

Aeroplanes to Link the Nations

MR. F. HANDLEY PAGE was the guest of the Cheltenham Chamber of Commerce on Saturday evening, Sir J. T. Agg-Gardner, presiding over the gathering.

Mr. Handley Page, replying to the toast of "Our Guest," said that he felt the honour had been done him because he happened to have been associated with the heroes of one branch of the service—namely, the R.A.F., the great men who had fought for us in the air with undaunted courage and the boys from school who had given eyes to the Army. His particular part had been to supply the airmen with machines and in doing this it had been a most interesting thing to tackle the various problems one had to face.

Now they were turning their thoughts to peace, and these same big machines, which had been got ready for bombing Berlin, could easily be transformed into other uses. Already a service was running between London and Paris, carrying seven passengers a day and a considerable amount of goods, and before long week-end trips from Cheltenham to the Riviera should be possible at moderate cost. The greatest benefit from such a service as this, however, would be the increased knowledge one nation would gain of another. Wars arose out of misunderstanding. He believed the best League of Nations would be built, not out of paper, but out of the aeroplane, which would provide increased facilities for nations to know each other better and thereby promote a more perfect understanding of the world over.

M. Fokker Talks

RECENTLY interviewed at Amsterdam Mr. A. H. G. Fokker stated that in 1916 the German Army authorities asked him to make a cheap aeroplane capable of flying about four hours, to be steered by wireless and to carry a huge bomb. It was intended to send these machines aloft in groups, to be controlled by one flying man. They had lost faith in big guns. Fokker says he prepared the plans but the German War Office decided to make the machines in Government factories, with the result that they bungled along for months. Then, in the summer of 1918, they gave a huge order for wireless-controlled aeroplanes to M. Fokker, and he was just ready to manufacture them in wholesale quantities when the Armistice was signed.

M. Fokker also spoke of his idea of gliders, which could be towed by an aeroplane, then cut loose and allowed to glide down to the particular place at which the passenger wished to alight.

Industrial Problems

THROUGH the courtesy of the Corporation of London, a series of fortnightly lectures on Industrial Problems will be delivered at the Guildhall, at 4.30 p.m., commencing on October 7. The speakers will include Mr. E. J. P. Benn, Professor Ripper, D.Sc., C.H., Dr. Russell Wells, the Rt. Hon. Sir Auckland Geddes, M.P., Sir George Paish and the Rt. Hon. Lord Emmott, G.C.M.G., G.B.E.

Tickets for this series can be had on application to the Secretary, Industrial League and Council, 66, Victoria Street, S.W. 1.

Whitley Councils

THE Industrial Reconstruction Council and the Industrial League, who are amalgamating under the new title of the Industrial League and Council, have arranged a series of fortnightly conferences dealing with the working of Whitley Councils set up in the road transport, silk, wool and allied textiles, pottery, building and glove industries.

The first of these conferences will take place on September 30 at 6 p.m., in the hall of the Institute of Journalists. All who are interested in the movement are invited to attend.

A similar series of conferences on scientific management will take place in the same hall on alternate Wednesdays at 5.30 p.m., commencing on October 8.

PUBLICATION RECEIVED

Notes on the Variation of Atmospheric Conditions with Altitude. By C. F. Dendy Marshall, M.A., Munitions Inventions Department, Ministry of Munitions. London: His Majesty's Stationery Office. Price 6d. net.

NEW COMPANIES REGISTERED

CLYNO ENGINEERING COMPANY, LTD.—Capital £120,000, in £1 shares. Acquiring business of an aeroplane, engine, and motor car manufacturer carried on at Wolverhampton, by F. Smith, as the "Clyno Engineering Company." First directors: H. B. Charles and F. W. A. Smith.

VINCENT FERRAND, LTD., Stockbridge Garage, Stockbridge, Keighley.—Capital £3,000, in £1 shares. Manufacturers and dealers, etc., in aeroplanes, airships, motor cars, etc. First directors: V. W. Ferrand, W. Leach and W. H. Deakin.

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Artists Wanted

ARTISTS used to rapid free-hand sketching (motor car, chassis and mechanical details) are required immediately for several weeks' work in connection with the forthcoming Olympia Motor Show. Applicants should apply to the Editor of the AUTO., 36, Great Queen Street, Kingsway, W.C. 2.

AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations:—cyl. = cylinder; I.C. = internal combustion; m. = motors.

APPLIED FOR IN 1918

The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

Published September 18, 1919.

- 10,270. S. A. FLOWER and E. E. W. BUTT. Airships. (131,397.)
 10,391. SIR W. G. ARMSTRONG, WHITWORTH AND CO. and L. J. MESURIER. Apparatus for arresting of airships. (131,398.)
 11,747. A. CARDOSO. Propulsion of air, etc., vehicles. (118,099.)
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 13,205. M. F. HUXLEY. Aerofoils. (131,420.)
 13,533. A. V. ROE. Extensible coupling for safety belts, etc. (131,450.)
 16,283. C. BATES. Propulsion of aircraft. (131,497.)
 16,295. G. E. DAVIES. Parachute. (131,498.)
- Published September 25, 1919
- 9,089. J. HIGGINBOTTOM. Planes of aeroplanes. (131,627.)
 10,218. H. F. WHITE and F. W. CHAPMAN. Strainers for tension-wires, etc. (131,630.)
 10,862. A. J. A. W. BARR and H. LAZELL. Dopes. (131,641.)
 10,904 and 10,907. PARNALL AND SONS and H. BOLAS. Mounting of aero engines. (131,645 and 131,646.)
 11,090. P. LEVASSEUR. Aerial propellers. (131,648.)
 11,094. W. G. TARRANT and W. H. BARLING. Framework of aeroplanes. (131,649.)
 11,097. G. L. CABOT. Launching gear for aircraft. (131,650.)
 11,251. J. L. L. A. A. MOULET. Pumps applicable to aerial-machine motors. (131,651.)
 11,325, 11,326 and 11,327. S. A. FLOWER and E. E. W. BUTT. Airships. (131,654, 131,655 and 131,656.)
 11,405. P. LEVASSEUR. Aerial propellers. (131,657.)
 11,569. BLACKBURN AEROPLANE AND MOTOR CO. and H. BOOTH. Landing of flying-boats. (131,658.)
 11,639. E. E. SMITH. Parachutes. (131,659.)
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 11,708. A. J. LIVERSEDGE. Cable bracing ties for aeroplanes. (131,661.)
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 12,577. A. J. HUGHES and H. HUGHES AND SON. Steering apparatus for aircraft. (131,687.)
 12,578. A. J. HUGHES and H. HUGHES AND SON. Instrument for use in determining drift, ground speed, etc. (131,688.)
 12,998. W. R. D. SHAW. Aeroplanes. (131,692.)
 13,347. AERONAUTICAL INSTRUMENT CO. and G. BREWER. Inflation of balloons. (131,701.)
 13,498. A. H. POLLEN and H. F. LANDSTAD. Apparatus for determining and correcting course of aircraft and for bomb dropping. (131,706.)
 13,852. H. E. BROADSMITH. Planes and controlling-surfaces. (131,720.)
 14,082. G. A. EAGLES. Flying-machines. (131,738.)
 14,550. A. A. LESTER. Connections for traction haulage of aeroplanes. (131,746.)
 14,964. H. E. WIMPERIS. Apparatus for determining directions and speeds. (131,757.)
 15,882. A. H. F. HERN. Jacking arrangements for aircraft, etc. (131,773.)

If you require anything pertaining to aviation, study "FLIGHT's" Buyers' Guide and Trade Directory, which appears in our advertisement pages each week (see pages xliii, xlv, xlv and xlvi).

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