

Civil Aviation.

(Continued)

By NORMAN J HULBERT, A I Ae E

Cairo and Karachi Since writing last month about the proposed air line between Cairo and Karachi, news has been received that the first machine, the D H 66 "City of Delhi" has arrived at Delhi on her maiden trip, with the Secretary of State and his wife as passengers

The total distance from London is 6,300 miles, and this was covered in thirteen days, at an average speed of 100 miles per hour, and at times the machine was actually flying ahead of the time-table which had been prepared

This flight should do much to raise the prestige of British Aviation, and is in fact, an achievement which we may well be proud of, especially the well-known firms "De Havilland" and "Bristol" to the reliability of whose products, the flight owes its great success

Thames- Seine Service Recently I heard of a project to arrange an amphibious service between London and Paris, the scheme being that the Thames at Hammersmith should be used as a London terminus, from which the machine would fly to Le Bourget when Customs formalities, etc., would be dealt with (This seems the most unfortunate part of the idea, as considerable time will be wasted, and what is to prevent the French Customs Authorities opening a department on the Seine?) The service would then continue to Point Neuf on the Seine at Paris

To my mind this is the best way to make the Continental service a commercial proposition, as undoubtedly one of the biggest drawbacks to-day is the tedious journey from London to Croydon and from Le Bourget to Paris

I have no information as to what type of machine it is proposed to use, but in any case the French Air Union are to be congratulated on their enterprise, and they deserve to meet with success

Light Aero-planes in the East Two light Aeroplanes (Moths with Cirrus Mark 2 Engines) flown by Captain Hack and Mr Leet have recently arrived in Karachi This flight which has been carried out with practically no ground organisation, and under very difficult conditions, deserves to rank one of the finest flights which have ever been accomplished by British aircraft, and I heartily join in the congratulations which they have received from all quarters

Airships A lot has been written lately on the subject of Airships, and we have been told of the wonders of the R100 and R101, which are being constructed by the Royal Airship Works, and by the Airship Guarantee Co respectively We hear they are to have spacious lounges, cabins, restaurants, etc., sufficient for 100 or more passengers

Now, both these Airships are being built by the Government, so we need not trouble to think whether they are commercial propositions or not, but this

fact does strike one Why, if they have all the advantages claimed them, do not the great shipping lines interest themselves, for of course, they have a very considerable advantage in speed over the ocean-going liners? I believe the answer is, that at present everyone regards the Airship as being in an experimental stage, also there is considerable public apathy too, because people believe they are dangerous in so far that they are liable to catch fire occasionally, and also they cannot at present compete with the Heavier-than-Air machine as regards speed and manoeuvrability

Quite apart from this they are expensive to construct and maintain, and also costly Mooring Masts are required at each station

However, there may one day be designed and constructed, an Airship which possesses none of the present-day disadvantages, and all the advantages of the Heavier-than-Air machine of this time, in which case it will undoubtedly be recognised as the most modern form of transport Should this position be reached it will undoubtedly be due to the experimental work carried out by the British Government, and especially to the policy inaugurated by the Secretary of State for Air in 1924 (Lord Thomson of Cardington), the latter to whom both R100 and R101 owe their existence

Aerial Survey I am very pleased to see that the Institution of Aeronautical Engineers are giving some attention to the question of Aerial Survey, as evidenced by the meetings which they have arranged, dealing with this very important subject

Aerial Survey will undoubtedly become one of the most useful branches of Civil Aviation in the future, and the most note-worthy fact is that up to the present this branch of flying has not received any Government assistance, and that all the pioneer work has been carried out by private enterprise

The Aerial Survey of Rhodesia, which is at present being carried out by the Aircraft Operating Co, is the largest contract that has been given for this class of work, and it is evidence that the value and economic advantages of Air Survey are fully realised by Government Departments and commercial firms alike

Joy Riding I am a firm believer in the value of the work that is carried out by the various joy-riding firms They do more to create an air sense in the public than anything else, and they are very constant supporters of the Aircraft Industry both by the purchase of machines and by giving employment to numbers of pilots and ground engineers, and I trust that 1927 will see increased activity in this branch of Aviation

Canadian Commercial Aviation I recently received the annual report of the Canadian Director of Civil Aviation It is most comprehensive, and deals with semi-civil aviation as well, that is Forestry Patrol and Forestry fire service, which are operated by the Royal Canadian Force as part of their training I recommend anyone who is interested in Colonial Aviation to obtain this report

(To be continued)