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 THE OUTLOOK (CONTINUED)
 

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Considerations of space have compelled us to confine our history of Short Brothers mainly to the types of aircraft produced. Otherwise, an interesting tale might have been told of those early Shellbeach and Eastchurch days; of the little band of adventurers who learnt their flying over those inhospitable marshes; of their trials and tribulations; of how they formed the nucleus of the Service we know to-day, several of them now occupying high posts in the R.A.F. or in the Air Ministry.

We might have recalled how one Dick Fairey joined the firm in the early days and helped to build the quaint Dunne tailless machine. How that same Dick Fairey started his own company and became one of the world's great aircraft constructors. But that will have to wait. In the meantime, the history of Shorts of Rochester is an example of how determination and foresight can triumph over obstacles.

### Much Ado

**B**UT for the fact that the daily newspapers let themselves go about it, and announced "Famous Airman's 2,000ft. Leap for Life," there would have been no need to devote more than a brief paragraph to recording that Mr. G. de Havilland, Jun., and Mr. Cunningham had to abandon their machine and take to their parachutes last week when the machine they were flying got out of control.

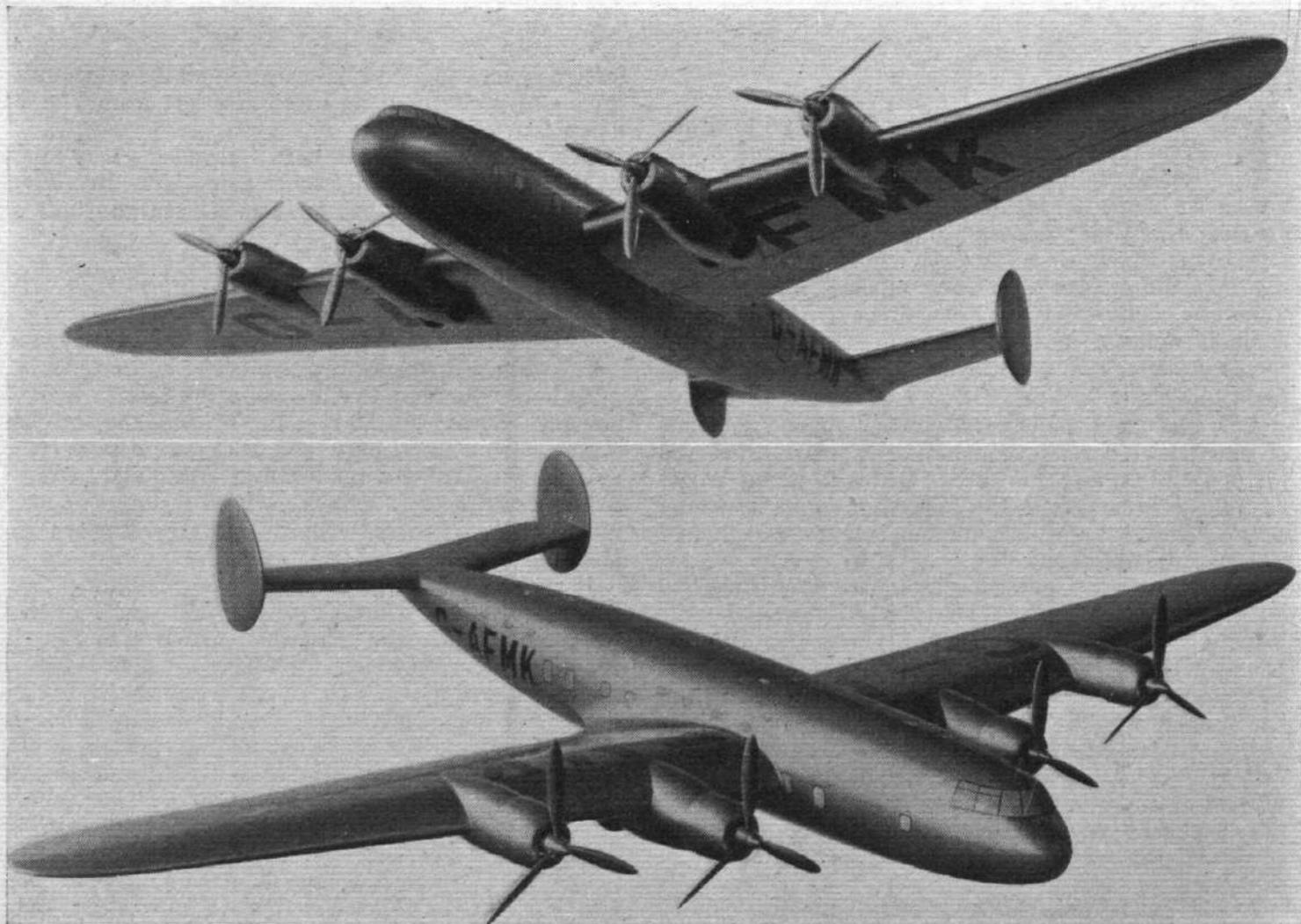
However, in view of the vast and quite unwarranted publicity given to the event, it seems desirable to place

the actual facts on record. The machine in question was an experimental Moth Minor, which had been fitted with a new type of engine cowl, while the inner portions of the trailing edge of the wing had been set at a different angle at the request of the shops (evidently with a view to facilitating manufacture).

It was expected that these two experimental features might upset the airflow over the wing roots, and Messrs. de Havilland and Cunningham went up to 6,000ft. to do prolonged spinning tests timed by stopwatch. The machine was loaded to 100 lb. more than its Aerobatic C. of A. weight, that is to say, to 1,550 lb. instead of 1,450 lb., and, furthermore, the centre of gravity was in the farthest aft position. Thus the conditions were the worst possible, and it is not really surprising that the initial normal spin turned into a flat spin, out of which the machine did not appear willing to come. Mr. Cunningham jumped out at 3,000ft. and Mr. de Havilland at 2,500ft. Both landed quite safely.

It might be explained here that the engine was stopped when the two occupants jumped. Released of its load, the machine went into a dive and the engine started. Possibly the pilot kicked the switch accidentally when he jumped.

There is no reason to suppose that the production version of the Moth Minor (there are about 40 in a half-finished state at the moment) will have any vices of this nature. Spinning tests on a similar special prototype are to be continued at greater heights, and with the machine equipped with a tail parachute.



**HIGH FLYER**: The excellent lines of the Short 14/38 landplanes ordered by the Air Ministry may be studied in these views of a model. Fitted with Bristol Hercules engines giving 1,100 h.p. at 22,000 feet, one version (Type B), will cruise at 275 m.p.h. at 25,000 feet. More details are included in the historical article on the Short Company appearing in this issue.