The Atlantic Delivery Flight

A SERVICE AEROPLANE was delivered from the U.S.A. to England by air for the first time when at 05.56 hrs. on July 14, the Consolidated Model-28-5 two-motor patrol bomber flying-boat (two 1,050 h.p. Pratt and Whitney Twin Wasps) alighted at the Royal Air Force Marine Aircraft Experimental Establishment, Felixstowe. It had flown non-stop from Botwood, Newfoundland, 2,450 miles in 15½ hrs.

The boat actually arrived over the East Coast of England about two hours earlier but cruised between Norwich, Pulham, Nottingham and Hunstanton until daybreak to keep clear of Service exercises.

Previously the boat had been flown from San Diego to Botwood, 3,300 miles, with one stop at Buffalo because of bad weather. It was flown by the same crew as brought the *Guba*, a similar boat, across the Indian Ocean Reserve Route with the exception of Dr. Archbold and Capt. Bill Taylor.

On the delivery flight the crew was,—Capn. Russell Rogers in command, Capn. Lewis Yancey, co-pilot and navigator; Raymond Boothe, radio; and Gerald Brown, engineer.

They left Botwood at 14.29 hrs. B.S.T. on June 13, crossed the Irish coast at Foynes, 1,970 miles away, at 01.00 hrs., and appeared over Felixstowe at 05.53 hrs. The average speed for the crossing was about 180 m.p.h., helped by a slight tail wind. There was fuel left for 1,000 miles more.

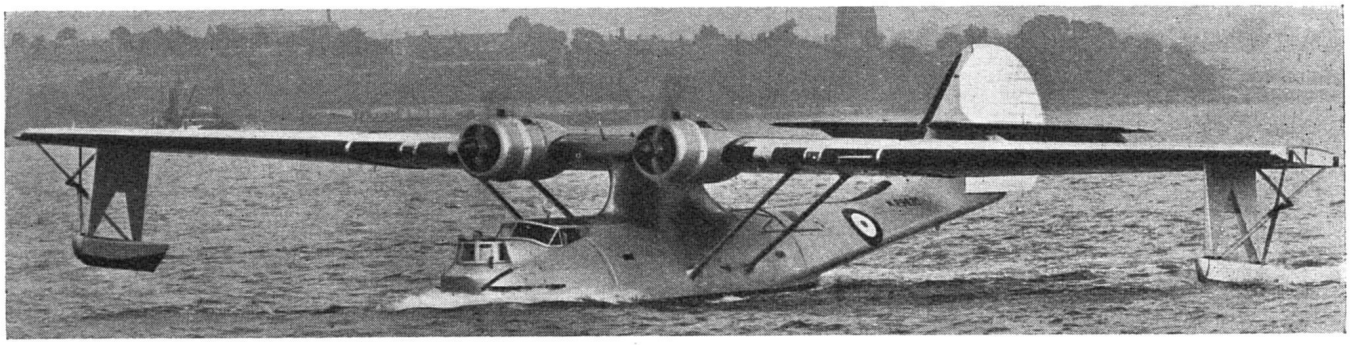
The Consolidated Model 28 is the export version of the Consolidated PBY Patrol Boats of the U.S. Navy. Forty-eight PBY boats flew in formation from San Diego Bay to the Panama Canal Zone, 3,087 miles non-stop, in January, 1939. They carried 336 men between them. In all more than 200 PBYs. have been built, so we are not even buying a new type from which to learn.

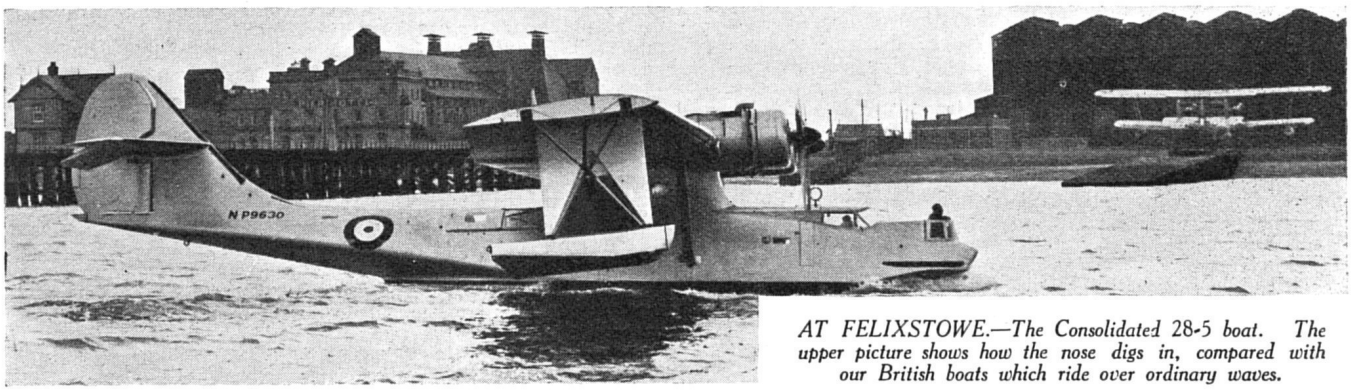
According to Aviation Corporates Ltd., the British agents for Consolidated, the Air Ministry boat has a maximum range of more than 4,200 miles non-stop, cruising at 12,000 ft.

The normal loaded weight is about 28,500 lb., but PBYs have been taken off with about 25% overload.

The Air Ministry has bought this boat to keep in touch with design developments in other countries.

The high performance of the PBY seems to be explained by a good wing-section, and a hull of very small cross-section, which reduces head-resistance, cramps space inside, and cannot be as seaworthy as our bigger British hulls. There will be interest in seeing how the boat works on the North Sea or the Channel chops, compared with the harbour waters of America and Hawaii.





AT FELIXSTOWE.—The Consolidated 28-5 boat. The upper picture shows how the nose digs in, compared with our British boats which ride over ordinary waves.