

FLIGHT

First Aero Weekly in the World.

Founder and Editor: **STANLEY SPOONER.**

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport.

OFFICIAL ORGAN OF THE ROYAL AERO CLUB OF THE UNITED KINGDOM.

No. 348. (No. 35, Vol. VII.)

AUGUST 27, 1915.

[Registered at the G.P.O.]

[Weekly, Price 3d. Post Free, 8d.]

Flight.

Editorial Office: 44, ST. MARTIN'S LANE, LONDON, W.C.
 Telegrams: Truditur, Westrand, London. Telephone: Gerrard 1828.
 Annual Subscription Rates, Post Free.

United Kingdom ... 15s. 0d. Abroad 20s. 0d.

CONTENTS.

Editorial Comment :	PAGE
The Expansion of the Industry	623
An Observer's Badges	624
The Two New Royal Flying Corps V.Cs.	626
Aircraft Work at the Front. Official Information	627
The Roll of Honour	627
The British Air Services	628
The Sperry Drift Indicator	629
Royal Aero Club. Official Notices	630
From the British Flying Grounds	631
Flying at Hendon	633
Eddies. By "Æolus"	635
Some American Aero Engines—The Ashmussen... ..	637
Over the Lines in a Battle-plane	638
Aircraft and the War	640
Models	641
Correspondence... ..	642

EDITORIAL COMMENT.

The Expansion of the Industry.

Almost immediately after the war broke out it was quickly realised by a very wide circle of the thinking people of these islands that Aviation had entered upon its upward path to become once and for all an established industry. That circle has ever since been extending, until now, as we have several times pointed out, the exception is to find a single person who has not come to the fixed conclusion that the one outstanding result of the war operations in science and practical progress is the position which aviation has attained. The future of the industry is undoubtedly now firmly assured, and its commercial expansion is more and more a certainty in the days to come when the civilised world has once again settled down into a more or less normal state, as may be possible, following such an upheaval of the world's affairs as is at present being witnessed. Probably it has within the last few months come home personally to many thousands of our workers, who, through the requirements of our Flying Services, have been drawn into the ever-broadening development of the industry. This direct influence upon both men and various trades has largely come about through the linking up of a number of manufacturing firms, who had up to recently been entirely unconcerned with Aviation's future, with the construction of aeroplanes for the Government. Special plant for the making of machines and parts of machines has been laid down in factories where, before the war, few in control of such works barely understood the difference between a box kite and a monoplane. Skilled mechanics and woodworkers have quickly adapted their capabilities to

the new requirements of the aviation industry, resulting in the realisation that a personal interest has dawned in this direction which may govern the whole of their future lives. Again, it is quite a revelation to most people to learn how many great sections of the industrial world are already most intimately affected by the growing demands of aircraft, and what infinite possibilities there are in practically every direction of trading, for joining up for the purpose of supplying one of the many detail necessities which go to make the aeroplanes and airships vehicles of such reliability as to encourage their extended use for both sport and various commercial enterprises, leaving out of consideration the vast and almost limitless demand for defensive and offensive craft which must necessarily spread to every nation on the globe and grow ever greater as the years roll by. In many quarters shrewd interest is being taken in providing for the filling of the wants of constructors, and it requires but a little analysis of the directions in which forethought may bring great rewards in the next decade, to suggest to many more some particular direction in which *their* individual interests may be profitably brought into operation. Take, by way of example, wood. Here there is at once an enormously wide field opened out. Timber growers and timber merchants are more immediately concerned in direct dealing, either on behalf of home-grown products or our friends from overseas. The wood supply business has already settled down into a big affair, and year by year it will tend to become a specialised side of the trade to supply the exacting requirements of aircraft firms. Nothing, perhaps, is more vital to the ensuring of reliable aeroplanes than this supply of suitable timber, and all aeroplane firms have their own experts for selecting the right kind of wood, and ensuring that each plank is sound. No doubt the time must come when the right kind of wood will get scarce, and it is, therefore, up to the merchant and the grower to look well ahead, so that a famine in aircraft timber may not eventuate. At present, at least, all-metal machines are not in sight; certainly they are not imminent, and it is with wood that the constructors will be most concerned for many years to come. To this end experiments should be made with new kinds of timbers, which might serve as substitutes for such sorts, the supply of which might quite conceivably become exhausted. With the supply of wood for the framework and propellers, the association of wood workers and wood working machines comes naturally into the category of men and matter likely to be affected by the expansion of the industry.

As metal enters largely into the component parts of