constructional work. They are staking their reputations on the ultimate results, and by those results they will be judged. Surely that is enough anxiety for them to carry, without making their task more difficult with ill-considered and untimely criticism. If indeed the two airships are a failure, the world will know it, and the designers and constructors will have a heavy responsibility. But why condemn them out of hand? The only reason one can conceive is a hope that the critics will be able to say "I told you so." It is very doubtful whether those same critics, in the case of the airships being a success, will come forward and openly confess that they were wrong. Arguments and discussions are useless at the present juncture. The airship people have but one way of replying to their critics: By deeds and not words. In all fairness to them, let us leave them to get on with their work and thus provide the only answer which in the end is going to count one way or the other.

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Newcastle

The last aviation "event" of the year is the meeting being organised by the Newcastle Aero Club and to be held at the Cramlington aerodrome on October 5. At the last moment of going to press with this week's issue of FLIGHT we have received a list of the entries, which, although not large, is gratifyingly representative, as befits a meeting in which all three races are confined to light aeroplanes, *i.e.*, aeroplanes with an empty weight not exceeding 1,200 lbs. The three races are all handicaps, and are for the Air League Challenge Cup, the Grosvenor Challenge Cup, and the S.B.A.C. Challenge Cup. This year an added sentimental value will be lent to the race for the Grosvenor Cup by the death recently of the donor, Lord Edward Grosvenor, whose enthusiasm for flying was undiminished after nearly twenty years' connection with aviation, and whose familiar figure was seldom absent from any aviation event. It is to be hoped that Lord Edward's memory will be fittingly upheld by a large participation in the annual event bearing his name. In that way can we best serve the memory of one who did a great deal for aviation, and who had its future very much at heart.

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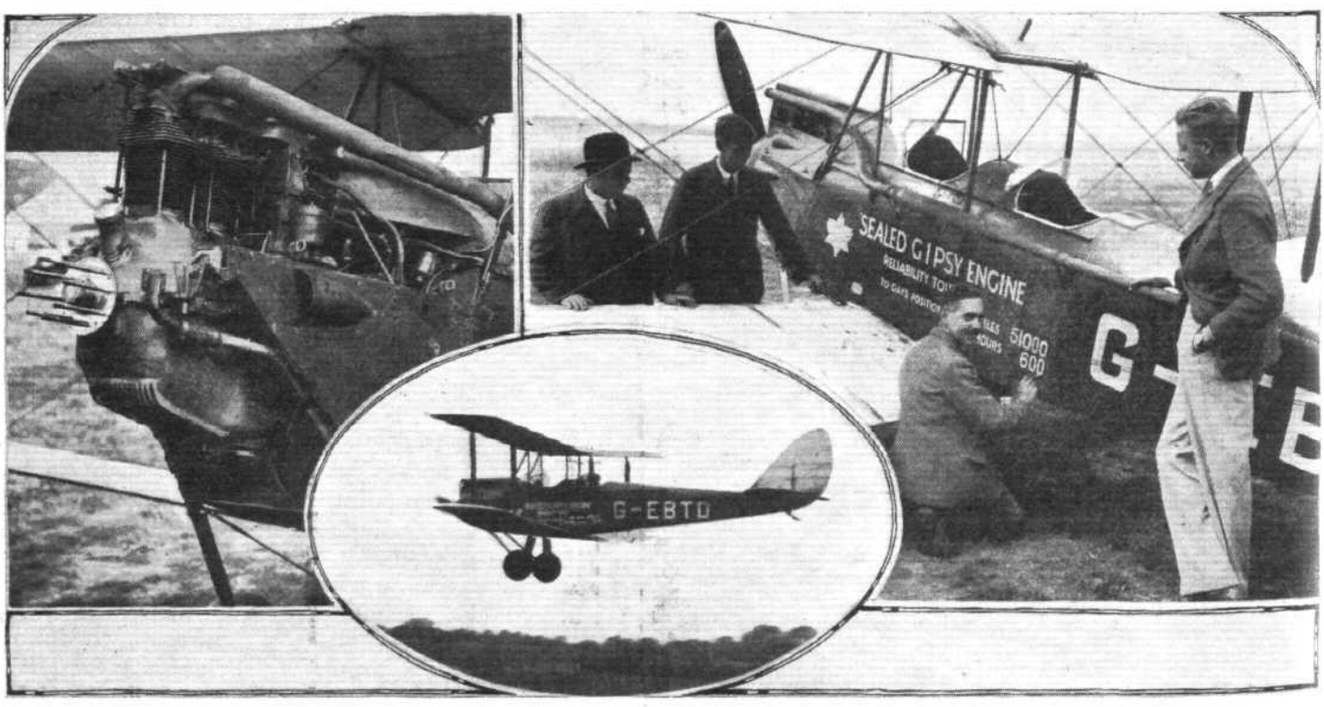
Reliability

On Tuesday morning last the de Havilland "Gipsy-Moth" with sealed engine, made its last landing before the engine was dismantled for examination. When the wheels of the machine touched the ground at Stag Lane, the "Gipsy" engine had been running for no less than 600 hours without an overhaul, a demonstration of reliability which is probably without a parallel in aviation. The de Havilland "Gipsy" engine was designed by Major Halford and Capt. de Havilland, the first experimental engine being completed in July, 1927, and fitted in the little "Tiger Moth" monoplane. That engine developed about 130 b.h.p., and enabled the "Tiger Moth" to establish a world's speed record in its class. Taking the "Tiger Moth" type of engine as a basis, the compression ratio was lowered and smaller valves fitted, and the engine now known as the "Gipsy" resulted, with an output of 100 b.h.p. The first of what has now become the production type of engine was completed about 18 months ago, and made its first public appearance last year in the King's Cup Race, which it won. Since then the "Gipsy" has become firmly established, and the latest proof of its reliability is provided by the sealed engine which has just completed 600 hours without overhaul. This is a performance of which all concerned may justly be proud.



1,000 HOURS BETWEEN OVERHAULS: A few years ago this would have appeared out of the question. Yet the de Havilland "Gipsy" engine, in a "Moth," has just completed 600 hours, so that we are well on the way. One of these photographs shows, Mr. Eadon, who has sat behind the "Gipsy" during a large proportion of the 600 hours, is seen chalking up the final "hourage." Interested onlookers are Mr. Tuck, of the Hoyt Metal Co., who is interested in the bearings, Mr. Collins, an apprentice who has had much to do with the reliability test, and, on the right, G. de Havilland, Jun., one of several pilots who have helped to pile up a mileage of well over 50,000 miles. The "Gipsy" will now be put on the test bench to have power curves taken, and will then be stripped for examination. ("FLIGHT" *Photos.*)