

FLIGHT

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EDITORIAL COMMENT



THE present is an opportune moment for discussing what is likely to be the next "worth-while" flight. Miss Amy Johnson has returned from one very splendid flight. Capt. C. D. Barnard has just accomplished another and very useful flight—to Malta and back in two consecutive days. And R 100

has crossed the Atlantic and moored safely in Canada. Each of these was a "worth-while" flight. Miss Johnson's because, although she did not manage to lower the time taken by Hinkler to reach Australia, it set the whole world, and more particularly the British Empire, talking and thinking flying. Barnard's flight was worth while because in the not very distant future we shall have to operate air mail services properly—which is to say, that we shall use aircraft specifically designed for carrying mails, and mails only, and they will be fast machines capable of covering considerable distances non-stop. One may easily visualise an air mail route to Karachi which calls at Malta, Cairo and Baghdad, and gets the mails to India in very much shorter time than is now taken. Barnard's monoplane was in no sense an air mail machine, but his flight demonstrated that there should be no technical difficulty in producing an aircraft capable of carrying mails to Malta in some 12 to 14 hours. Similar stages over the rest of the route could be flown, which would make it possible to get mails to Karachi in four days without taking into account the speeding-up that would naturally attend the development of night flying. The cruise of R 100 to Canada was worth while, because Great Britain is definitely committed to an airship programme, and because the airship is, as far as can be seen at present, the only type of aircraft which could operate over the long overseas distances with any worth-while pay load. The large flying-boat will have many uses, and will play an extremely important part in Empire aviation, but there is little technical foundation for believing that distances of 3,000 miles or more can

The Next "Worth-While" Flight

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—

- 1930
- Aug. 9-24 Gliding Competitions, Rhön, Germany.
 - Aug. 15-31 Circuit of Italy.
 - Aug. 17 .. Shanklin Meeting.
 - Aug. 30 .. Liverpool-Manchester Inter-City Air Race.
 - Aug. 30 .. Liverpool Air Display.
 - Aug. 30 .. Air Fete, Cramlington, Newcastle-on-Tyne.
 - Aug. 30 .. Bedford Club Meeting.
 - Sept. 1-6 .. 5th International Air Congress at The Hague.
 - Sept. 6 .. Opening of Ratcliffe Aerodrome, Leicester.
 - Sept. 6 .. Bristol and Wessex Ae.C. Air Display and Garden Party.
 - Sept. 13 .. N.F.S. Air Pageant, Tollerton, Nottingham.
 - Sept. 14 .. N.F.S. Air Pageant, Leeds.
 - Sept. 27 .. N.F.S. Air Meeting, Hanworth.
 - Nov. 28- Dec. 14 Paris Aero Show.
- 1932
- May 31 .. Closing date for Cellon Cross-Channel Glide £1,000 Prize.