when seven lives were lost; whether he can state the number of hours the starboard engine had run in the machine before, as is stated in the Report, the studs of the big end bearing fractured under fatigue; and whether the Air Ministry concur in the statement in the committee's report that this mishap was of a type which is unavoidable.

Mr. Montague: The answer to the first part of the question is that the Report is now being carefully examined in all its bearings; to the second part, that the aircraft had flown 126 hours from the time when the starboard engine was installed after complete overhaul up to the commencement of its last journey. As regards the last part of the question, the purport of the passage quoted from the Report is to exonerate Messrs. Napier and Imperial Airways from any suggestion of negligence, and this finding the Air Ministry accept. The question whether any further precautions can be taken in future to guard against such mishaps as the failure of these studs is being actively pursued by all concerned.

Airships

REAR-ADMIRAL SUETER asked whether his Department has information as to the cause of the latest German rigid airship's failure to cross the Atlantic; and whether the engines of the two experimental airships are considered perfectly suitable in all respects for the forthcoming trials, or whether new engines of greater horse-power should be installed in these airships before extended trials to Egypt and India are made.

Mr. Montague: As regards the first part of the question, from the information that has been published, it would appear that the cause of the breakdown of the engines in the "Graf Zeppelin" in May last was mainly due to "torsional resonance." This is a form of trouble which is apt to develop in engines and the question of obviating it has been under investigation at the Royal Aircraft Establishment during the past few years. A method has now been devised as the result of that investigation for predicting the speeds at which resonance is likely to occur for any given type of engine, so that running at that particular speed can be avoided.

As regards the second part, R.100 and R.101 are fitted with engines which have passed the airworthiness type test and I am fully satisfied that the engines are perfectly suitable for the flying trials at home. I should prefer not to make any definite statement in regard to the long distance flights which have always been contemplated upon the successful completion of the home trials; it is safer to await the result of these latter trials before a final decision is reached in regard either to the exact nature of the long-distance flights or the equipment necessary for them. The trials are expected to take place about the end of September.

Construction and Repairs in the Royal Dockyards

SIR B. FALLE asked the Under-Secretary of State for Air whether, in view of the highly-equipped factories and workshops available at His Majesty's Dockyard, Portsmouth, he will authorise the construction, equipment and repair work of aircraft used by the naval air wing at Portsmouth Dockyard?

Sir R. Gower asked whether, in view of the increased use of aircraft in His Majesty's Navy, he will consider the introduction of arrangements for their manufacture in the Royal dockyards?

Mr. Montague: The construction, equipment and repair of aircraft is very highly specialised work which it is considered can be better carried out by firms which exist for that work and have the requisite special plant and experience than by shipbuilding and ship-repairing establishments, even of the well-equipped character of the Royal dockyards.



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AIR MINISTRY NOTICE TO GROUND ENGINEERS

"Avro" Aircraft: Essential Modifications

(1) The attention of all owners of and ground engineers concerned with the undermentioned "Avro" aircraft is called to Leaflet D. 3, paragraph 6 (ii) of A.P. 1208, the Airworthiness Handbook for Civil Aircraft, in which it is laid down that the petrol supply from all tanks is to be such that it is not affected by the collection of foreign matter in the sump, and that a method of draining the sump must be provided.

(2) The following are the types of "Avro" aircraft affected:—
Type 504 K, Type 504 N, Type 548, Type 548 A, "Gosport," "Baby," "Avenger," "Avian" (all types).

(3) Provisions to meet the above requirements are to be incorporated in all "Avro" aircraft of the above-mentioned types before September 1, 1929, or when the aircraft is submitted for inspection for issue or renewal of a Certificate of Airworthiness, whichever is the earlier date.

(4) Unless the above-mentioned requirements have been satisfactorily complied with, no certificates of airworthiness will be issued or renewed in respect of any "Avro" aircraft of the above-mentioned types, and after September 1, 1929, any certificates of airworthiness already issued will become invalid.

(No. 12 of 1929.)

PUBLICATIONS RECEIVED

The Air Annual of the British Empire, 1929 Founded and Edited by Sqdn.-Ldr. C. G. Burge. Vol. I. Gale and Polden, Ltd., 2, Amen Corner, London, E.C.4. Price 21s. net.

L'Année Aéronautique, 1928-1929. By L. Hirschauer and Ch. Dollfus. Dunod, 92, Rue Bonaparte, Paris. Price 42 fr.

Woman and Flying. By Lady Heath and Stella Wolfe Murray. John Long, Ltd., 34, Paternoster Row, London, E.C.4. Price 12s. 6d.

NEW COMPANIES REGISTERED

E. J. BOWMAN (BIRMINGHAM), LTD., 56, Pritchett Street, Birmingham—Capital £2,000, in £1 shares. Acquiring the business of a radiator manufacturer now carried on by E. J. Bowman at 56, Pritchett Street, Birmingham, as "Bowman Radiators," manufacturers of radiators for motor cars, aeroplanes and airships, oil coolers for engines, etc. Directors: E. J. Bowman, 110, Trinity Road, Birchfield, Birmingham; Maud G. Bowman, 110, Trinity Road, Birchfield, Birmingham.

BLACKBURN CONSOLIDATED, LTD.—Capital £140,000, in £1 shares. Objects.—To acquire and hold shares, stocks, debentures and other securities; to manufacture airships, aeroplanes, seaplanes, etc., managers of aerodromes, seaplane bases, etc. First directors: A. P. Holt (chairman); R. Blackburn and E. Hudson, appointed by R. Blackburn; and H. C. Bevan, appointed by Andrew Holt and Co., 7, Gracechurch Street, E.C.3. Solicitors: Slaughter and May, 18, Austin Friars, E.C.2.

AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

Applied for in 1928

Published August 1, 1929

- 937. H. R. RICARDO. Means for controlling i.c. engines of the liquid fuel-injection type. (314,705.)
- 9,948. AKT.-GES. C. P. GOERZ OPTISCHE ANSTALT. Apparatus for determining position, speed and direction of movement of invisible aircraft by exclusively acoustic means. (289,872.)
- 9,981. A. C. A. HOWETT and W. J. ANDREWS. Parachutes. (314,835.)
- 20,439. R. A. A. COUZINET. Devices for testing wing surfaces. (293,675.)
- 21,471. R. P. FOX. Dirigible airships. (315,107.)
- 22,775. W. S. AUD. Aviators' life-saving suits. (315,121.)
- 24,782. F. R. OWENS. Parachutes. (315,134.)

Secret Patents Re-Assigned to the Inventor

Applied for in 1925

Published August 1, 1929

- 10,834. E. A. V. ROE and A. V. ROE and CO., LTD. Bomb crates and release mechanism for aircraft. (314,666.)

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