However—to banish "levity"—I will further remind Mr. Kay, and others whom it may interest, that I am *guaranteeing* my propeller to give a much higher efficiency than any other on the market, when applied to *any* aeroplane.

Yours faithfully,

London, N.W., Feb. 1st. SIDNEY H. HOLLANDS.

ELEMENTARY ARTICLES.

To the Editor of FLIGHT.

SIR,—It is with very great pleasure that I have noticed the issue of your popular weekly, FLIGHT, and intend continuing as a regular subscriber. I might perhaps be allowed to make a suggestion on behalf of a great bulk of people whom I am sure are in much the same position as myself, *i.e.*, those who have hitherto taken little or no interest in aviation beyond reading newspaper paragraphs of record flights, &c., and are, therefore, quite ignorant of the principles of "aeroplaning." Could you see your way to publish an article, or series of articles, that would take up the subject from the beginning, for now that your paper has reached the masses seems an appropriate time for such well-needed instruction. The simpler the better. A clear explanation of the principles by which a body heavier than air can be made to rise, fly, turn and descend, would, I am sure, be very welcome indeed to many readers like

Yours truly,

IGNORAMUS.

To the Editor of FLIGHT.

SIR,—I feel I must send you a note of appreciation of your paper, and of the sustained excellence of the news and articles.

I especially liked your Aero Salon descriptions, and after your rough sketches am now able to discuss intelligently the performances of the various machines that are published from time to time.

May I now ask you for a series treating with the various parts in more detail, such as plane surface materials, sections and dimensions of the various members of the frames, wire stays and method of fixing and tightening them, spring suspension of the wheels, &c.

The information you could give on such details would be of inestimable value to numbers of workers, and save them much time and labour in costly experiments, so helping to bring nearer that time when England will be level with France and America in these matters.

Yours faithfully,

Bromley, Jan. 31st. A. P. PORTWAY.

[We refer to the above letters, and virtually reply thereto in our leading article.—ED.]

MODELS AND PHOTOGRAPHS.

To the Editor of FLIGHT.

SIR,—Will any of your readers assist us in our endeavours to encourage flight in this country by sending any discarded models, photographs, or sketches relative to aeroplanes and their parts, for the purpose of exhibition in our school?

We may mention that we are endeavouring to obtain a collection of photographs, &c., of interest in this connection which will be on view to the public, but, necessarily, the first step is to procure articles for exhibition.

Yours faithfully,

TREVOR, LTD.,

Jan. 20th. V. WRIGHT, Managing Director.

WANTS AND ENQUIRIES.

To the Editor of FLIGHT.

SIR,—I should consider it a great kindness if you would advise me as to the best way in which I could, without capital, get some sort of footing in the aeroplane business. I am a mining engineer with experience of all kinds of machinery, a good draughtsman, and have a fairly strong inventive faculty, and have been for a long time very keen on, and have some knowledge of, flight. I consider that I would be a useful assistant to anyone building aeroplanes or experimenting with them.

I thought that you might possibly know of some private experimenter who would be likely to want an assistant who could help him in the designing, &c., and to whom a salary sufficient for me to live on would not be a difficulty.

I could produce extremely good testimonials. My age is twenty-nine, and I am married.

I am a member of the Aeroplane Club, but have not as yet joined the Aero Club. I have been round the Paris factories, and have seen the methods in use there.

If you can think of anything or anybody likely to be of use to me, I shall be, as I say, very much obliged.

Yours truly,

Chipping Norton, Jan. 29th. D. R. R.

ANSWERS TO CORRESPONDENTS.

B.A.P. (Doncaster).—Doubtless your suggestion has something in it, but the idea is rather premature just now. Nothing of the kind has been attempted hitherto, as far as we know.

G.S. (Glasgow).—We already have an article in hand on this subject, and therein deal with the precise points which you raise. It will appear very shortly.

D.F. (Birkenhead).—If you will forward one or two additional sketches and the other diagram that you mention, we will willingly give you our opinion and advice. There is, of course, a very great difference between constructing a small model and building a full-sized machine.

T.W. (London, W.).—We have forwarded a copy of your letter to our correspondent.

T.W.K.C. (Kingston-on-Thames).—Your letter has been re-addressed and posted as requested.

A.McC. (Clapham Park).—Many thanks for your further communication.

German Aerial Transports.

THE inauguration of aeriel transports in Germany still continues to be the subject of considerable discussion, although it is difficult to believe much that is said, and still harder to find proof in substantiation of many of the rumours. The latest report is to the effect that the German Aerostation Company contemplate the organisation of thirty depôts throughout the Empire, where their airships will be able to land and embark their freight. Airship sheds will be erected at various places, and devices for dealing with the passenger cars when unhooked from the gas-vessel will also have to be devised.

Another scheme is afoot to run a regular service between Frankfort and Homburg during the Aero Show which is being organised to take place at the former town. In this case, however, it is proposed to have some sort of guide-rope trolley system of propulsion, which by maintaining constant connection with the earth, will, it is hoped, ensure safety under all conditions. £30,000 is the sum mentioned in connection with this scheme.

The Elliott Revolution Indicator.—One of the most important points regarding engines for aerial work is that they should run at constant speed. For the purpose of checking this, the Elliott Revolution Indicator, which we illustrate herewith, has been specially designed, and, as will be seen, it is a very compact instrument.

Aeronautical Patents.

Applied for in 1908.

Published February 11th, 1909.

1,307. A. WUNDERLICH. Motor flying machines.
27,215. G. ENGISCH. Toy airships.