



DUPLEX AIRSCREWS

airscrew oil tubes. Inside the racked sleeve a further coil spring is housed, the object of this being to ensure that the sleeve is kept in the position for normal cruising r.p.m. should the control from the cockpit be shot away or become inadvertently disconnected.

The airscrew we have dealt with is not a feathering

D.H. "OVER-TWENTY" PARTY ✓

NINETEEN more people who have served the de Havilland Enterprise for twenty years were initiated into the Over-Twenty Fellowship at its annual party at Hatfield on December 20th. The parent company formed by Sir Geoffrey de Havilland and the executive team of the old Aircraft Manufacturing Co., Ltd., after the first Great War, is now twenty years old, and 106 of its members have been admitted to this Fellowship since it was originated in 1940.

It was considered that Major Frank Halford and those of his staff who have been engaged for twenty years on de Havilland work also qualified for membership as from 1926, the year in which he began the design of the first Gipsy engine. This year's gathering was made particularly cheerful, therefore, by the initiation of Major Frank Halford and Mr. John Brodie who has been at his right hand since an even earlier date.

Another director of the de Havilland Engine Company, who for all his youth now completes twenty years of service, is Mr. Hugh Buckingham. The others initiated were: Mr. F. W. Amos, Mr. L. T. Boreham, Mr. G. N. Cross, Miss E. D. Creamer, Mr. M. H. Eagle, Mr. A. W. Hunt, Mr. H. J. Heading, Mr. H. R. Hooper, Mr. T. E. Johnson, Mr. W. F. King, Mr. H. Neale, Mr. R. J. Nixon, Mr. R. I. Tugsley, Wing Cdr. C. A. Pike, Mr. J. E. Parnell, and Mr. T. Radford.

type, since this quality is not necessary with a single-engined aircraft. Feathering types are, however, very similar, the main difference being in the provision of a longer cylinder to accommodate the increased pitch range. Extra movement of the pilot's control into the feathering position moves the c.s.u. piston valve to the positive coarse-pitch position, and a separate, electrically-driven high-output pump feeds oil to the c.s.u. whence it is delivered to the airscrew to effect feathering movement of the blades.

"SAMOPOMOC LOTNICZA" ✓

INTRODUCING the Polish Air Force Association (*Samopomoc Lotnicza*) at a gathering in the headquarters at 14, Collingham Gardens, S.W.5, Grp. Capt. W. Makowski, C.B.E., explained the aims and objects of the Association.

In brief the P.A.F.A. has been formed—on the lines of the Royal Air Force Association—to prevent its members (now about 8,000) from becoming a liability to the community. A registered war charity, the Association is entitled to accept donations, but understanding is a more urgent requirement.

FORTHCOMING EVENTS

- Jan. 3rd.—I.Mech.E.: "The Development of Aircraft Hydraulic Machinery," H. G. Conway, S. M. Parker, and D. A. L. Robson.
- Jan. 4th.—R.Ae.S. Reading: Annual general meeting.
- Jan. 4th.—British Interplanetary Society: "The Energy and Stability of Atomic Nuclei," L. R. Shepherd.
- Jan. 6th.—R.Ae.S. Medway: "Design of a Two-seater Sailplane," F. M. Reynolds.
- Jan. 7th.—R.Ae.S. Belfast: "Gliding," Professor Hill.
- Jan. 7th.—R.Ae.S. Bristol: Brains Trust, with Capt. J. Laurence Pritchard as Question-master.
- Jan. 8th.—R.Ae.S. Southampton: "Elementary Metallurgy of Aircraft Materials," A. Black.
- Jan. 9th.—"Aerotech" Flying Club, No. 1: "Naval Aviation," R. G. Worcester.
- Jan. 10th.—I.Mech.E.: "F2 Development and Shock Wave Investigation at Metro-Vick," Dr. Smith and K. Todd.