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THE TRUTH ABOUT THE CONDITION OF AVIATION IN GERMANY.

Published by special arrangement with The Aeroplane News Bureau

London, July 5.—Extraordinary ideas prevail in the daily press regarding flying, and a recent outburst by an aeronautical correspondent in the Morning Post shows that the only too well. He says, "The fact that all commercial aviation in Germany at the present time is bluff! His statement is that 'Civil aviation in Germany is at complete standstill,' and this in view of the fact that there are six main services, besides many subsidiary services, running in Germany at present, and that these services in the early months of 1919 put up weekly records of air miles flown, surpassing those flown in this country during last week. The correspondent further mentions that ground organizations do not exist, that the Junker all-metal machine has been abandoned, and that the International Allied Aeronautical Commission of Control is completely up to its work. Some of our staff have recently returned from visits abroad and their accounts of matters there differ widely from the correspondent's views quoted above. In addition, our German correspondent gives us news opposite to almost all the statements that we have quoted. Our correspondent points out that organizations do exist in the work of the commercial transport companies owing to shortage of petrol and general labor unrest. But, he says that the 18,000 air miles per week already accomplished by the six services running is regarded as the beginning merely of a huge industry—a beginning which is by no means accomplished already a year old. To deal with details, the organization at Johannisthal cannot at the present moment be regarded as ideal for commercial flight. But the aerodrome regarded as a centre for flight, surrounded as it is by up-to-date factories, is ideal, and can be put into the greatest efficiency within a week. With regard to the I. A. C. C., we cannot, in any way, agree with the Morning Post's correspondent. Our information, obtained in Germany, is to the effect that the powers of this body are very limited. One example only need be quoted regarding these powers: It is a matter of routine that no member of the I. A. C. C. can demand entrance to a drawing office, or is entitled to make a sketch at a works. All engineers who are in the importance of the drawing office, and neglect in visiting this section is a sign of weakness and infers doubt as to the efficiency of the Allied force. It seems to us that the correspondent has widely missed the point when he talks of the retention of military machines for bogus commercial purposes and it is our belief that few, if any, of existing machines are being secreted. We believe that dies and jigs for the manufacture of latest types of military machines and engines have been secreted; we have more respect for the German as an engineer than to imagine that he would keep mere machines when he could be in full production in a fortnight by retaining only the tools mentioned. The German has realized for a long time past, namely that commercial aviation will be a score times larger than military aviation, and that the possession of a State air transport service denotes air power. There is no bluff about his commercial aviation—he means it.

especially on its commercial side, of enormous importance. A machine of this kind has been left in the open for six months and has been subsequently flown and tested. No deterioration in either air performance or strength was discovered. It is probable that this machine will increase the commercial life of an aeroplane by 300 per cent, or 400 per cent, and as the life of the present aeroplane represents some 50 per cent of total running costs, it may be seen how this German construction represents an essential progress. On the experimental side the German, as always, is to the front, and we have heard of schemes, and seen projected schemes on paper, that would be regarded as nonsensical by most of us here. The German looks to a future speed approaching, or surpassing, the present rifle bullet speed of 2,000 miles per hour, and has no use, non-sportsman that he is, for slow flight. He realizes that in speed lies the whole duty of flight, and that in landing lies most of the difficulty of flight. We have seen drawings of a projected machine, dual-engine on to one propeller, with an air speed of 240 m.p.h., wherein the landing is intended to be made in helicopter fashion, i.e., by hanging on to the propeller and descending slowly to the earth. This machine had its fuselage extended beyond its empennage, and the landing scheme was to turn the machine's nose up into the air, to descend slowly hanging on to the propeller, to stop above a travelling lorry fitted with taper sleeve-fitting extension fuselage, to have extension guided into sleeve by a landing party of three or four men, and to descend on propeller into sleeve. Such ideas seem wild—such ideas as speeds of 2,000 m.p.h. and helicopter landings; but the Germans are making painstaking research into these matters and it behooves us not to be caught napping by reports of German civil aviation being "a gigantic bluff."

Must Not Despise Enemy Cunning. In our opinion, it is not solely by the invention of new wing sections that we shall find fast flight; the landing methods may have to be considerably altered before we can attain speeds much above those already attained by the aeroplane, or even by the motor-car. Above all, it is necessary not to despise our late enemy's thorough-going plodding and labor cunning; he leads us already in all-metal machines and in giant machines he may yet lead us in the high-speed machine with special starting and landing methods. We join the Morning Post's correspondent in the opinion expressed in the concluding part of his article about German belief in civil aviation, "needless to say. We differ regarding this last part of his article merely as to the point of view. He thinks that Germany is trying to conceal a vast fleet of present war machines camouflaged as civil machines. We think that Germany, assured of her undoubted future civil rights, is merely openly building up her civil air fleet, confident in England's sloth, certain in her own scientific research, with a view to future world air supremacy. A silly mistake has put Germany where she is, a lucky stroke may put us where we should be. Scientific research is a thing alien to the type of Englishman attracted to the Royal Air Force and the results of scientific research, as conducted by those bodies allied to the Royal Air Force, are generally stale before birth. Research conducted in the German manner is a matter of long periods of time and of infinite pains. It is, of course, often hindered by the many snags created by its own clumsiness. Many of the best English aircraft have been evolved by real genius, the genius that can see a correct thing that day is past, and flight now depends upon clear sight, experiment and hard-working engineering routine. This country, left in an exceptional position by the war, has the opportunity of encouraging experiment as never before. In spite of an exchange handicap of 10 to 1, Germany is making experiment in aerial matters, with an advantage of 10 to 1, it is up to us to do more than follow her lead.

Importance of Junker Machine. The statement that the Junker all-metal machine has been abandoned is ludicrous to those who have been in Germany lately. The Junker machine, without external bracing, with metal wing covering reckoned into its structural length, represents an advance in aviation.

HARROWSMITH HAPPENINGS.
Rain Saves the Hay and Potato Crops.
 Harrowsmith, July 5.—The bountiful rains of this week are much welcomed by all and especially the farmers, as it is like money in the bank. It will save the hay and make the potatoes grow. J. Hughes and sons are erecting a fine frame barn on their property. T. Cowdy is the architect. Messrs. E. and G. Hughes and Architect Gowdy spent Wednesday fishing and report a good time and a fine catch. S. S. Campbell, Verona, spent Sunday at E. Hughes'. Mrs. F. Lakin and children were at George Hughes' Sunday. Mr. and Mrs. A. Gowdy were at Colebrook on Sunday. Miss Tessie Barre spent Sunday at home. Mrs. I. Wallace spent last week the guest of George Hughes and also called on other friends.
 Those from this district who attended the Sparks and Sparks circus noted the unique advertising which Manager Bushell did. The elephants carried large posters announcing the fair, which attracted considerable attention. School has closed and Miss Giles has gone to take a well earned rest.
 The marriage was quietly solemnized at Smith's Falls, on June 29th, of Elizabeth Hunter, only daughter of Joseph Moorehouse, Smith's Falls, to Glenn C. Leverette, formerly of Frankville.
 At Alexandria Bay, N.Y., Mrs. E. W. Miller, who conducts a lodging house and market, suffered a broken left shoulder and possible internal injuries as a result of a fall down stairs.
 On Wednesday Mrs. Ann McCoy, wife of Henry McCoy, passed away at Belleville, after being ill for several years. Deceased was born at Arney, Ireland in 1849.
 James Morrison, of Abernethy, Sask., died in Minneapolis, at the age of seventy-six. Born in New Boyne, he went west in 1883.



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