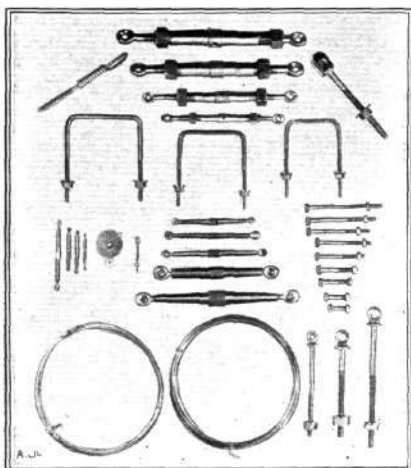


SOME AEROPLANE FITTINGS BY WHITEMAN AND MOSS.

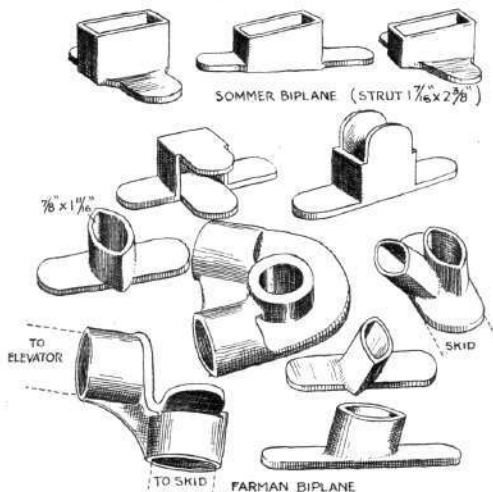
ALUMINIUM lugs and sockets already form quite an important section of the articles included under aeroplane accessories, and no firm has specialised more extensively in their production than



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Some wire-tighteners, eye-bolts, wire clamps, &c., manufactured by Whiteman and Moss, Ltd. At the top are four Blériot type wire-tighteners with lock-nuts, and underneath there are three Blériot type wire-clamps.

Whiteman and Moss, a selection of whose British made aluminium castings are illustrated by the accompanying sketches. To the general reader the mere variety of shape should be a source of interest, if not of instruction in the amount of detail that is involved in the manufacture of a modern flying machine; to the builder, the illustrations should be an inspiration in design as well as an index



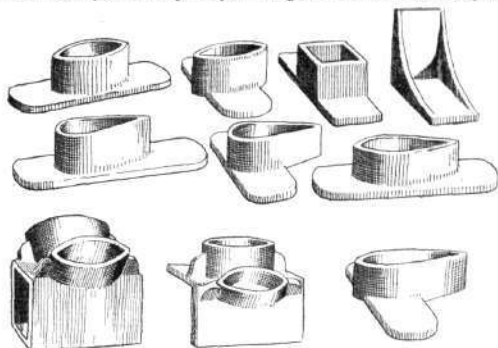
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In the above sketch will be seen some of the special sockets used in the construction of the Sommer and Henry Farman biplanes. The casting in the centre is the elevator fitting.

to a good market where he can obtain the articles ready made. The sketch of standard sorts includes three types of strut sections—the oval or torpedo-shaped, and the ichthyoid or fish-shaped, the latter being subdivided into two classes, of which one represents struts having a blunt leading edge, while the other includes those

having a sharp leading edge. The illustrations of special sockets relate principally to the types employed for the Sommer and Henry Farman biplanes, and as these machines have an especial vogue at the present moment, the sockets in question are in great demand.

It is worth remarking that Messrs. Whiteman and Moss are prepared to supply all the principal fittings for Farman machines, and



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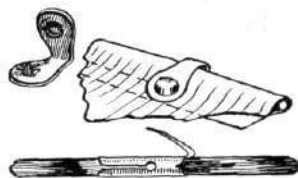
The aluminium lugs and sockets shown in the above sketch are some of the standard types for ordinary work made by Whiteman and Moss, Ltd.

they also supply wire and bolts of every description, some of the principal accessories in this category being illustrated by an accompanying photograph. There are two kinds of wire tighteners, both of the barrel-nut pattern, but one having clamping nuts for gripping the thread. "U" bolts are provided in various sizes as also are eye bolts and ordinary hexagon-headed bolts. These latter are made with various length of shank, all of which are cut with a considerable length of screw thread, which is always a great convenience in bolts used for experimental purposes.

PORCUPINE QUILLS FOR MODELS.

WE have received from J. O. Lea and Co. a variety of useful and uncommon materials for model aeroplane making, amongst them being some porcupine quills of various sizes, with metal sockets for making joints. These quills should prove to be useful for several parts of a model, as they are light and strong.

Other materials consist of whalebone in strips, broad and narrow, and in rods of about $\frac{1}{4}$ in. square, small fabric fasteners, and samples of fabric. There is also a special preparation called "Transpormoid" for proofing fabric, that can be obtained in bottles for home treatment. The accompanying sketch shows the method of using the fabric fasteners, and also the socket for joining the quills.



British-Built Farman-type Biplanes.

A WEEK or so ago we mentioned that Messrs. A. V. Roe and Co., Manchester, had received orders for a couple of Farmans. We hear that these are now almost complete. A Farman in a fortnight is a pretty good record, as all the work is excellent, with no signs of being rushed. One is being fitted with a 40-h.p. "Avro" motor, the other a 60-h.p. E.N.V.

THE Aerial Manufacturing Co. of Great Britain and Ireland, Ltd., 26, Shaftesbury Avenue, W., ask Mr. Gerald N. J. Carr to send his address so that they may send on a copy of their Catalogue, for which he has sent a P.O. for 1s., but omitted his address.

MESSRS. NORMAN AND M'KNIGHT, of 145, Argyle Street, Glasgow, inform us that they have been appointed official aeronautical and repairing engineers to the Scottish International Aviation Meeting at Lanark. The firm are erecting an up-to-date workshop on the course, equipped with plant and machinery, whilst a staff of trained builders and mechanics will be always in attendance, ready to execute renewals and repairs to all types of machines. They will also have on hand a large selection of spare parts for all types, together with special timber, wheels, and all conceivable accessories.