

# FLIGHT

The  
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ENGINEER  
&  
AIRSHIPS

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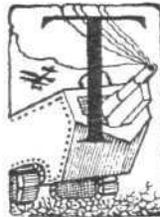
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## EDITORIAL COMMENT



THE new rigid airship R.101 has completed her shed trials, and is awaiting favourable weather conditions before being brought out of the shed and put on the mooring mast at Cardington. In certain quarters, an attempt is being made to convey the idea that "there is something wrong with R.101." To those familiar with airship work, the suggestion is merely childish, but as a few may be misled into having certain misgivings it is as well to point out what the actual position is. To begin with, a flat calm is desirable for the first "manhandling" of the airship out of her shed and on to the mast.

A strong gust might readily cause the airship to sway when partly out of the shed, and as there is but little clearance, a girder might easily be damaged against the door frame. Once on the mast, the airship should be safe enough, even in winds up to gale force, although it is obviously desirable to do the first mooring tests under less severe conditions. It is conceivable that conditions could get so bad that the safest course would be to cast off the airship and cruise around until the weather moderated, but naturally it is not desired to run the risk of having to do the first flying tests under conditions which would be more applicable to emergency proceedings. Therefore those responsible for the tests are waiting until the meteorological officers can forecast a period of four or five days of good weather. This will allow of the mooring and preliminary flying tests being carried out under suitable conditions. Surely none could claim that this is other than a very elementary and wise precaution, and no amount of cheap gibes will taunt those responsible into bringing the airship out before such conditions can be counted upon.

Concerning the airship herself, we publish a good deal of information in this week's issue of FLIGHT, although considerations of space have prevented us from giving anything like a detailed description. We think, however, that sufficient information is given to enable readers to form a fairly good idea of

### 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—

1929.	
Oct. 24	.... Lecture, "The Art of Flying Land and Sea Machines," by Capt. N. Macmillan, before R.Ae.S. and Inst.Ae.E.
Oct. 31	.... Guggenheim Safe-Aircraft Competition Closes.
Nov. 7	.... Lecture, "Recent Developments of Fuels and Dopes for Aircraft Engines," by Dr. A. E. Dunstan, before R.Ae.S. and Inst. Ae.E.
Nov. 21	.... Lecture, "The Inspection of Materials," by Mr. L. W. Johnson, before R.Ae.S. and Inst.Ae.E.
Nov. 28	.... Lecture, "Flying and Maintenance from the Owner's Point of View," by Sq.-Ldr. H. M. Probyn, before R.Ae.S. and Inst. Ae.E.
Dec. 5	.... Lecture, "Recent Work on the Autogiro," by Senr. J. de la Cierva, before R.Ae.S. and Inst.Ae.E.
Dec. 12	.... Lecture, "The Development of Materials for Aircraft Purposes," by Dr. W. Rosenhain before R.Ae.S. and Inst.Ae.E.
1930—	
Jan. 22	.... Lecture, "The Strategical Mobility of Air Forces," by Gp.-Capt. C. L. Courtney, before Royal United Service Inst.
Mar. 5	.... Lecture, "Air Co-Operation with Mechanised Forces," by Wing-Com. T. L. Leigh-Mallory, before Royal United Service Inst.