

MODELS

SOCIETY OF MODEL AERONAUTICAL ENGINEERS

Bournemouth and Model Aeronautics

MODEL enthusiasts residing in, or near, Bournemouth will be pleased to hear that a club is being formed under the title of the "Bournemouth Aeronautical Society," by Mr. H. F. Weller, a member of the "S.M.A.E." Will all those interested please write to him at 18, Madison Avenue, Bournemouth? Mr. Weller is particularly anxious to get the society well under way so that he can affiliate to the S.M.A.E. for next year, and hopes that he will get a quick response from enthusiasts in the district who will help in the organisation of the society.

Further particulars will be published as progress is made.—S. G. Mullins, Hon. Sec. of "S.M.A.E.," 72, Westminster Avenue, Thornton Heath, Surrey.

R.Ae. Society Inaugural Lecture, 66th Session

MR. C. R. FAIREY, M.B.E., F.R.Ae.S., president of the Royal Aeronautical Society, 1930-31, will deliver the inaugural lecture of the sixty-sixth session on Thursday, October 9. The lecture will be delivered in the Royal Society of Arts at 6.30 p.m. on "The Growth of Aviation." In the course of the lecture Mr. Fairey will trace the development of aviation since the War on the technical and commercial side. The chair will be taken by Col. the Master of Sempill, A.F.C., A.F.R.Ae.S.

28 Squadron (R.A.F.) Old Boys' Association

THE Annual Reunion Supper of the 28 Squadron (R.A.F.) Old Boys' Association will be held at the White Horse, 100, High Holborn (near Holborn Tube), on Saturday, October 18—Assemble at 6 p.m. Tickets, 3s. 6d., can be obtained from C. T. Hodges, Hon. Sec., 102, Camden Street, N.W. 1.

Guild of Air Pilots and Navigators of the British Empire

As a result of amendments to the Rules of the Guild of Air Pilots and Air Navigators of the British Empire, the Guild will now become completely representative of the profession of commercial pilot. The effect of the amendments is to qualify any British subject holding a "B" licence, a first or second-class navigator's certificate, or a first, second or third-class airship pilot's certificate for election as an associate member of the Guild, providing he is partly or wholly professionally engaged in commercial aviation. Associateship carries no voting powers in the conduct or management of the Guild, but the Associate is entitled to all other benefits of full membership—e.g., attendance at meetings, lectures, and other functions, circularised information, legal representation, and so forth. The annual subscription for an associate is £2 2s. The Guild has by this means broadened the basis of its structure so that every professional pilot may partake in the benefits of the Guild membership. At the same time the qualifications for full membership will be in no way relaxed, and as the entire responsibility for the conduct of the League will devolve on the members, the G.A.P.A.N. will continue to be representative of the best in professional aviation. It is hoped that the many professional pilots and navigators with qualifications for associateship will become enrolled under the new rules, and so assist the Guild in its task of maintaining the status of the profession of pilot and navigator.

The Russell Lobe Cotton Parachute

THE Russel Lobe cotton parachute has been produced by the British Russell Parachute Co., Ltd., to meet the needs of those private owner flyers who may find the cost of the silk Service type prohibitive. It is entirely due to the well-known design of all Russell parachutes that a satisfactory cotton type has been evolved.

This design, known as the lobe, prevents heavy shock loads being recorded on the opening of the parachute. An actual test shows a shock load of 1,750 lb. when dropped at 160 m.p.h. with a dead load of 400 lb. In spite of this low figure for such a strenuous test, the Russell cotton 'chute has a total follow-through strength of shroud line and harness of over 6,000 lb., while the tensile strength of the cotton fabric used is equal to that of the silk. The design of the parachute and the pack is the same as the well-known silk parachute by the same firm and has the same non-swinging descent in all weathers. This is the first really successful life-saving parachute to be made in cotton in this country, and should be in great demand in view of the increasing numbers of owner-pilots. It retails at £49 10s.

PUBLICATIONS RECEIVED

Motor Law. Compiled by the A.A. Legal Department. Preliminary Issue. The Automobile Association, Fannum House, New Coventry Street, London, W.1.

Techno-Dictionary. English-German-Italian. By Hubert Hermanns. Dahlemerstr. 62a, Berlin-Lichterfelde-West, Germany. Price 15s.

Ordeal by Air. By J. Scott Hughes. London: Longmans, Green and Co., Ltd. Price 7s. 6d. net.

Some Present Practices in Secondary Aeronautical Education. By R. H. Spaulding. New York University, Washington Square East, New York.

Unemployed or Reserve? Mrs. M. A. Cloudesley Brereton. Knapp, Drewett and Sons, 30, Victoria Street, Westminster, S.W.1. Price 1s.

Amendment List No. 12 to Air Publication 1208. Airworthiness Handbook for Civil Aircraft. H.M. Stationery Office, Kingsway, London, W.C.2. Price 1d.

NEW COMPANY REGISTERED

BRANT AIRCRAFT, LTD, Waddon Aircraft Factory, Stafford Road, Wallington, Surrey.—Capital £1,000 in £1 shares. Acquiring the business of aircraft designers and constructors now carried on by A. A. Sidney, F. W. J. Grant and L. E. Baynes, of aviators, carriers and transporters of passengers and cargo by aeroplanes, airships, balloons, etc. Directors:—A. A. Sidney (chairman), 36, Chipstead Avenue, Thornton Heath, Surrey (director, Sidarben Engines, Ltd.); F. W. J. Grant, 10, Purley Park Road, Purley, Surrey (partner in Surrey Flying Service, and director of Aviation Tours, Ltd.); L. E. Baynes, 552, Purley Way, Waddon, Surrey.

Imperial Airways

THE full accounts of Imperial Airways, Limited, for the year to March 31 last show that the company earned a larger income, but as this was derived from an enlarged scale of operations the charges against it in respect of insurance and depreciation, particularly the latter, have resulted in a lower net profit. The Trading Account, including subsidies, showed a revenue of £169,376 against £141,000, and the total income was £179,338 against £150,158, but provision for Obsolescence of Aircraft and Engines required £85,387, the company being under an obligation to write down its fleet at heavy rates in accordance with the terms of its Government contract. Insurance accounted for £17,260 against £11,901, and the net profit was £60,139, subject to income tax, against £81,714 as already stated. Out of the net profit a sum of £25,000 is set aside as provision for taxation and £2,500, or one-tenth of the amount, is written off the sum standing in the balance-sheet as "Consideration for waiver of any claims by the Air Ministry for repayment of subsidy." This sum was represented by the issue of £25,000 in deferred shares to the Air Ministry, and after paying a dividend of 5 per cent. on the ordinary capital, a balance of £20,957 will remain to be carried forward.

The report states that on the regular European services traffic continued to improve, and on the England to India service traffic was satisfactory for the first year and is steadily growing. The financial results, however, were adversely affected by the change of route necessitated by reasons beyond the control of the company. It is admitted, too, that while traffic has increased, it has not increased as fast as was anticipated and has not, therefore, kept pace with the capacity of the fleet, the increase in which has necessitated the heavier overhead charges. The absence of expansion of traffic to the extent expected is attributed to adverse trade conditions. The August traffic return showed receipts since April 1, 1930, of £291,825, as compared with £287,102 for the period of the previous year.

AERONAUTICAL PATENT SPECIFICATIONS

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

APPLIED FOR IN 1929

Published October 2, 1930

- 16,631. M. A. and J. G. NAVARRO. Aircraft. (334,573.)
- 17,590. BRISTOL AEROPLANE CO., LTD. and L. G. FRISE. Harness for aeronauts. (334,598.)
- 26,294. SIR W. G. ARMSTRONG WHITWORTH AIRCRAFT, LTD. and J. LLOYD. Control-mechanism for aircraft. (334,702.)

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