

Such clean and pleasing lines as these of the Chilton monoplane are seldom found in the "ultra-light category."

training of pupils with a few hours to their credit. An Ava engine of 25 h.p. is specified, giving an estimated top speed of 87 m.p.h. The span, length and wing area are 31 ft. 9 in., 21 ft. and 130 sq. ft. At an all-up weight of 682 lb., the wing loading is 5.25 lb./sq. ft.

### The Chilton Monoplane

Under the guidance of the Hon. A. W. H. Dalrymple and Mr. A. R. Ward, the Chilton Aircraft Company of Chilton, Hungerford, Berks, are constructing a single-seater, low-wing monoplane with a 32 h.p. Carden engine. A cruising speed of 100 m.p.h. is hoped for and the machine should land with full load at about 32 m.p.h., the latter figure being attained largely by the use of flaps, which will also increase the gliding angle. The petrol consumption should be better than 50 m.p.g.

Every effort is being made to secure a reasonable power loading to ensure a good take-off.

Plywood covering is specified for wings and fuselage; a full-scale test has been made on the latter component which withstood a factor of 10.

Data are: Span 24 ft., length 18 ft., track 6 ft., width folded 8 ft., range 400 miles. The machine should be ready for flight-testing soon after Christmas.

The use of the 45-50 h.p. Weir engine would benefit take-off considerably. Incidentally, the company feels that this power plant may provide a brighter outlook for an economical two-seater with a really practical performance.

### Percivals Move to Luton

THOUGH the imminence of the move has been known for some time it was only officially announced this week that the works of the Percival Aircraft Company are to be transferred from Gravesend to Luton Airport, Luton, Beds. (Telephone, Luton 2960.) The new address will apply as from next Saturday.

### A New Wind Tunnel

THE Northampton Polytechnic (St. John Street, London, E.C.1), holds its annual prize distribution and students' conversazione to-morrow, December 11. On Saturday, the buildings will be open to members, students and friends, and a very complete programme of exhibitions and demonstrations has been arranged. The new open-jet wind tunnel will be on view in the aeronautical laboratory and a demonstration of arc and oxy-acetylene welding will be given.

### The Art of the Camera

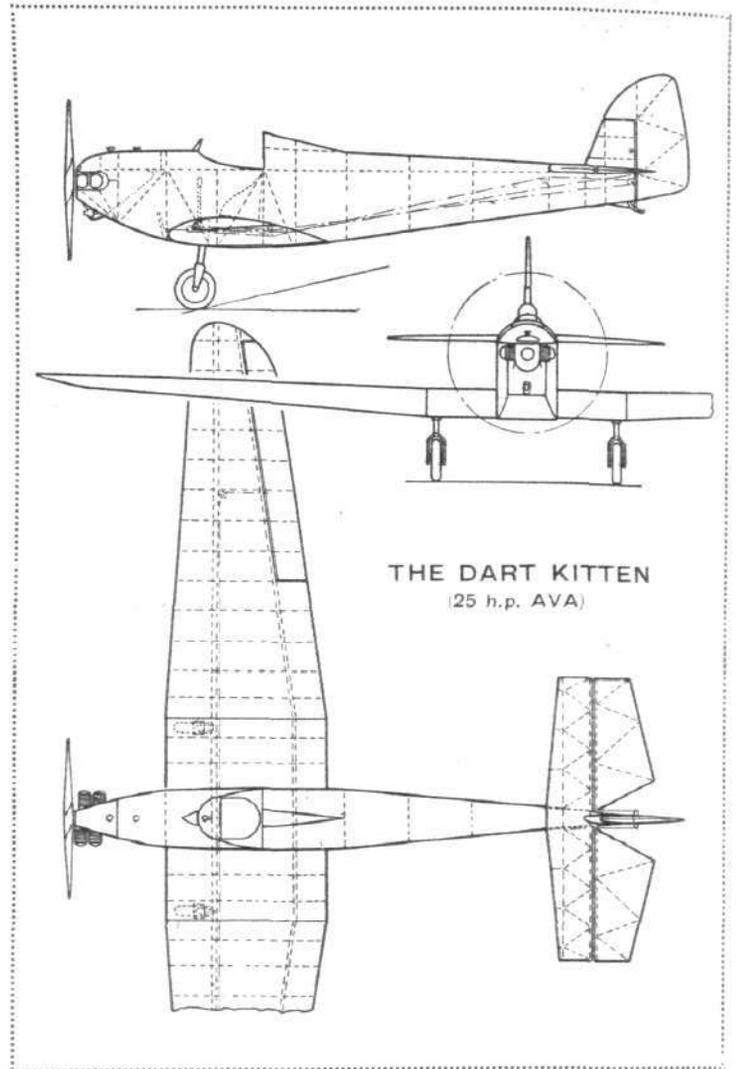
IT would indeed be an insensitive and unimaginative mind that could fail to respond to the work of the good camera artist of to-day, who, working strictly in his own medium, and scorning artificial and trick effects, produces pictures of intrinsic and completely satisfying merit.

The thought is prompted by a perusal of *Photograms of the Year* (The Annual Review of the World's Pictorial Photographic Work), the 42nd annual edition of which has now been published. Containing over eighty beautifully reproduced plates, together with reviews of a year's photographic progress and a guide to British Photographic Societies, *Photograms* is published at 5s. (7s. 6d. cloth) by Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

### A Still Earlier Air Mail

IN view of the fact that the Humber-Hillman combine is taking part in the shadow scheme, it is not without interest to recall that the name of Humber was linked with aircraft in the very early days.

In 1910-11 quite a number of Humber monoplanes and biplanes were built the former being, in general appearance,



THE DART KITTEN  
(25 h.p. AVA)

somewhat reminiscent of the Blériot monoplane. Aero engines were also built. Humber aircraft figured in a rather notable event, for Comdr. Sir Walter Windham, who organised Britain's first aerial post, sent six of these machines out to the Allahabad Exhibition, with two pilots, Picquet and Davis, to give demonstrations.

Approached by the organisers of a fund in aid of an Indian students' hostel, Sir Walter conceived the idea of raising money for the purpose by running an aerial post from the Exhibition. One of the Humber machines made a flight from the Parade Ground on the banks of the Ganges, across the Jumna River to a point some distance away, where it landed and unloaded the mails, which were then taken by train in the usual way. So anxious were people to send letters by this then novel means that a large sum of money was raised by the sale of special stamps.

The success of the enterprise encouraged Sir Walter Windham, on his return to England, to organise the historic series of Hendon-Windsor mail flights.

Manufacture of aircraft by the Humber Company was resumed during the Great War, and it is said that Von Richtofen was brought down by a machine built in that factory—though, as is well known, it has never been definitely decided whether the No. 209 Squadron Camels of Capt. Brown and Lt. May or anti-aircraft guns on the ground, were responsible for "The Red Knight's" death.

### Presswork Specialists' Development

IT is announced that E. G. Brown and Co., Ltd., the presswork specialists of West Road, Northumberland Park, Tottenham, London, N.17, have been turned into a public company with a capitalisation of £225,000, divided into 400,000 5½ per cent. cumulative preference shares of 5s. each, and 1,250,000 ordinary shares of 2s. each.

The financing of this business has been arranged for by the Whitehead Industrial Trust Limited, Mitre House, 177, Regent Street, London, W.1.

Work undertaken by E. G. Brown and Co., Ltd., includes aircraft tanks, ammunition boxes, generator trailers for the R.A.F., aircraft seats and mobile photographic units; they have also constructed steel bodywork for R.A.F. tenders.