

1919

C.S.

<i>Aviation</i>	
No.	<i>130.</i>

TRN/AVI/1 # 1

A. J. Swinton

SUBJECT.

1919

J. J. Jannan

Desires to enter into negotiations regarding aerial transportation.

Previous Paper.

MINUTES.

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4.3.19 *AS*
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Letter to Mrs. A. J. Swinton, 5.3.19.

File

Subsequent Paper.

130/19.

J. SWINTON.

COMMERCIAL AVIATION.



217, PICCADILLY,
W. I.

2nd Jan. 1919.

The Governor & Commander-in-Chief,
Port Stanley,
Falkland Islands.

Sir,

I have the honour to inform you that I desire to enter into negotiations with your Government on the question of Aerial Transportation.

I enclose some folders which contain general information, and I shall be glad to place my services at your disposal.

As to my bona fides, I would inform you that I am the brother of Major-General E.D. Swinton. C.B., D.S.O., whose name is probably known to you in connection with the invention of the Tanks; his address is the United Services Club, Pall Mall, S.W. 1. F.H. Cook Esq, of Messrs Thomas Cook & Son, of Ludgate Circus, E.C.4., and Charles Grey Esq, Editor of the "Aeroplane" 166 Piccadilly, W., have allowed me to give their names as references.

I have been in communication with the Secretary of the General Post Office, the Secretary for the Colonies and the Crown Agents, on this matter and they have noted my name in connection therewith.

I have the honour to be, Sir,
Your obedient servant,

Admiral
(Capt. late R.E.)

The £ S. D. of FLYING

The Permanent Way of the Air

By Captain ARTHUR SWINTON

Have you had a copy ? Price 6/4 post free

This book is the first exhaustive effort to deal with the commercial future of aviation, routes, times, costs, &c.

It shows what are the possibilities of development in world transit by means of the Aeroplane and is fully illustrated with maps, &c.

After the war the output of Aeroplanes will be largely dependent on the uses to which they can be put for peace purposes.

To every Aeroplane builder therefore the subject dealt with by Captain Swinton is of real importance.

It will afford him an opportunity of gauging the directions in which he may look for new business.

THE "AEROPLANE" AND GENERAL PUBLISHING
COMPANY, LIMITED

61, Carey Street, Chancery Lane, London, W.C. 2

To

The Aeroplane and General Publishing Company, Limited,

61, Carey Street,

London, W.C. 2.

Please send me a copy of "THE £ S. D. of FLYING," for which
I enclose 6s. 4d.

Name _____

Address _____

Date _____

The Flying Machine

as a

Commercial Carrier in the Colonies.

Types of Flying Machine.

THERE are two kinds of Flying Machine: firstly the land machine; and secondly the water machine. The first is so well understood that no description need be given. The second however is not so well known and exists in two distinct forms: (a) the Seaplane or Hydroplane; (b) the Flying Boat.

The Sea Plane

(a) Is in all respects an ordinary land machine from which the landing wheels have been taken away and a pair of coffin-shaped floats substituted therefor. They may be looked upon rather in the nature of an experiment and are slowly going out of fashion. The reason for this is that they are somewhat heavy and unseaworthy in rough water and moreover offer a great resistance in their passage through the air.

The Flying Boat.

(b) This has now begun to supersede the Hydroplane chiefly for the reason that it does not offer the same disadvantages, while at the same time it is rather faster than the Hydroplane for a given power and is—as a sea-going craft—ininitely superior.

It has a boat-built fish-shaped body totally enclosed and has been likened to a Flying Motor Boat.

SPEEDS.

The maximum speed of 50 m.p.h. of 8 years ago has now risen to over 150 m.p.h. The speed considered reasonable for commercial propositions such as the carriage of mails and passengers is placed at 100 m.p.h.

Cost of Aircraft.*

As an idea of what Aircraft will cost in the future the following figures are given—

Useful Load or Passengers.	H.P.	Cost.
8 tons. 35	1,500	£10,000—13,000
5 tons. 22	1,000	£7,000—8,000
3 tons. 12	600	£5,000—6,000
1 ton. 5	200	£2,500—3,500
$\frac{1}{2}$ ton. 3	120	£1,200—1,350
$\frac{1}{4}$ ton. 2	75	£750—900

RUNNING COSTS.*

8 tons ..	19s. per mile	} Including fuel, lubrication, repairs, overhauls, replacements and depreciation.
5 " ..	13s. 6d. "	
3 " ..	8s. "	
1 " ..	2s. 8d. "	
$\frac{1}{2}$ " ..	1s 10d. "	
$\frac{1}{4}$ " ..	1s. 6d. "	

INSURANCE.*

About $\frac{1}{4}$ d. per mile per cent. "all risks"	} The tendency is to run commercial fleets UNINSURED or "t.l.a. only."
About $\frac{1}{4}$ d. per mile per cent. "total loss only"	

Cost of Permanent Way or Flying Track.

CAPITAL OUTLAY.*

Land Service.	Sea Service.
£20 to £25 per mile.	£15 to £20 per mile.

MAINTENANCE.*

Per mile of track:	
£7 to £8 per annum.	£5 to £6 per annum

* All these figures being based upon data of to-day are probably in excess of eventual figures.

Pilots' and Administrative Charges.

£200 to £400 each, according to number of machines in fleet. The above figures will serve as a guide to show the approximate cost of a service in any part of the world. Exact figures can only be obtained by a personal survey of any proposed route.

The Use of the Flying Machine.

In debating the question as to whether the laying down of a flying service is worth while, one must bear in mind not only the cost but several other considerations.

In the first place, the *saving of time*. Any place overland (or by sea if not distant more than 300 miles without intervening land) can be brought within a few hours. This means a saving of staff and *higher efficiency*.

It saves hours of journeying in trains or slow steamers, up tortuous rivers and over rough seas. All the discomforts of travel, heat, cold, insects, dirt, noise, smoke and smuts are obviated.

It also fosters trade and encourages Tourists.

It acts as a feeder to the railway—or as a "feeler" in tracts of country where there are no railways or other means of speedy communication, and thus it helps to colonise and develop tracts of country that would otherwise remain unexplored and perhaps unknown.

It brings people together, annihilates distance and time and tends in every way to act as a benefit to humanity. Although the cost of operation of the flying machine is high compared to that of a motor car, railway train or steamboat, it offers so many advantages that its cost is discounted.

Estimates and Surveys.

Capt. SWINTON and his staff are prepared to undertake surveys in any part of the world—to lay out tracks, provide machines and plant, arrange for pilots and mechanics, effect insurance, to advise on all matters technical or otherwise, and to supervise the installation and running

of any service, and to maintain regular mail and passenger services on contract.

Being in touch with all the leading manufacturers he has excellent facilities at his disposal, and comparative statistics as to the merits of any individual machine.

Not being a commission agent and having no commission to consider, he is absolutely unbiassed in his advice and recommendations.

Fleets of Machines.

In all flying services a fleet of, usually, not less than 3 machines should be provided for, with 25 per cent. of spare parts.

Risks.

In view of the supposed danger of flying it is worthy of note that the accidents from all causes works out to about 1 death in every 125,000 miles flown. This is under war conditions in which every possible risk is taken.

Fees.

The fees charged are proportional to the time involved in making surveys, while in regard to machines a fixed fee of 2s. per lb. weight for each machine selected by him, or bought under his advice, calculated upon the "all-up" weight of the machine. This is stated only as a general guide, as each case can be dealt with on its merits.

A nominal fee is charged for making a report without inspection, dependent upon its length and the amount of work involved.

A. J. SWINTON,
Commercial Aeronautical Engineer,
217, Piccadilly,
LONDON, W. 1.

130/19.

130/19.

5th March,

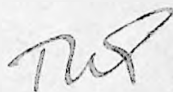
19.

Sir,

I am directed by the Governor to
acknowledge the receipt of your letter of
the 2nd January, 1919, enclosing folders on
the subject of Aerial Transportation.

I am, Sir,

Your obedient servant,



for Colonial Secretary.

A. J. Swinton, Esq.,

217 Piccadilly,

London. W.1.