

Another accident, rather similar in its consequences, and involving the lives of two passengers, occurred at Heston on Tuesday morning to a "Dragon" belonging to British American Air Services. Our internal and charter services have, during the past few years, been almost entirely free from really serious mishaps, and we can only tender our sympathy to those concerned and hope that the air-travelling public will think logically before making any drastic decisions.

The Pou Population

THINGS have been moving very fast in the British Pou-du-Ciel world during the last week or two. In the first place, Mr. S. V. Appleby last week-end made a number of circuits in his Ford-engined machine, and he tells us that he found it very controllable; a photograph of one of his first "hops," taken at Heston last week, appears below.

Air Cmdre. Chamier, Secretary-General of the Air League, who has been also sponsoring the "Pou" in this country, is almost ready to make trial flights with the "Pou Club's" official machine, which has been built under the supervision of Mr. Oliver Rorke, of Fulham, and with the assistance of students of the College of Aeronautical Engineering.

Thirdly, two enthusiasts in the North, Messrs. Philip Priest and Cyril Brooke, have practically completed their machines, some details of which also appear below. Mr. Priest says that these two "Pous" have taken two months' hard work to build, and he feels it rather a big job for anyone to do single-handed unless the builder has a great deal

of spare time; he feels that when components such as landing gear, tail units, petrol tanks, engine mountings, and control units can be obtained ready made, things will be very much simplified.

A fourth "Pou" which is nearing completion is being built in Surbiton, Surrey, by a Mr. Wood.

There are rumours of various others being laid down.

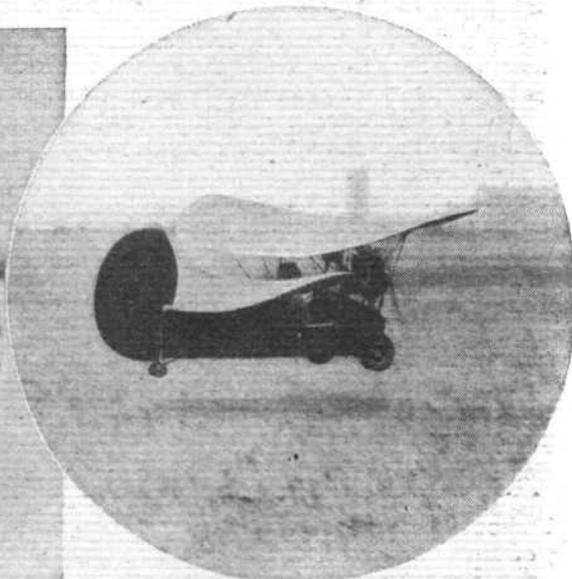
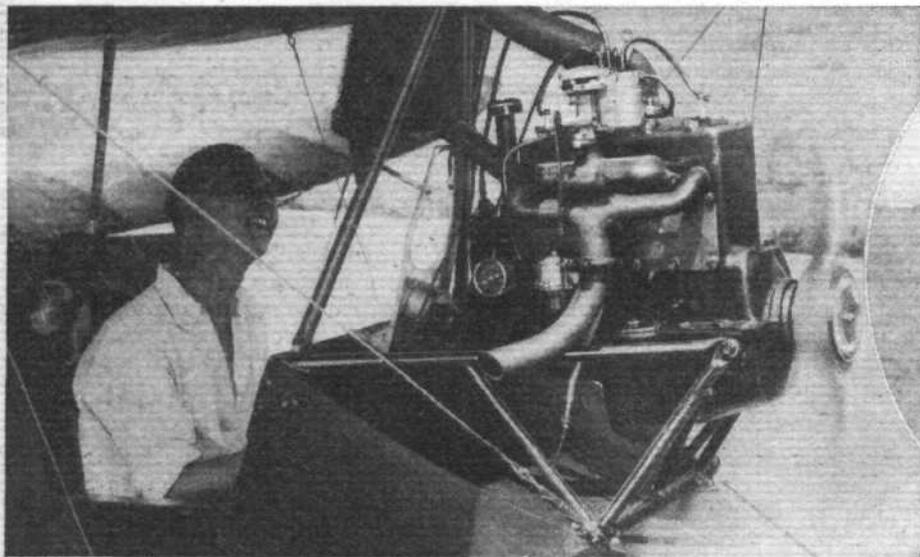
Engine-power Figures

THE study of foreign aero engine specifications by the uninitiated may result in the discovery of some seemingly remarkable figures. Power-to-weight ratios particularly, may, in certain cases, appear considerably better than those attained by British firms.

It should be realised that general durability and the length of the period to be run between overhauls are governing factors. The figures for between-overhaul periods achieved by some of the engines employed by the R.A.F. are probably unexcelled, and in their standard service form these engines, nevertheless, deliver creditable powers for their weight. Should the period between overhauls be reduced, however, their outputs could be raised accordingly.

Doubtless the Air Ministry knows what it wants from its engines. Probably the long periods between overhauls were dictated by economy measures.

The Rolls-Royce Schneider engine gave some indication of how a power plant, basically of normal service type, can be stepped up if necessary. Although developed from the "Buzzard," normally rated at 825 h.p., and weighing 1,540 lb., the racing engine gave 2,300 h.p. for an increase in weight of only 110 lb.



A BRITISH "POU" FLIES. The Flight photographs above show Mr. Appleby with his *Pou-du-Ciel* (special 10 h.p. Ford engine) and (in circle) during one of his initial "hops" at Heston a few days ago. On the right is the "Pou" built by Mr. Philip Priest of Huddersfield, with the help of his cousins, Allen, Kenneth, and Geoffrey; its behaviour during experimental taxiing has been promising. At present it is fitted with a Douglas motor cycle engine, but awaits a special Scott unit, as does the *Pou* built by Messrs. C. Brooke, A. Morton and F. Lawton, also in Huddersfield. Mr. Priest says that he and Mr. Brooke have each spent about £30 on their "Pous," so, unless the matter of a C. of A. proves troublesome, the total cost, with engine, should be about £75 in each case.

