



AT THE SELSDON WORKS, CROYDON.—On the left is seen a "Wasp" engine being assembled, while on the right is shown a rough model of the new 1,000 h.p. engine that is now being got out by the Selsdon Engineering Company.

when there were a number of Gnome parts to be made, a piece of work requiring the greatest accuracy and care, and one that did not form by any means an easy start for beginners in this class of work. However, Mr. Campling did not hesitate, although well aware of the nature of the work to be tackled, and that he was justified in his faith in the workmen who had to be taught the work was evident from the first batch of parts, which were quite up to standard, and the order was repeated. In the meantime the old works in Brighton Road were rapidly becoming too small, and consequently new premises were secured in Sanderstead Road, Croydon, not without difficulties, which need not, however, be gone into here. As the new works became completed new machinery was installed and some transferred from the old works. At the latter place a speciality was made of the construction of Imber tanks, while the new works got busy on contracts for machine-gun interrupter gears. When it is remembered that the function of these gears is to prevent the machine-guns from being fired while a propeller blade is in line with the gun, it will be understood that this work calls for great precision, and in many instances special tools had to be evolved in order to deal effectively with Kauper-Sopwith and C.C. gears. In this connection it may be mentioned that the Selsdon Engineering Co. has produced practically all the interrupter gears for the "Dragonfly" engines.

Without pretending to give a complete catalogue of all the many and varied jobs that have been undertaken from time to time, it may be pointed out that a large number of de H. pumps (of the windmill or propeller type) have been and are being manufactured. To state that the works are equipped with the most up-to-date machinery for work of precision is really superfluous, since the work already undertaken and that in contemplation could not be tackled otherwise under modern competitive conditions.

This brief history of the Selsdon Engineering Co. brings us up to the present and immediate future. It has already been mentioned that one of the post-War products will be A.B.C. engines. The "Gnat," which is of the two-cylinder-opposed type, has been slightly altered, mainly in regard to the cylinders, which are now of the same dimensions as those of the "Wasp," thereby facilitating production, while at the same time increasing the power of the "Gnat"

to a normal b.h.p. of 45 and a maximum of 50 h.p. For a low-priced sporting aeroplane the "Gnat" should have much to recommend it, since as a type it is simplicity itself, and can be produced at a reasonable figure. Although the selling price has not yet been definitely settled upon, we have been told, approximately, what it will be, and the figure is such as to be certain to appeal to designers of aeroplanes for moderately low power.

As regards the "Wasp," which develops 200 h.p. in its latest form—it has been slightly altered, and will be known as the "Wasp, Mark II"—this engine has, perhaps, a wider scope, since its power is such that it lends itself not only to installing in touring and school 'planes, but also to medium-powered twin or multi-engined passenger and mail carriers. Here again we are not at present at liberty to quote the selling price, but may say that it is reasonable, while at the same time being such that the makers can afford to put into the engine the best, both as regards material and workmanship, thus ensuring the high quality of the engine.

While the Selsdon Engineering Co. is thus engaged upon the construction of "Gnats" and "Wasps," it must not be supposed that this marks the limits of their enterprise. Far from it. To some of the contemplated branches of their activity no reference is permissible at present, but we may venture a whisper concerning a new aero engine of original design which is now being developed, the design being entrusted to Mr. W. Hooper. This engine, a rough model of which is shown in one of the accompanying illustrations, is to be of the "broad arrow" type, and will have twenty-four cylinders arranged in three banks, each bank being in two monobloc castings of four cylinders. The photograph of the rough model, although being, perhaps, somewhat deficient in detail, shows very well the compact design. The new engine is estimated to develop about 1,000 h.p., and should, once it has passed the experimental stage, be a fitting power plant for the large commercial aeroplanes and seaplanes of the future.

In conclusion, we would urge aeroplane constructors contemplating post-War designs not to omit making enquiries to Mr. R. Brown, of the Selsdon Engineering Co., 1, Albemarle Street, who will always be glad to give further particulars of the aero engines.

Demobilised Airmen's Clothes

THE Secretary of the Air Ministry announces that in future the return of greatcoats by demobilised airmen will be optional. An airman may either retain his greatcoat and forfeit £1 of his war gratuity, or he may return the greatcoat through a railway company not later than the last day of his demobilisation furlough and receive £1 in cash. Airmen who retain their greatcoats must remove shoulder straps, Service buttons, and badges of rank. They will not then be liable to legal proceedings. Retained greatcoats may be dyed. Owing to the temporary dearth of materials, it will not be possible to forward within 28 days a civilian suit to every airman who has elected to take plain clothes in lieu of £2 12s. 6d. In cases where delay in delivery occurs the airman

will be notified, and will be given the option of waiting for a suit or of receiving £2 12s. 6d. in lieu. An airman who has any complaint regarding non-receipt of plain clothes after 28 days from date of dispersal, or regarding misfit, should write, giving Air Force number, rank, name, and unit, and, in case of misfit, correct measurements, to the Officer in Charge, Discharged Soldiers' Clothing Section, Battersea Park, S.W. 11, who will inquire into the circumstances and communicate with the airman. No man is permitted to wear uniform on expiration of his 28 days' furlough. Khaki clothes may, however, be worn, provided shoulder straps, Service buttons, and badges have been removed. In this case the field service cap will not be worn. Khaki worn for civilian purposes may be dyed.