R.F.C. HOSPITAL "VOCALIAN FUND."

AN appeal was made by us last week for the necessary funds to supply, upon the request of Surgeon Graeme Anderson, R.N., the presiding surgeon at the R.F.C. Hospital at Hampstead, an Æolian Vocalian cabinet gramaphone for the use of the maimed fighting men of the Royal Flying Corps who are helplessly lying there, seeking convalescence. These are some of the men who have so largely contributed to ensure protection to our families and homes in England, and who have reckoned their own lives as nothing against the stakes at issue. There is little enough that those who thus remain in security in "Blighty" can do directly in return, except when an opportunity like the present offers to help fill the monotonous void which must necessarily be theirs for a more or less prolonged period, until such time as, in many cases, they are ready to once again cross the Channel and do battle against the Hun in the air, upon our behalf.

The cause should not require special pleading. Rather should there be a plethora of funds to secure the desired instrument, the cost of which, including a good selection of records, is but £50. We would, therefore, ask those who contemplate joining in this good work to send along their contributions in shillings—whether the amount be a single shilling or multiples of that useful coin. Every addition is welcome. Remittances should be addressed The Editor of "FLIGHT," 36, Great Queen Street, W.C. 2, and marked "R.F.C. Hospital Fund."

	Shillings.
Amounts already acknowledged	105
New Subscriptions—	
B.S.	10
G. Buvyer	5
Edith Watson, G. de H. S., 3s. each	6
Shillings—W. Bailey, D. Hayward, A. Hayward, A. Coe, V.J., T. M., J.P., C.M.P...	8

Notice to Correspondents in General.

FULL particulars regarding the conditions of service in the Royal Air Service were given in "FLIGHT" of April 11th.

Application to join as a cadet should be made in letter form, stating full personal particulars, to the R.A.F. Reception Depôt which is nearest to the registered address of the applicant.

Applications for enlistment should be made personally or by letter, stating full particulars, including age and trade to the R.A.F. Reception Depôt which is nearest to the registered address of the applicant.

Boys are enlisted from time to time for long service only. They should be Class A and between the ages of 15 and 17 years. Applications should be made as above.

No person is eligible for enlistment into the Royal Air Force unless he is a natural born British subject and the son of natural born British subjects.

The Royal Air Force Reception Depôts are :—

40, Upper Brook Street, Mayfair, London, W.1.
8, Tyndall's Park Road, Bristol.
12, Newport Road. Cardiff.
Carlton Chambers, Paradise Street, Birmingham.
Midland Bank Warehouse, King Street, Nottingham.
117, Mount Pleasant, Liverpool.
6, Portland Crescent, Leeds.
10, Sydenham Terrace, North Road, Newcastle-on-Tyne.
9, Somerset Place, Sauchiehall Street, Glasgow.

M. M. (Sidmouth).—With regard to British identification marks, the rings have the centre red and the outer circle blue. On the rudder the red is nearest the trailing edge and the blue against the rudder post.

W. R. H. D. (Newark).—The machine to which you refer is apparently a Sopwith "Kitten." We regret, however, that we are not permitted to publish any particulars of this interesting little machine.

A. T. S. (Purley).—Particulars of triplane combinations were published in our issue of November 23rd, 1916, a copy of which can be obtained from these offices. The price is 7*d.* post free. Mahogany and walnut are the woods most commonly employed in the construction of propellers.

E. N. (Taunton).—This machine is, we believe, a de H. 4. The "loops of wire" under the lower wings of some biplanes are wing tip skids, and serve to protect the lower wing tips when the machine is starting off or landing. This firm builds Sopwith machines. These are Sopwith "Pups."

J. J. M. (Woking).—The distribution of loads in a biplane combination is, as you point out, only dealt with at comparatively great angles in the N.P.L. and Eiffel reports, whereas in the modern biplane the normal angle of incidence is frequently 0°, or very near it. The usual assumption is that the loading per sq. ft. of a biplane with equal span and chord of the two wings and with gap equal to chord is 4/7 for the top plane and 3/7 for the bottom plane. This is probably sufficiently accurate for angles above 4°, but no tests have been published lately dealing either with smaller angles or with more modern sections than those forming the subject for the earlier experiments. For stress calculations, however, an error of a few per cent. will hardly seriously affect the results, and by way of an approximate estimate we should say that the following assumption of load distribution may be made :—

Angle of Incidence.	Percentage lift upper wing. per cent.	Percentage lift lower wing. per cent.
0 ..	62 ..	38
2 ..	55 ..	45
4 ..	54 ..	46
8 ..	53 ..	47
12 ..	54 ..	46

E. B. (South Norwood).—You would like to know how many engines a British rigid airship has ? So would the Germans. Rain has been known to damage a propeller pretty severely. The Albatros scout does fire through the propeller.

S. M. (Brentwood).—We should recommend you to study "The Aeroplane speaks," by H. Barber. A copy can be obtained from the offices of "FLIGHT," the price being 7*s. post free. The smallest successful aeroplane yet built* is probably the Sopwith "Kitten." The lowest power of an engine fitted in an aeroplane that really flew is probably the 9 h.p. Jap. fitted to the early Avro triplane. We cannot possibly identify the machine from your rough diagram.

H. T. W. (Westcliffe-on-Sea).—Particulars of these machines must not be published.

S. G. B. (Wantage).—As disturbances in the air, "pockets" do most emphatically exist, but the word must not be taken to mean a sort of "hole in the air." Pockets or bumps are more in the nature of currents having a direction and velocity different from that generally obtaining in the particular part of the atmosphere in which the machine is flying. Records of speed, climb, and duration are not published during the war. Judging from your sketch, the machine is a Sopwith One-and-a-half strutter.