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Set of Typewritten Articles.

PROPELLERS AND MOTORS.

To the Editor of FLIGHT.

SIR,—Referring to Mr. Montford Kay's letter in last week's issue, I really must protest against the notion expressed by him—and too prevalent elsewhere—that the type or the proportions of a properly-designed aerial propeller are necessarily varied when applied to different aeroplanes. Many years' devotion to aero-dynamic experimenting and specialising on propellers has convinced me that the propeller that is most efficient for one aeroplane is most efficient for all machines of this class; the size of propeller, of course, being varied to suit a larger or a smaller machine.

I am now, of course, dealing only with horizontally-acting fans, used either as propellers or tractors, excluding the helicoptere or vertical lifting-screw systems, and also "gas-bags" (believing in neither).

Mr. Montford Kay says, too, that it is "a safe thing" to criticise other productions away from a testing platform. (I presume that *adversely* is meant?)

To that I will say, it would be by no means "a safe thing" if the adverse criticism should be *groundless*. It would then be open to those concerned to dispute or to disprove it.

As Mr. Kay obviously wrote with special reference to my strictures on the "Voisin" propeller, I will remind him that, as I said, "it is notorious that over 50 per cent. of the power applied is wasted by that propeller, *i.e.*, it is a fact only too well known (but apparently not widely enough yet)." Let me add that my propeller has creditably passed the ordeal of "the testing platform."

I agree with Mr. Montford Kay that "the proof of the pudding is in the eating thereof." Well, my particular confection has proved highly palatable, though given to "rising."