

I know a little of the principles of aeroplanes, and thoroughly understand engines, &c.; but what I want is to assist in experiments, actually working, not looking on, and, if possible, to be taught how to manoeuvre them.

I should be infinitely obliged if you could tell me the names of individual gentlemen or firms who would take me for a few weeks at a small premium.

Thanking you in anticipation,

I remain, Sir,  
Yours very truly,  
S. C. W.

London, W., Jan. 23rd.

**ENGINES FOR MODELS.**

*To the Editor of FLIGHT.*

SIR,—Noticing in your valuable and unique journal that a number of your readers are in want of a small powerful motor for aeroplane work, I would like you to inform them through your correspondence columns that I am willing to make small engines to order. No doubt you may think this comes under the nature of an advertisement, but as the matter seems to be of national importance, I can assure you my only object is to do what I can to assist inventors of flying machines to make our country first.

Yours faithfully,  
C. CRASTIN.

Holloway, Jan. 23rd.

*To the Editor of FLIGHT.*

SIR,—With regard to the letters of the 15th and 19th inst. by Messrs. Kay and Taylor respectively, I should be glad to hear of any further details which relate to the flights that have been made; also as to the manner and power by which they were carried out. I feel sure that if the above gentlemen would be so kind as to answer the following questions, it would be of general interest to your readers:—

1. Duration (or distance) of flight, and whether circular or straight.
2. Were the aeroplanes starting under their own engine power or by external means?
3. When flying with accumulator and electric motor, was a secondary battery used? If so, what were their combined weight? Question 2 also applies to this method.
4. It would also be interesting to know the type of aeroplane as well as engines used by Messrs. Kay and Taylor.

I think you will agree with me that, unless these details are given, no useful purpose can be served by the publication of these letters, while, on the other hand, they may serve to mystify novices and lead them into false channels of research.

If I may be allowed to say so, what we really want is the details of how these flights are accomplished, so that we may gain some experience thereby. Of course, it is very pleasing to hear of the doings of any experimenters, even though it may only be in models; but what is more to the point is to know that one is gaining further knowledge by them. Personally, I see no reason why model experimenters should not co-operate with you and place fully before the readers of your paper any information that may not be prejudicial to their interests, and in this way help to place England in a better position than she now holds in the various branches of aerial locomotion.

Yours faithfully,  
WALTER N. CATON.  
Belfast, Jan. 26th.

**MORE TERMINOLOGICAL INEXACTITUDES.**

*To the Editor of FLIGHT.*

SIR,—It may seem very ungrateful, when you have produced a special paper to deal with the important question of aeronautics, for which we are all very grateful, to pick holes in regard to the terminology used, but it seems a thousand pities for such a young science to be hampered at its outset by a superfluity of terms. It matters little what name is given to a spade provided we all recognise it by that name and do not mistake it for a shovel, and the same thing obtains in aeronautical terminology.

A little while ago over the non-de-plume of "Ignoramus," I as well as Mr. Lanchester, disagreed with your use of the word "Aerodrome" as applied to a place where aerodromics were carried out. This week (January 23rd), under "Belgian Aero Salon," p. 53, you use the word Orthoptère. Whilst personally, I consider that "Ornithoptère" is the correct term, ornithology being the science and study of birds, it matters little, as I say, provided we all agree. Could not the Aero Club or some such authorised body draw up a glossary of terms to prevent the confusion which must inevitably occur if each of us uses a different word for the same thing.

Yours faithfully,  
H. A. SULLIVAN, Major, A.V.C.

[Once more we think we have a complete answer to Major Sullivan on the terminology employed in FLIGHT, for there is a

very distinct difference between the meaning of "orthoptère" and "ornithoptère." The former is evidently derived from the Greek words "orthos" (meaning regular or straight) and "pteron" (wing), whereas the latter is derived from the words "ornithos" (genitive of "ornis," a bird) and "pteron." In natural history, as applied to insects, the former word has been adopted for a certain class which have four densely reticulated wings (e.g., the grasshopper), and the latter word is employed for a particular class (e.g., a species of butterfly) which have bird-like wings. Apparently, therefore, the term "orthoptère" is the more correct word to employ for most flying machines of the flapping wing type (i.e., those in which the wings are skin-covered, or otherwise rendered smooth-surfaced), while the term "ornithoptère" should only be used for those which have bird-like wings (i.e., wings built up of feathers or their equivalent). It is also interesting, in this connection, to note that there is yet another radical difference between the two classes of insects to which naturalists have applied the two words, for whereas the "regular-winged" class, with their four wings perform working strokes with their posterior pair during the recovery (or up) strokes of the anterior pair, the "bird-like-winged" class have "recovery" periods between each "working" stroke. It does not, however, appear as though this distinction ought to be taken as the difference between the two terms to which Major Sullivan refers, even though on a derivation basis, the word "orthos" (as meaning "regular") might perhaps be twisted round to imply regularity of flapping (down stroke), as against the intermittent flapping of the bird. As regards Major Sullivan's suggestion that a glossary of aeronautic terms ought to be drawn up, we may say that we have had this task in hand for a considerable time, and hope to submit the first instalment to our readers within the next week or two.—ED.]

**ANSWERS TO CORRESPONDENTS.**

N.R. (Ipswich).—The figures you quote probably refer to two different models. As regards your second question, we would draw your attention to our leading article of this week.

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