

the good example which is set in this respect by their contemporaries. Opinions may differ as to the correctness or otherwise of an underlying principle, but surely none will be found to dispute the necessity for putting the best of work into the construction. "If a job is worth doing at all, it is worth doing well" is an essentially British saw, and it applies to flyers perhaps even more than to motor cars. Eighty miles an hour on *terra firma* seems comparatively safe when regarded from the point of view of a voyage in one of these aerial caravans into the central blue. The poetry of motion it may be, but characterised by a halting metre, we should imagine, when experienced by an occupant who has any cause to know that he is seated on a rickety structure. Besides, it is impossible to test a principle in a flyer of indifferent construction, so that really a pioneer is risking his neck for very little purpose if he goes up in a shoddy machine for the sake of saving his pocket. British workmanship is world renowned, and all flyers which are built here will, we hope, be a credit to their country of origin in this at least, let which may fly best.

While the majority of the flyers exhibited are of the aeroplane type, there are one or two machines to which special reference should be made; one is the structure exhibited by Messrs. Lamplough, and the other device designed by M. de la Hault and shown by Messrs. Miesse. Both are described and illustrated elsewhere, together with particulars of the other machines which are on exhibition. To the models, it is unnecessary to refer in any great detail at the present moment, since these also will be dealt with in a future issue of FLIGHT, but inasmuch as there is no actual Wright machine present, it is only fair to point out that Messrs. T. W. K. Clarke show a well-finished model of the famous flyer, and have, moreover, installed a starting derrick on the same scale. This latter, at any rate, could not well have been exhibited in full size, so the Clarke model certainly deserves the interest of all visitors.

Of equal importance to the flyers themselves are the aero motors with which they are equipped, and the engines at Olympia will naturally appeal with especial

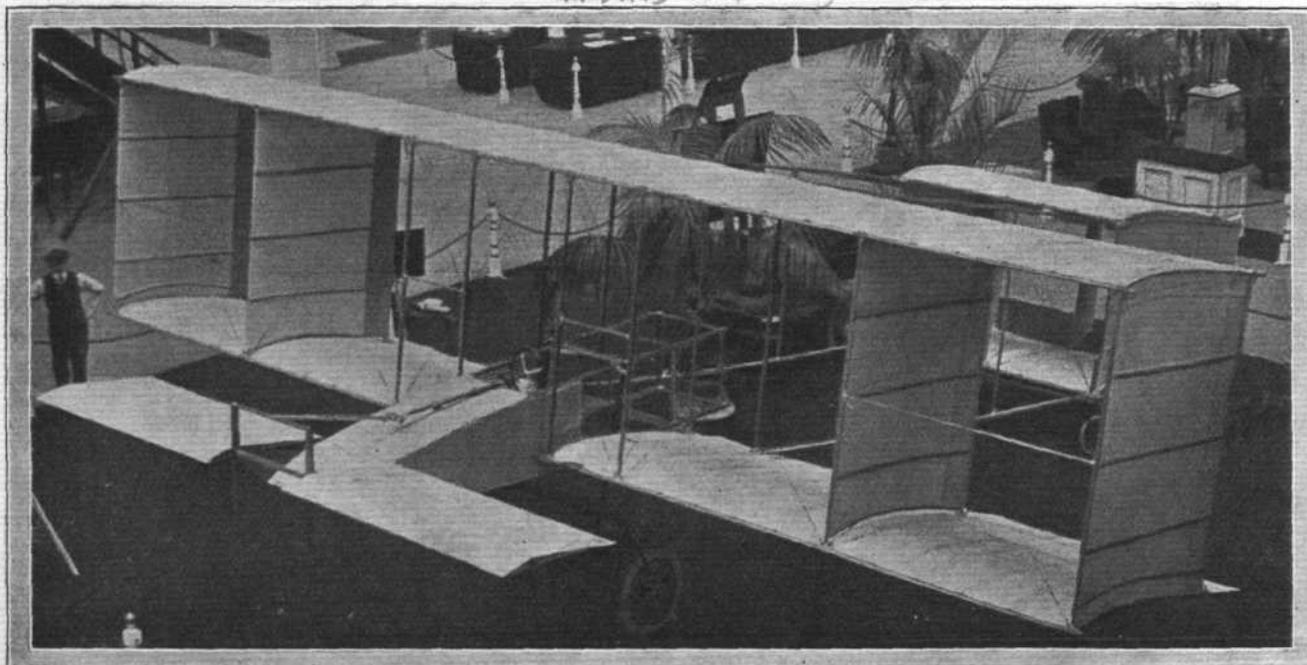
force to motorists, who, because of their training, will be able to appreciate their points. As in the case of the flyers, so also is it gratifying in this to see that the aero motors make a representative group, and more particularly that they include a strong British contingent. Moreover, this latter is recruited from the ranks of prominent constructors in the automobile world. There is, for instance, the Wolseley Co., who have produced an 8-cyl. V-type engine, and Messrs. Simms show a motor of the same class but with only 6 cyls.—which is an unusual number with the V arrangement. The N.E.C. Co. have made a radical departure which is of distinct interest and importance, for they have tackled the two-stroke cycle problem, and have introduced a new principle to aid in its practical solution.

Another aero motor into which much real individuality has been embodied, but without departing from the orthodox four-stroke system, is the Green engine, which has been built by Messrs. Aster at their English works. It is a model of attention to detail in design, and it gives every appearance of having received that sound construction which would be expected from the Aster works.

A rotary engine has been placed on the market by the International Rotary Syndicate, and in the same category is the Gnome motor, shown by Messrs. Gauthier, from France. On the U.M.I. stand is a turbine designed by M. Tani, who constructed that extraordinary model flyer which was illustrated and described in *The Automotor Journal* of February 16th, 1907. The turbine is so small that it can be grasped in the hand, but it is said to be capable of developing from 16 to 20-h.p. when running at 10,000 revs. per min.

Among the more orthodox types from abroad are the Metallurgique engines (shown by Messrs. Warwick Wright), which have been designed on precisely the same lines as the famous car engines of that make, but with lightened parts and a specially high-pressure system of lubrication. Another standard type of vertical engine is the Vivinus (Erard, Van Toll), which was used in some of Mr. Moore-Brabazon's flights; but on the whole the V pattern seems to be the more popular design for

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AERO SHOW AT OLYMPIA.—The Voisin machine, exhibited by Mr. F. R. Simms, seen from in front. This illustration gives an excellent view of the elevator, and of its inter-connection with the controlling lever. The engine and propeller are not fitted.

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