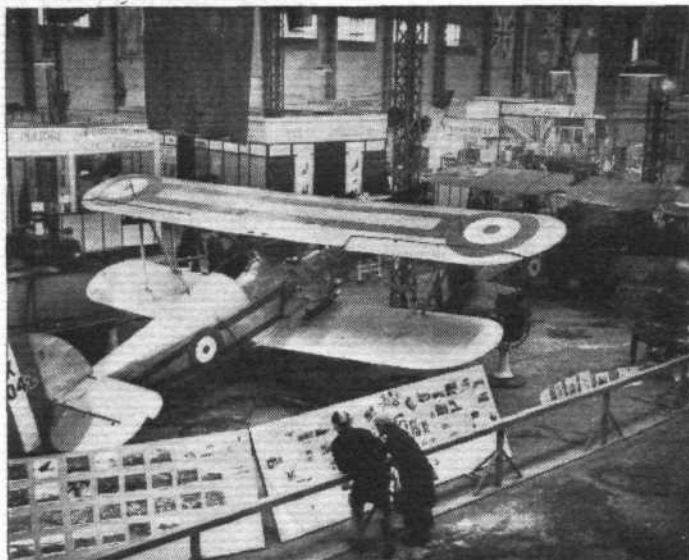


SCHOOLBOYS' OWN EXHIBITION

IT is difficult for the adult mind, even though it possesses that rare asset which allows appreciation of childish things, to judge the merits of a schoolboys' exhibition. Adverse criticism is always easy and generally merely an expression of individual opinion, which in this case would be grossly unfair since the only opinion on the subject that is of any real value is the opinion of a schoolboy. The exhibition this year is being held at the White City from December 28 to January 13 under the Presidency of Sir Harry Brittain, K.B.E., C.M.G., LL.D. The adult mind dare go no further than to express the opinion that it might have been improved upon—for instance, it all seemed too commercial—however this would probably escape the notice of the average boy. The Air Section is the largest in the Exhibition, and has been arranged by the Air League of the British Empire. It certainly seems to arouse the most interest. Here is on view a Hawker "Fury," and those whose thirst for knowledge can overcome impatience may climb up to the cockpit and "see how the pilot did it all," as one small boy put it. One air enthusiast aged about 10 was heard by the writer explaining to his elderly escort that it was not the latest type of "Fury" because "the wings and struts were not quite right." The other machine on view is a Sopwith "Camel," but it did not appear to attract the same notice, the bright glimmers of youth outshining the memory of the veteran's past exploits. A large number of engines includes the 80 h.p. "Genet," the Napier "Lion," and a product of Rolls Royce. Imperial Airways are displaying some models of the machines used by them, including a Short "Kent" flying boat, a Handley Page 42W, and an Armstrong Whitworth XV, also some charming photographs of one or two of their senior pilots. Hamleys, of 200-202, Regent Street, are giving exhibition flights with their "Frog" models in a large netted-in enclosure, and apart from attracting a considerable amount of notice appeared to be doing quite a little business. Outside the aeronautical section the London Passenger Transport Board have on view a beautifully made model of presumedly a London Suburb,



AT THE SCHOOLBOYS' EXHIBITION: One of the attractions was a Sopwith "Camel," used in the Great War, compared with a modern Hawker "Fury."

which is fortunate enough to possess two tube stations, one under the ground and one on the surface. There is a frequent service passing each station, and one admires the speed with which passengers are dropped and picked up. In conclusion, if there is anyone who doubts the scope of aeronautical knowledge tucked away inside the brain of the average boy of to-day, let him or her stand beside the "Fury" in the aeronautical section for half an hour with ears wide open. Incidentally his own education will have progressed a step further at the end of his vigil.

Demonstrating the Breguet 41-3

DIEUDONNE COSTE left Villacoublay on December 12 in a Breguet 41-3 twin-engined multi-seater fighter. He will demonstrate the machine in Central Europe and Turkey. The "41" is a most interesting aircraft; the only British type which can really be classed with it is the Boulton and Paul "Sideshow," which we use in the R.A.F. as a day bomber. Although known as a fighter, the Breguet may be used for bombing and reconnaissance work. The tail is carried on a girder of small cross-section, as in the better-known type 27 machine. Besides reducing drag, this provides a very excellent field of fire for the rear guns. Three gun positions are provided, one in the nose for twin guns, and two behind the wings (one on top of the fuselage for twin guns, and one in the bottom of the fuselage for firing below the tail). The "41" has been fitted with a variety of engines—three different types of Hispano-Suizas and the new Gnome-Rhone 14 Kbrs. radials. Coste's machine has two Hispano-Suiza 12 x brs. When fitted with the Hispano 12 Ybrs. engines, which are similar in design to the "Y" type, the machine has a top speed of 194 m.p.h., and climbs to 13,120 ft. in 7 min. On December 14 Coste reached Athens, where he was met by one of the directors of the Breguet Company. On the way to Athens a halt was made at the Littorio Airport, Rome.

South African aero engine factory

It is reported that the Government of South Africa proposes to erect an aero-engine factory. A British firm may be given the contract.

Private Owners and Air Touring Committee

THE Private Owners and Air Touring Committee of the Royal Aero Club have approached the Air Ministry on the subject of the regulations recently introduced regarding flight in the vicinity of Croydon and on the London-Continent Airway during conditions of bad visibility. The deputation was received by Lt. Col. F. C. Shelmerdine, the Director of Civil Aviation, and suggestions were put forward to meet the difficulties which at present confront the private air tourists arriving from abroad in weather

conditions which necessitate the working of the "Croydon Controlled Zone."

"IngOclad"

A NEW structural material has recently been introduced in America which may have applications in aircraft construction. Known as "IngOclad," this new material may be said to be the steel "opposite number" of "Alclad," in that it is a ply material with an outer layer of stainless steel and an inner layer of mild steel. It is reported that "IngOclad" welds readily. The makers are the Ingersoll Steel & Disc Company.

Manchester office for George Salters

GEORGE SALTER & Co., of West Bromwich, manufacturers of Springs, Roller Bearings, Spring Balances, Weighing and Testing Machines, etc., have opened a branch office at the Chronicle Buildings, Corporation Street, Manchester. The firm hope that this new office will be of assistance to the trade in Manchester, Liverpool, Lancashire and Yorkshire. The chief representative at the office will be Mr. Albert Tonks, who is already well known to the trade in this part of the world.

Aero watches

If there is one thing that is absolutely essential to a pilot it is a reliable watch—for correct navigation even seconds have to be taken into account, and if a pilot's watch has the temerity to stop while he is flying from one place to another, blind or above clouds, he will be seriously handicapped. G. & M. Lane & Co., of 24-26, Ludgate Hill, London, E.C.4, have supplied both the Air Ministry and Imperial Airways with watches for some years, and that alone should be sufficient advertisement for their reliability. One of their products in particular is worthy of mention, the Aero Unbreakable Waterproof Watch. This watch can be thrown about in a most remarkable way and still remain intact, it was even dropped from a height of 2,000 ft. and then left to cool in the rain for over an hour without coming to any harm, which is really quite amazing. G. & M. Lane have a large selection of watches, and a visit to their shop in Ludgate Hill would be well worth while.