

FLIGHT

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EDITORIAL COMMENT



FINANCIALLY speaking, the year which has just come to a close was not one which is likely to be remembered with pleasure in the years to come. The general depression—not merely a local one, but of world-wide extent—necessarily had its effects on the aviation industry, in spite of the fact that a large percentage of the British aircraft industry is dependent upon, and lives by Government orders, and thus is not as immediately affected by the ups and downs of trade as are many other industries. From a technical point of view, however, 1930 was rather a memorable year in the history of

British aviation. It is doubtful whether ever before so many new types of aircraft were produced in any one year, and the variety of the types which took the air during the past year was such as to inspire optimism in looking to the future. There were 'planes ranging from 35 h.p. to 2,000 h.p., from a gross weight of a few hundred pounds to some 10 tons. There were monoplanes and biplanes, single, twin, three and four engined. There were land-planes, seaplanes, flying boats and amphibians. In short, Great Britain produced, during 1930, almost every type of aircraft imaginable, heavier-than-air and lighter-than-air.

Out of the wealth of material which was produced last year, or which was at least completed and tested last year, it is no easy matter to form a clear opinion of the technical progress which all these new types represent. That they were not all equally successful may be admitted, but on the other hand, one cannot quote from memory a single instance of any 1930 aircraft which was an out-and-out failure. Which seems to show that if we have not achieved anything very brilliant, neither have we brought forth anything of which we need be ashamed.

To FLIGHT it is a very particular pleasure to be in a position to put down 1930 as a marine aircraft year. Never before in our aviation history have British firms produced so many new types of flying boat in one year. Including machines which, it is true,

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—

1931	
Jan. 14	"Armoured Cars in Desert Warfare," R.U.S.I. Lecture, by Sqdn.-Ldr. G. E. Godsave. 3 p.m.
Jan. 15	"Rigging and Assembly of Aircraft," Lecture by W. E. Vick, before R.Ae.S.
Jan. 17	Association Football: R.A.F. v. Corinthians, Wycombe.
Jan. 22	"Aeroplane Controls, Faults and Diagnosis," Lecture by W. James, before R.Ae.S.
Jan. 22	"Deck Flying," Lecture, by Sqdn.-Ldr. W. R. D. Acland, before R.Ae.S., Gloucester.
Jan. 22	"Model Aeroplanes," Lecture, by W. Rigby, before Westland Aircraft Soc.
Jan. 28	"Glider Construction," Lecture, by C. H. Lowe-Wylde, before London Gliding Club.
Jan. 28	Association Football: R.A.F. v. Football Assoc. XI., Uxbridge.
Jan. 29	"Development and Construction of Sailplanes and Gliders," Lecture, by Herr A. Lippisch, before R.Ae.S.
Jan. 29	"Machining and Working of Stainless Steel," Lecture, by R. Waddell, before Westland Aircraft Soc.
Jan. 30	"Gliding and Soaring," Lecture, by Col. the Master of Sempill, before R.Ae.S., Hull.
Feb. 5	"Wapiti in Australia," Lecture, by Sqdn.-Ldr. C. T. Anderson, before Westland Aircraft Soc.
Feb. 6	De H. Aeronautical Technical School Ball, at Portman Rooms.
Feb. 11	"Future of Aeroplane Design for the Services," R.U.S.I. Lecture, by C. R. Fairey. 3 p.m.
Feb. 11	Association Football: R.A.F. v. Civil Service, Uxbridge.
Feb. 12	"Air Navigation," Lecture, by Capt. N. Macmillan, before R.Ae.S. and G.A.P.A.N.