

Civil Aviation.

(Continued)

By NORMAN J HULBERT, A M I Ae E

The Hampshire Air Pageant The world's first Amphibious Air Display will be held at Southampton (Hamble Aerodrome), on Sunday, May 15th, 1927

This display is being organised by The Hampshire Aeroplane Club, and as this club has in the past shown very considerable enterprise and has met with great success, I anticipate that everyone who visits Southampton on May 15th, will have no cause for disappointment

The organisation seems to have been done in a very thorough manner, and various people well-known in aviation have been put in charge of the different sections

The advance programme gives details of exhibition flights which will be given by Supermarine "Southamptons" and "Gamecocks" (these flights by permission of the Air Council), while the racing programme will be preceded by a fly past of the most recent types of aircraft

As regards the public, I understand that accommodation has been provided for 25,000 people and special trains will run from London at reduced fares, etc, also from noon onwards visitors will be able to obtain lunch on the Aerodrome From the above it will be seen that the Hampshire Air Pageant promises to be a very attractive and entertaining show

The Marquis of Pinedo The Marquis of Pinedo has just set out on a Transatlantic Flight of somewhere about 20,000 miles Apart from the Marquis of Pinedo who will be the chief pilot, the crew will consist of Captain DelPrete (Assistant Pilot), and Mr Zacchetti (Engineer), and the machine is the Savoia S 55 with two Isotta Fraschini Aero Engines, the top speed of which is approximately 125 miles an hour, and on this trip, the useful load carried is nearly 8,000 lbs

The provisional route lies through Italy, Brazil, Argentine, Chile, Guana, America, Canada, Portugal and back to Italy

The Marquis of Pinedo has had imperative orders from the Prime Minister to carry the flight to a successful conclusion and so to uphold the honour of Italy, to which, according to press reports he is stated to have replied "I shall obey, or not return"

I am sure everyone engaged in aviation in England will wish the Marquis of Pinedo the very best of luck on this flight which is, as is well known, a sequel to various other long distance flights which he has successfully made

London Air Port I recently inspected the new buildings which have been put up at Croydon, although to merely refer to new buildings may not give you quite the right impression, as in fact the whole aerodrome is being reconstructed, and when complete will undoubtedly be the finest Terminal Air Port in the world

All the Hangar accommodations, offices, Customs, etc, will eventually be transferred to the east side of the Aerodrome adjoining the new Croydon Bye-Pass road, which will be a distinct advantage over the present arrangement

A new hotel is being built within the Aerodrome boundary and the Croydon Justices recently acceded to an application—supported by the Deputy Director for Civil Aviation—for a license for the premises

Early last month a heavy fall of snow caused the partial collapse of two temporary Hangars. It also unfortunately involved considerable damage to a D H 54 and a W 10, and I am told, on very good authority, that a very well-known Underwriter was heard to express rather pessimistic views on the future of Aircraft Insurance in view of this newly found means of causing the “write off” of aircraft

However, there is a theory which says “It’s an ill wind—etc” and the result of this climatic intrusion has been to make the Air Ministry open two of the new Hangars available for immediate use, which now securely house all sorts and conditions of machines, including an occasional “Hampstead” and “Argosy” which are quite dwarfed in the spaciousness of their new home

Air Racing I understand that the Royal Aero Club have secured His Majesty’s approval of the rules they have drawn up for this year’s King’s Cup. The venue chosen for the race is Bournemouth, and it is to be held on August Bank Holiday (August 1st)

I would not presume to put my views against those of the Racing Committee of the Royal Aero Club, but it does seem that somewhere more accessible than Bournemouth might have been chosen

Bournemouth is over 100 miles from London, and for that reason alone the Meeting is not likely to attract anyone except those who are really keen about Air Racing, and they do not really matter because they will always go anywhere, even to Inverness or Penzance if anyone ever arranges an air Race Meeting in either of these places

The Royal Aero Club should do all they can to encourage the Air Sense by locating any Race Meetings which they organise in districts which are easily get-at-able from London and other populated centres. As it is, the only people who will have the opportunity of seeing the King’s Cup this year will be the residents of Bournemouth and the immediate surrounding districts, and a few people who may happen to be in Bournemouth on holiday who are sufficiently interested in aviation to go to the Race Course

The Royal Aero Club were no doubt influenced in their decision by the success of last year’s Meeting at Bournemouth, but I respectfully suggest that the King’s Cup should not be treated in quite the same way, and that it should always be arranged so as to be seen by as many people as possible, by which I mean, the course decided upon should be such, that as many towns and cities are flown over as may be practicable in one day

As regards the date, the only thing that occurs to me is why do these events always take place on public holidays, and so prevent quite a lot of people who are engaged in aviation from ever really getting away from their work