

## Book Reviews (cont.)—

## An Early Air Mail

"The Coronation Aerial Post—1911." By Francis J. Field and N. C. Baldwin. (Francis J. Field, Ltd., Sutton Coldfield, Warwick. 5s. net.)

IN this extraordinarily detailed history of the first official aerial post in the United Kingdom—the experimental service operated between London and Windsor in 1911—the authors have presented some extremely interesting information, not only from the philatelic point of view, but also in regard to the early days of flying. For, in addition to giving full details of the exact number of cards and envelopes carried, the number printed, and the varieties, postmarks, and other items relating to the service, full accounts of each of the flights made and particulars of the pilots and machines are also set out.

This book, therefore, which has over eighty pages and numerous illustrations, apart from being a most valuable reference for Air Post Collectors, makes most interesting reading to those interested in the history of aviation and air mails.

In conclusion, we might quote a comparison given of this London-Windsor service of 1911 and Imperial Airways Services in 1933.

Pilots engaged: London-Windsor, 3. Imperial Airways, 35.

Machines engaged: London-Windsor, 3. Imperial Airways,

40.

Length of airways: London-Windsor, 20. Imperial Airways, 14,000 miles.

Total mileage flown: London-Windsor, 720. Imperial Airways, 3,000,000 miles.

Total mails: London-Windsor, 1,015½ lb. Imperial Airways, 330,000 lb. V. J.

## Another War Book

"Winged Victory," by V. M. Yeates. (Jonathan Cape, London, 10s. 6d. net.)

A plain, unvarnished tale of the war. The author has faithfully portrayed the incredibly dull and yet nerve-racking periods of boredom which alternated with the periods of hectic excitement and fear. As a novel it is, perhaps, somewhat too solid, but as a record of a part of the war seen through the eyes of an ordinary pilot, it is excellent. It is almost the only war book we have read in which the high lights have not been coloured to such an extent that they have over-riden the everyday aspect of the work.

"Winged Victory" cannot be advocated as meat for the avid seeker after stirring tales of daring (although the combat descriptions are good), but it is valuable as presenting the War as a ghastly, tragic, nerve-racking mistake which broke up more men than were killed or wounded. In this it differs from many similar books, for it is in no wise the whining autobiography of a youngster who let the War get the better of him. C. N. C.

## THE INDUSTRY

## A THOROUGH TRAINING SCHEME

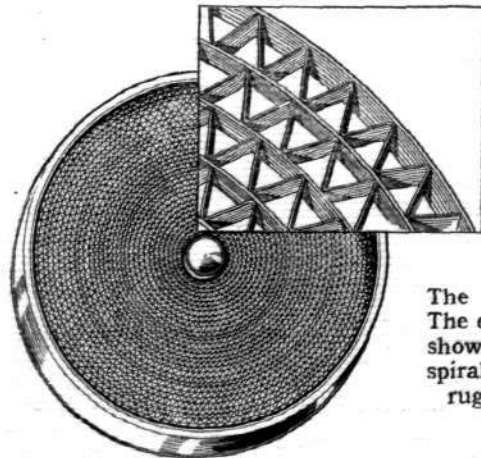
FINDING difficulty in obtaining suitable people for their business, Phillips and Powis Aircraft (Reading), Ltd., who operate the flying school at Reading, and produce "Hawk" aircraft and "Cirrus II" and "Cirrus III" engines, have started a training scheme to provide a supply of eligible men. Their aim is to secure young men of initiative who would normally start businesses on their own—that is, youths whom they can ultimately treat as junior partners, and not merely as employees.

Pupils will be expected to qualify as pilots; they will be taught how to use machine and hand tools; the planning and laying-out of workshops, jigs, fixtures, etc.; the inspection system and its importance; costing of hand and machining operations; store keeping and buying; draughtsmanship and aeronautical construction; design and stressing; salesmanship; accounting and company procedure; and, in fact, to assimilate all the knowledge that a man must have to build up an aircraft business successfully.

The first term will begin early in February, and will consist of ten pupils only. Fees for the two years' training are £400 a year, payable in advance, and will cover the whole of the training, flying (where owner's machine is provided) and the business training as distinct from a purely theoretical one. Those pupils who wish to live on the aerodrome will be able to do so in the club house, where they can have residence and full board for £125 a year.

## THE AMAL FLAME TRAP

Petrol fire dangers in aircraft claim the attention of many inventors, and as a result there are available numerous devices which enable the aircraft designer to reduce this risk of fire to a minimum. Amal, Ltd., of Birmingham, have produced a simple, and, we believe, very effective, device which can be



The Amal Flame Trap: The enlarged portion inset shows how it is built up of spirals of flat and corrugated metal ribbon.

fitted in the carburettor intake and petrol tank filler and thus reduce the fire risk from these sources.

The Amal flame trap, as may be seen from the drawing, consists of a finely corrugated ribbon of special non-corrosive metal (unaffected by sea water) wound together in the form of a flat spiral. A series of short triangular tunnels of very small area are thus produced, and these—more or less on the principle of the well-known Davy miners' safety lamp—prevent the passage of flame, which is broken up into numerous small flames, each being cooled out by the metal.

On the other hand, when fitted in an air intake the flame trap offers very little restriction to the incoming air, 80 per cent. of the area giving a free air passage. When fitted in the filler pipe of the petrol tank it prevents, in a similar way, the contents catching fire or exploding in the event of some source of ignition being in the vicinity of the tank.

The Amal flame trap, which has been approved and adopted by the Air Ministry, is made in various sizes, circular or square form, to suit different requirements.

## CAPT. STOCKEN'S ILLNESS

His many friends at home and abroad will be glad to learn that Capt. Rex Stocken, aeronautical consultant, of 20, Lower Regent Street, London, S.W.1, has now recovered from his protracted illness and is back at work. Capt. Stocken has been ill ever since the Paris Aero Show in November.

## NEW COMPANIES

C. L. W. AVIATION COMPANY LTD. (41 & 43, Westminster Bridge Road, S.E.1.) Capital £500 in £1 shares. Objects: To acquire certain patents and other rights belonging to A. Levell, F. S. Welman and S. W. Cole, and to carry on the business of manufacturers of aeroplanes or parts thereof, etc. The directors are: Stanton W. Cole, The Turret, Footscray Lane, Sidecup, (director of S. Wilding Cole Ltd.). Arthur Levell, Cheiveley Road, Bexleyheath, aeronautical engineer. Francis S. Welman, 55, Pinnacle Hill, North Bexleyheath, aeronautical engineer. Secretary: Fredk. J. Osborne. Solicitors: Guscotte & Co., 19, Essex Street W.C.2.

## PUBLICATIONS RECEIVED

Brochure. *An ideal Achieved in Steel.* "Diamet" Inspected Steel. Sheffield: The United Steel Companies Ltd., 17, Westbourne Road.

*Aircraft Progress and Development.* By Capt. P. H. Sumner. Price 25/- net. London: Crosby Lockwood & Son Ltd.

*The Aeronautical Ground Engineer's "X" Licence.* By Capt. S. L. Collins. A.M.I.A.E. Price 15/- net. London: John Hamilton Ltd.

*An Elementary Course of Aviation.* By Flt. Lt. C. W. Hewitt. Price 3/6 London: John Hamilton Ltd.

## AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motors. (The numbers in parentheses are those under which the Specification will be printed and abridged, etc.)

## APPLIED FOR IN 1933.

Published January 24th, 1935.

29910. FAIREY AVIATION Co., LTD., and LYON. G. Radiators for evaporative engine cooling systems. (421,683.)

35054. ARMSTRONG SIDDELEY MOTORS, LTD., and REYNOLDS, R. Cowling for aircraft engines. (421,761.)

5059. ASKANIA-WERKE AKT.-GES. VORM. CENTRALWERKESTATT, DESSAU and C. BAMBERG-FRIEDENAU. Automatic steering devices. (421,766.)