

## FLIGHT

THE AIRCRAFT ENGINEER AIRSHIPS

### 75 YEARS AGO

Extracts from *Flight*, September 2, 1920

#### The Gordon-Bennett Race

After an interval of seven years, the classic Gordon-Bennett race, in which speed is the only consideration, is to be resumed at Etampes near Paris. The speed course this year is somewhat longer than that for the event which was held in 1913, being 300 kilometres (186 miles), and, at the time of writing, twelve machines have been entered for the race — three by Great Britain, three by France, three by Italy and three by the USA... The speeds which will be put up will be tremendous and, as there will probably not be a very great difference in the speed of the competing machines, a good deal will depend on the piloting — which is merely another way of saying that for pure sport the event will be one of surpassing interest.

#### Untangling the Net

Although there probably are not many of us left who derive much income from aviation, it may be worth noting that a really valuable, concise and clear view of the Income Tax octopus is now available at the modest cost of one shilling. Published by Oliver and Boyd of Paternoster Row in London, it sets out the whole business in such clear form that for the first time we have, personally, been able to follow the ramifications of this ghastly life-sucking parasite of civilisation.

#### Correspondence

I agree with Mr Searle's views regarding the use of wooden wings in preference to metal wings, if only for the reason that metal is not a durable material. And if we are to look forward, as we must, to carrying a much greater loading per sq ft, then metal must be ruled out.

Arthur H Baily BSc AMICE

#### Foolish Tricks

It is sad that such fearless men as Lieuts Locklear and Elliott, the cinema aerial stunters, should have passed in their checks whilst "at work", but what else could one have reasonably expected the outcome to be from human beings undertaking such utterly foolhardy monkey-tricks?



Miles Hawk Trainer III (E Day), King's Cup race, Wolverhampton, 1950

CAUTION : BIRD TURDS ARE CORROSIVE - CAREFULLY CLEAN A/C OF ALL TRACES.

Airbus A310 maintenance manual



The latest Cameron balloon, at 43m some 11m taller than the "real" Shuttle



Aaah Anson... Canadian Warplane Heritage has just put this Avro Anson V back in the air. It's a Canadian-built, wooden-winged, Wasp-Junior-powered one, and was restored by Aerospace. It's one of two flying in Canada: can't wait for the European ones to appear, including the Avro Woodford XIX, which was looking pretty-near finished when your Uncle last looked.

◆ OK. Now somebody out there will shortly realise that it's almost 60 years since the World's Greatest Airliner first flew (17 December, to be precise). According to Douglas, there are almost 1,000 still in service. So who's going to arrange that the maximum possible number of those 1,000 DC-3s get airborne on that day, just to remind these upstart Fizzjet things that aviation grandfathers are nothing to do with landing rights at Little Snoring?

ARIA: "Arguing with your instructor is like wrestling with a pig in mud: after a while, you realise that the pig enjoys it..."

◆ Ever spent half a flight waiting for the loo to become available? Yes, yes, of course, you've suffered. Well, think of poor old Boeing, which is trying to cut its production cycles down from an historic 18 months to a target eight. Everything is achievable — except that they still have to wait for the loos, for which there is still an 18-month lead time...