

# FLIGHT

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&  
AIRSHIPS

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## EDITORIAL COMMENT



ALTHOUGH much still remains to be done, the experience so far gained with the new airship R.101 must be regarded as being satisfactory, and as promising well for the future. As we have in the past pointed out, this airship represents so great a departure from previous practice in the matter

of construction, that the *technical* aspect is of far more immediate interest than is the ultimate *commercial* value of the present airship. Certainly, it must be admitted that unless there is reasonable prospect of airship services some day becoming useful commercial propositions, the solution of technical problems must be largely a matter of academic interest. But, conversely, unless the technical difficulties can be overcome, the actual operation cannot be undertaken, and, therefore, the engineering side must of necessity take priority, at the present stage of development, over commercial considerations.

### A Promising Beginning

During the last few weeks a number of tests have been carried out with R.101, and it is gratifying to be able to place on record the fact that, as far as they have gone, they have been successful and have proved the designers' calculations and assumptions correct. The construction of R.101 has taken a long time. Many think too long. But it was desired to take no avoidable risk and, therefore, whenever a doubt existed, experiments were carried out before the actual work on the part or feature of the airship involved was continued. The designers have had to put up with a good deal of adverse criticism, much of it of a hostile and far from constructive kind, but they have had the good sense to remain unperturbed and to "carry on" with their work, letting results speak for themselves.

To begin with, the airship has now been in the air and has carried out flights with very nearly the full designed load. From the technical viewpoint it matters little how this load was composed, so long as it was lifted. The heavy engines and the use of one out of five for reverse propulsion has reduced

### 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.
- Nov. 28 .... "Flying and Maintenance from the Owner's Point of View," Lecture by Sq.-Ldr. H. M. Probyn, before R.Ae.S. and Inst. Ae.E.
- Dec. 5 .... "Recent Work on the Autogiro," Lecture by Senr. J. de la Cierva, before R.Ae.S. and Inst.Ae.E.
- Dec. 6 ... No. 3 Sqdn. R.F.C. and No. 3 (F) Sqdn. R.A.F. Reunion Dinner, Hotel Cecil.
- Dec. 12 .... "The Development of Materials for Aircraft Purposes," Lecture by Dr. W. Rosenhain before R.Ae.S. and Inst.Ae.E.
- 1930
- Jan. 22 .... "The Strategical Mobility of Air Forces," Lecture, by Gp.-Capt. C. L. Courtney, before Royal United Service Inst.
- Sept. 6-28 .... Aero Exhibition, Stockholm, Sweden.