

Civil Aviation.

By NORMAN J HULBERT, A M I Ae E

Franklyn Leslie Barnard On July 28th British Commercial Aviation suffered an irreparable loss by the death of Captain F L Barnard, the chief pilot of Imperial Airways, who was accidentally killed at Filton while testing the Bristol "Badminton" which he intended to fly in the King's Cup a couple of days later

Captain Barnard was well-known not only as an able pilot and aeronautical engineer, but as a great aviation propagandist

Apart from his air line work he had twice won the King's Cup, firstly in 1922, on a D H 4, and in 1925 on a Siddeley "Siskin," and he was also a member of the Committee of the Air League of the British Empire and the National Fund for the Promotion of Aeronautics

His widow who is left to mourn his loss will receive the most heartfelt sympathy of everyone in the aeronautical industry, and may it be hoped that she will find some consolation in her sorrow with the knowledge that he died while engaged in the work which he loved so well

Light Aeroplanes Of all the light aeroplanes in the world to-day the "Moth" is unquestionably the best known, so its most recent achievements may be of some interest

Firstly there was the last King's Cup race which was won by one of the earliest Mark I "Moths," which had already done some 75,000 miles, and which won this race at a speed of over 95 miles an hour The King's Cup also saw the first public appearance of the "Tiger Moth," which is a single-seater monoplane fitted with a new De Havilland engine This machine, piloted by the company's test pilot (Capt H S Broad, A F C), recently set up the world's light aeroplane speed record of 187½ miles per hour

Both these performances are, considering the power of the machine, very noteworthy, but news that a German company, the Raab-Katzenstein Flugzeugwerke of Cassel, have completed an agreement to manufacture "Moths" in Germany cannot fail to impress one In Germany where air mindedness has been developed much more than here, and civil aviation has been encouraged in every possible way, it is indeed a compliment to the De Havilland Company

that an arrangement should come to with them by a German concern to manufacture their machines. In addition to this the De Havilland Company are to be congratulated on being the only British aircraft firm to have a large market over seas, for Civil aircraft.

The Schneider Trophy Race In the Schneider Trophy Race of 1927 Great Britain will be represented at Venice by three Royal Air Force high speed seaplanes manned by Royal Air Force pilots. Air Vice-Marshal F R Scarlett, C B, D S O, Air Officer commanding Coastal Area, Royal Air Force will be in command. Representatives of the Royal Aero Club will act in an advisory capacity.

Three types of aircraft have been built to the order of the Air Ministry and have recently been undergoing flying tests at the R A F Stations at Calshot and Felixstowe. They are the Supermarine-Napier S 5, the Gloster-Napier IV and the Short-Bristol " Crusader ". The first two seaplanes are equipped with Napier Lion water-cooled engines and the " Crusader " with a Bristol " Mercury " air-cooled engine.

This year's race is noteworthy as being the first time that the Government have officially sponsored the competing teams and the first time that Service pilots are competing, which shows that the Air Ministry are now making serious efforts to win back for England some of the World's Air Records.

The British Corporation for the Survey of Aircraft The inauguration of the British Corporation for the Survey of Aircraft is one of the most important steps which has recently been undertaken in the sphere of Civil Aviation, so a brief résumé of its activities will probably be of interest, especially when it is remembered that the Committee has amongst its members such well-known authorities on various branches of Aviation as —

Air Commodore J G Weir, C M G, C B E
 Major Woods-Humphery (General Manager of Messrs Imperial Airways, Ltd)
 Lieut -Col C E C Rabagliati, M C, A F C } of the British Aviation Insurance Group
 Capt A G Lamplugh, A F R A e S, M I A e E }
 Colonel The Master of Sempill (Chairman of the Royal Aeronautical Society)

The British Corporation for the Survey and Registry of Shipping was founded in 1890 and is licensed by the Board of Trade under the Merchant Shipping Acts to assign Load Lines and administer the British Load Line regulations. Over nine million tons of shipping have been built to the classification of the Society, and there are at present over five million tons in the Register.

The Committee were approached with the suggestion that they should include in the work of the Society the survey and registry of aircraft on lines parallel to those now in force for ships. After careful consideration the necessary legal steps were taken to give effect to the suggestion and the Society adopted its present title.

The Department of Civil Aviation has expressed full approval of the objects of the Register, and has given practical proof of sympathy in offering facilities to the executive to become familiar with the work now done by the A I D

The control of the Society is vested in a Committee of Management composed of representative Shipowners, Shipbuilders, Underwriters, etc., and representatives of Public and Private interests in Civil Aviation have now been elected to the Committee

An Aviation Committee has been formed from the Main Committee with an Executive Committee in London. The Committee have obtained the services of Major R. H. Mayo, O. B. E., in a consultative and advisory capacity.

Civil Aviation must obviously have an International character even greater than is the case in Shipping, and with this in view the British Corporation, American Bureau, Bureau Veritas, Germanscher Lloyd, Registro Italiano, Imperial Japanese Corporation and Norske Veritas have recently signed an agreement for the publication of an Aircraft International Register (A. I. R.) and for International Survey and Classification of Civil Aircraft. The convenience and public advantage of such a Register of Aircraft will be recognised and it is hoped that it will include not only Aircraft classed by the Allied Societies, but as far as possible, all Civil Aircraft. It is again pointed out that the compilation of the Register has been undertaken with the full approval and sanction of the Department of Civil Aviation.

It is intended to publish this Register at the beginning of each year and subscribers will be supplied at regular periods with supplements in which will be given all additions and amendments to the current edition.

Reciprocal arrangements have been made by the Allied Societies for performing the duties connected with International Survey and Classification of Civil Aircraft. According to these arrangements each Society shall be the only representative of the Allied Societies in its own country and in the respective colonies, dependencies and dominions of its own country. To this end the British Corporation have formed the nucleus of a technical staff in London which has already carried out some of the duties relative to International survey of passenger Aircraft.

As distinct from the publication of the Register, the advantages of Classification will, it is hoped, be appreciated by Owners, Underwriters, and Constructors as it is to-day in the parallel case of ship classification, where the owner by building his ship to the rules and requirements, and by maintaining the highest class of a Registry obtains the confidence of Underwriters and Shippers.

In Aircraft work it is believed that regular quarterly inspections and annual surveys will have the corresponding effect.

The Committee have in course of preparation rules giving particulars of the requirements to be carried out at the survey of classed aircraft with the object of ensuring their maintenance in service in an airworthy condition and that aircraft under construction will be built in conformity with the highest standard of workmanship and to the plans officially approved by the Department of Civil Aviation. These rules after mutual agreement, will be published in due course, but it should

be understood that the Committee have no desire to interfere with design or constructional methods and will in no circumstances do so until the call for their services is clear and unmistakable. In this connection it should be distinctly understood that in Aircraft work, as in ship work, the practice, methods and technical information of its clients are regarded by the British Corporation Register as strictly confidential.

American Enterprise. I recently received a copy of an interesting brochure describing and illustrating at great length the Buffalo Air Port, which is a very typical example of America's enterprise.

The municipality of Buffalo has purchased and equipped an Air Port with an area of nearly 600 acres which represents an investment of nearly £200,000.

Unlike the majority of English cities, the city of Buffalo takes a real live interest in aviation and what is even more remarkable from the British point of view, is that this interest is also shared by bankers and financial groups who are always ready to assist aviation in a practical way.