

The Transatlantic Flight

THE MARTINSIDE ATTEMPT.

"A straight-out airplane flight without stunts in flying" is the way Frederick Philip Raynham, the youthful pilot, describes the Transatlantic crossing which he and Captain Charles Fairfax Molise, navigator, will attempt at the first favorable opportunity after their plane has been assembled. Raynham, Major Morgan, and expert mechanics brought with them from the Martinside plant, at work not far from the Brooklands Aerodrome, put in another busy day at Quidi Vidi, inside their canvas hangar, getting their plane in order.

Raynham said he was ready for a trial flight. He refused absolutely to predict the starting time but admitted that he would take the air as soon as the Sopwith machine if that were humanely possible. Raynham and Morgan believe that they will have the better of the race if granted an even start, and some disinterested authorities agree with them.

Their plane weighs, fully loaded, about 5,000 pounds and carries 360 gallons of gas, while the Sopwith weighs about 6,100 pounds and carries only 350 gallons. Raynham says he has a cruising radius of 2,000 miles with a twenty-mile head wind against him all the way across, figuring conservatively. Of course he expects to fly when the wind will be with him most of the way so that he is confident that the machine will be equal to the task. The machine was designed by G. H. Handasyde, who has had many years designing experience in co-operation with H. P. Martin, Chairman of Martinsides.

The reappearance in the transatlantic attempt of Martinsides as a competitor for the Daily Mail prize recalls that the firm as early as 1914 entered for a transatlantic competition, having completed a monoplane, which was to have started from St. John's, the scene of the present venture. This machine was to have been flown by Gustave Hamel, who, it will be remembered, while flying from London to Paris, came down at Calais, ascended again and has never since been heard of. He is believed to have been drowned, and no trace of his machine was ever found.

Raynham is 25 years old, unmarried, and began to fly at 17, being the possessor of half a dozen of the oldest flying licenses in England. Most of his experience has been in experimental and test flying, but he refused to particularize about this beyond saying that he had the usual accidents and did not recall winning very many competitions.

Raynham went with Martinsides in the early development days of 1907 and was with them when they began monoplane production in 1908. This they continued until the war began, when they turned to building biplanes, the present machine being only a very slight modification of their latest fighting scout. Raynham's own faith is still in the monoplane, which he regards as the most efficient machine, but because of its awkwardness in handling needs greater housing space. On account of its extra wing spread and other technical reasons he doubts very much if the monoplane will ever come into commercial use.

Martinsides, he said, while regarding the transatlantic as a purely sporting venture, not to be repeated on a commercial basis for some time to come, has entered it with practically a stock machine, assembled in seven weeks from parts taken from the store room in order to demonstrate the dependability of their airplane and the commercial development possibilities. For this reason they will fly it, whether Hawker and Grieve, in the Sopwith, beat them across or not. The machine which can accomplish the flight, they believe, will, with slight modifications, prove remarkably useful for general utility purposes, as a suitable reduction in the fuel capacity, admittedly abnormal, would change the machine's adaptability.

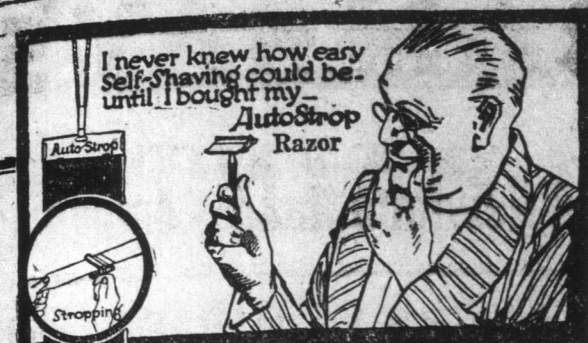
It was this desire to demonstrate the workaday commercial possibilities of the machine that led Raynham and Morgan to discard all "stunts" and tricks and base their entire hopes upon the ability to carry a great fuel load and keep up straight flying.

Raymore has a wing space 41 feet in length and a main plane surface just over 500 square feet. The body of the machine is painted scarlet. The machine seats are arranged tandem, the navigator sitting in front and slightly lower than the pilot, the fuselage being not quite wide enough to permit them to sit side by side.

Cruising Speed of 100 Miles.

Communication is to be by means of the Gopost phone, unless, as Raynham puts it, "we decide to leave it behind with other gadgets, in which case the pair will shout to each other above the engine noise or write on a pad fixed between them within reach of each." The engine, a Rolls-Royce Falcon, is rated at 280 horsepower, but is really developed 300, and is geared down a little more than two to one, practically the same ratio as the engine in the Eagle in the Sopwith. The cruising speed is 100 miles, but the machine can do 125 miles an hour. The propeller is two-bladed.

Raynham and Morgan will wear life



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A Fishery Combine.

At the beginning of the year Newfoundland was faced with an unforeseen problem in regard to her fisheries. With the termination of hostilities, the extensive demand for dried cod ceased abruptly, and prices began to fall rapidly, with the result that the situation in the foreign markets threatened seriously to affect the fish-trading industry of the Colony. It was found impossible to dispose of the fish in certain markets of Southern Europe, especially Italy, because of alleged combines, which were intended to force a reduction in the high rates obtaining for foodstuffs during the War. As a result, in markets where fully 40 per cent. of the total fishery products of the is-

land had found an outlet, Newfoundland started the year with about 400,000 quintals unmarketed, and about 50,000 quintals more in Southern Europe, of which prospective buyers would not take delivery, hoping to force the shippers to take a lower price. Eventually, however, the Newfoundland shippers themselves made a combine, by which it was agreed that no fish should be shipped without a license having been obtained from the Minister of Shipping, who would first have to be assured that the price obtained was equal to that agreed upon by the combine. This implied that fish could not longer be shipped on consignment, and it was further agreed that credits must be established in Newfoundland before any fish could be sent out. By this means harmful competition in the sale

of the Colony's fish should be avoided, and prices so far controlled that dealers, who during the last autumn paid unusually high prices for fish (in some cases as much as three times the pre-War figures), should not suffer serious losses.—United Empire.

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