

SIDE-WINDS.

Aircraft Supplies, the fortnightly journal of the Aircraft Supplies Company continues to grow in usefulness, and the number of various items in stock increases with each issue. In the current number just to hand there is a chart of equivalent breaking strains for turnbuckles, as well as an article on "Dope and How to Use It," by Mr. A. J. Wallace Barr. In all future issues it is proposed to include a new and original article of interest to aircraft manufacturers and designers, all of which will be intended to save time and give assistance in the proper organisation of aircraft stores and drawing offices. The next issue, to be published on November 8th, will include an article by G. H. Mansfield on "The Manufacture of A.G.S. Bolts and Nuts," and will include a very valuable table showing the weights and lengths of steel bars required per gross for various A.G.S. sizes. This same issue will contain an article on "Standard A.G.S. Parts for Aircraft," by Bernard Isaac, and will include several highly interesting charts of A.G.S. standard parts. Following issues will include charts dealing with separate weights of principal A.G.S. parts in decimals of an ounce, chart of A.G.S. washers, a comprehensive table showing at a glance A.G.S. numbers for all parts, table showing quantity of rivets, panel pins, gimp pins, brass brads, &c., to a pound or ounce. Copies of *Aircraft Supplies* are sent regularly on request to all firms connected with the aircraft industry and to those in charge of works or service stores and departments, on receipt of applications on business or official paper, addressed to the company's new premises at "Ascol House," 125, Long Acre, London, W.C. 2, or to their West End offices, 166, Piccadilly, London, W. 1.

THE first annual gala of the Grahame-White swimming club, which was held recently at the Hampstead Baths, proved a great success. The ladies led off with a 60 yards handicap, and the programme of ten events was run off without a hitch. At the conclusion the prizes were presented by Mrs. Winston Churchill, to whom a vote of thanks was proposed by Mr. Claude Grahame-White. Among other visitors were the Hon. Mrs. Henley, Mrs. C. Grahame-White, and Mr. H. Matthews, who is one of the Company's oldest directors. The results were:—Ladies' 60 yards: 1st, Miss G. Thomas; 2nd, Miss G. Bellew; 3rd, Mrs. Cotton. Gent.'s 60 yards: 1st, W. Rezac; 2nd, R. Cook; 3rd, J. Tizzard. Three lengths sealed handicap (Club final): 1st, Wm. Weir; 2nd, A. Hood; 3rd, F. Feldman. Ladies' 60 yards open: 1st, Miss Blandford; 2nd, Miss De Coverley. 440 yards scratch club championship: 1st, H. Stewart; 2nd, J. Desack; 3rd, G. Rogers. Gent.'s 30 yards club (learners): 1st, H. Bright-

man; 2nd, W. Ward; 3rd, W. Law. Gent.'s 60 yards team race: B.T.H.M. Co. 1st. Gent.'s 60 yards international race: 1st, W. Weir; 2nd, J. Desack.

The final for Mrs. Churchill's challenge cup and the Hon. Mrs. Henley's trophy, to be won on points throughout the season. 1st, A. Hood, 26 points; 2nd, J. McCulloch, 25 points; 3rd, C. Tilston, 22 points.

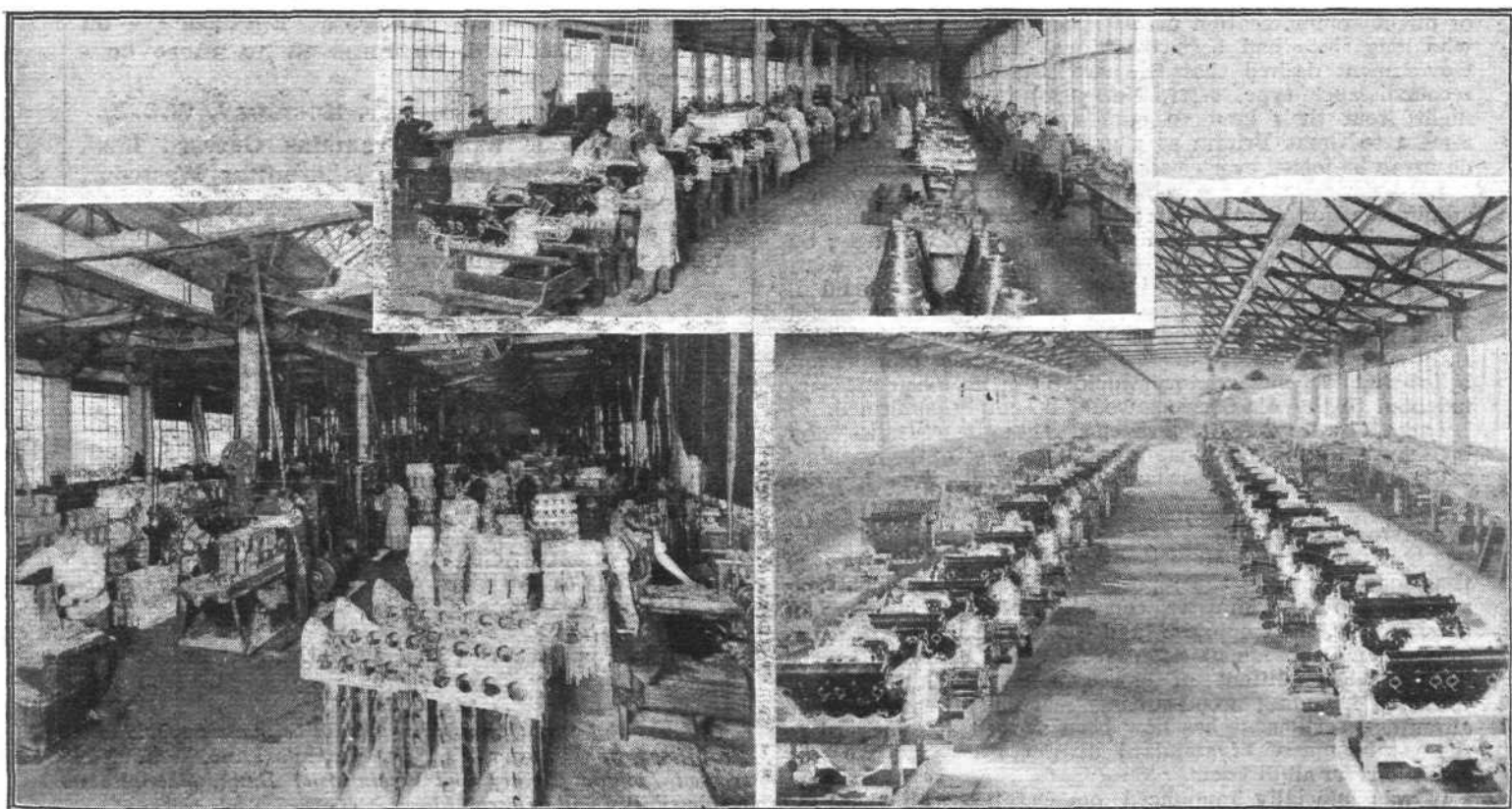
The Club diving competition was won by: 1st, E. Wholey; 2nd, J. Desack; 3rd, C. Tilston.

HAVING now quite recovered from the severe chill which he recently contracted while carrying out experimental flights on a flying boat in a heavy sea, Mr. Clifford B. Prodger, of the Prodger-Isaac Aviation Company, is busy once again testing H.P. and other "baby" craft. The firm, however, is still open to take on further testing work, and are ready to quote sub-contractors and others inclusive fees for test and experimental flights, the charges to include full insurance of the machines at Lloyd's against all risks for flights made prior to acceptance by the Air Board. Mr. Prodger's work in connection with the H.P. machines is so well known to our readers that it is unnecessary to dwell upon it here. He has several capable assistants, including Mr. J. Lankester Parker, who has gained an excellent reputation as a seaplane test pilot.

The firm are also prepared to make reports, from a pilot's point of view, on designs for new machines which may be submitted to them, as well as to survey and report on private aerodromes. Several firms who are proposing to lay out ground for this purpose, adjoining their works, have already consulted Mr. Prodger in this connection. Enquiries should be addressed to the company's offices at 166, Piccadilly, London, W. 1. Telephone: Gerrard 278 (two lines).

FORTUNATELY a fire which broke out at the Bournemouth Aviation Co.'s premises was discovered in time and was got under control before anything serious happened. By good luck the reserve store of school machines was not touched, and so school work goes forward "as usual." Work is now progressing on a new hangar, and the company are taking in some more ground adjoining the present aerodrome.

MR. GRAHAM HARRIS, who has seen service with the R.F.C. in France, and has now been invalided out, has now joined Messrs. C. C. Wakefield and Co. as an additional representative in the aviation department. He has been in aviation since 1912, his ticket being secured at Brooklands in June, 1913.



AT THE WOLSELEY AVIATION ENGINE WORKS.—Top: finishing engines ready for despatch; below, left: part of the aluminium shop; right: ready for despatch.