



BY DOUGLAS B. ARMSTRONG

THE coming year is destined to witness considerable extension of the air mail service the world over, and as a natural result many new issues of air post stamps may be anticipated. Amongst those countries where new air stamps are projected are Argentina, Denmark, Czecho-Slovakia, Poland, Roumania, Italy, Portugal, Indo-China, Sweden, Germany and Siam. How many of these will actually materialise is a matter for conjecture, since so large a proportion of projected air stamps prove abortive, but it is safe to prophesy that additions to the air post collection in 1924 will be both numerous and interesting.

This is all to the good, for a moderate supply of novelties tends to quicken interest in the pursuit, which deprived of such necessary stimulus might well grow lethargic through sheer inanity. As it is, we can look forward to a year of pleasant and, let us hope, profitable activity in the aerophilatelic field.

Plymouth-Belfast Covers

AERO collectors who have been anxiously seeking to add to their collections covers authentically "flown" in the Plymouth-Belfast air service are, we fear, doomed to disappointment. We learn from an authoritative source that it is intended solely for the rapid conveyance of incoming American mails, whose bags will be passed straight on to the waiting plane and sped to their destination without being opened by the postal officials at Plymouth; so that even a date stamp will be lacking as a means of identification.

At present the service is suspended pending arrangements for a suitable landing ground at Belfast, but it should be working ere the new year is much older.

Two letters only were carried on the trial flight in September, 1923, containing congratulatory messages from the Mayor of Plymouth to the Lord Mayors of Manchester and Belfast respectively. A well-known air post collector, who endeavoured to secure the flown covers for his collection, learnt to his dismay that one had been consigned to the limbo of the waste-paper basket, whilst the other had been presented to the city museum!

There is some consolation in the knowledge that one at least of these historic covers has been preserved.

"R.34" Letters

MR. W. E. HUGHES, who is indefatigable in the pursuit of information on behalf of air post collectors, has ascertained from the United States Post Office Department that, although there is no record of the receipt of mail by the dirigible "R.34" in July, 1919, it is believed the dirigible mentioned brought to the United States some private correspondence which was delivered to the parties for whom intended without the intervention of the United States postal service."

Such flown covers must be infinitely scarcer than those carried on the return journey (which represented a net weight of 6,803 grammes), and the production of a well-authenticated example would be of the greatest interest to aero-philatelists.

Rarest Air Stamp

At a recent New York stamp auction a single unused specimen of the rare error of the 24 cents U.S. air post stamp of 1918, with the centre inverted, sold for \$610 (£150).

Readers are invited to forward to the Editor of FLIGHT letters, etc., bearing aerial stamps or postmarks for mention in this column, as well as out-of-the-way varieties, etc.

We shall also be pleased to hear from correspondents interested in air-stamp collecting, and to answer any queries.



C.A.M.S. for 1924

We have just received from Chantiers Aero-Maritimes de la Seine (C.A.M.S.), of 72, Rue La Boétie, Paris, their 1924 catalogue. In looking through this catalogue, which is excellently produced and contains some 40 pages of text and

illustrations, the main thing that strikes one is the remarkable progress made by this firm since it was first established by Mr. Lawrence Santoni in 1920. This progress is graphically demonstrated by the fact that the catalogue under review gives particulars and illustrations of no fewer than eight different models of flying boats. There is a type for practically every requirement in air work, as may be gathered from the following list of the eight machines listed: 30-T (180 Hispano), three-passenger commercial; 33-T (two tandem 260 Hispanos), seven-passenger commercial; 30-E (140 Hispano), two-seater military school; 31 (300 Hispano), single-seater military scout; 32-R (180 Hispano), military two-seater reconnaissance with folding wings; 33-B (two tandem 260 Hispanos) military bomber; 36-bis (360 Hispano), tractor racer; 38 (360 Hispano), pusher racer. A large family indeed!



PUBLICATIONS RECEIVED

Illustrated Calendar, 1924. The Bristol Aeroplane Company, Ltd., Filton, Bristol.

Aeronautical Research Committee, Reports and Memoranda: No. 830 (Ae. 81).—Experiments with a Family of Airscrews: Part II. Experiments on Airscrews with Tractor and Pusher Bodies. By A. Fage, C. N. H. Lock, H. Bateman, and D. H. Williams. November, 1923. Price 1s. 9d. net. No. 840 (M. 15).—The Constitution and Age-Hardening of the Ternary Alloys of Aluminium with Magnesium and Copper. By Marie L. V. Gayler. December, 1922. Price 1s. net. No. 841 (M. 16).—The Heat-Treatment and Mechanical Properties of Alloys of Aluminium with Small Percentages of Copper. By D. Hanson and Marie L. V. Gayler. December, 1922. Price 6d. net. No. 852 (F. 3).—Fire Experiments with Various Types of Fire-Proof Bulkheads. November, 1922. Price 1d. net. No. 875 (M.N. 7).—The Northerly Turning Error of Compasses in Aircraft. By A. P. Rowe. November, 1921. Price 1s. net. London: H.M. Stationery Office, Kingsway, W.C. 2.



AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: cyl. = cylinder; I.C. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

APPLIED FOR IN 1922

Published January 3, 1924

- 21,031. M. N. MACLEOD. Aerial photography. (207,842.)
- 24,133. ENGLISH ELECTRIC COMPANY, LTD., and W. O. MANNING. Hydraulically-actuated mechanism for control gear of aeroplanes, etc. (207,867.)
- 28,400. A. J. T. IRELAND. Screw propellers. (207,949.)

APPLIED FOR IN 1923

Published January 3, 1924

- 29,378. ENGLISH ELECTRIC COMPANY, LTD., and W. O. MANNING. Hydraulically-actuated mechanism for control gear of aeroplanes, etc. (208,102.)

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