CORRESPONDENCE.

*** *The name and address of the writer (not necessarily for publication)* MUST *in all cases accompany letters intended for insertion, or containing queries.*

NEW MONOPLANES AND A CRITICISM.

To the Editor of FLIGHT.

SIR,—I notice in FLIGHT of September 18th a photo of Mr. da Silva's model monoplane. I should like to say that I have personally built two of a very similar type, each 6 ft. 3 ins. span and 7 ft. frame length, propelled by twin screws of my own make, tests of which by Mr. Holt were given in FLIGHT of the 11th inst.

If Mr. Da Silva would care to see my model it will be exhibited at the Model Engineer Exhibition, Horticultural Hall, Vincent Square, on October 15th to 23rd, and as I, too, live in Kensington I should much like to know him through the Editor.

I also hope to build a full-size machine shortly, but not on the lines of either Mr. Silva's or my own models. Early this year M. Bleriot produced a machine similar in every detail except the rudder and the front of the frame to Mr. Silva's. This machine has not been repeated, but apparently given up in favour of the passenger-carrying "22's"; therefore it is fair to argue that it was not very successful.

Why, then, build another machine on the same lines? In my opinion it may be taken for a fact that successful models are not always successful in full-size aeroplanes.

I may add that I have taken in *The Automotor Journal*, and now FLIGHT, from their inception.

Yours faithfully,
C. R. SKINNER.

TERMS IN FLIGHT.

To the Editor of FLIGHT.

SIR,—Permit me to offer some alternative terms for some of those you have adopted in your admirable article of September 11th.

"Wings."—For the curved surfaces otherwise called "planes" and "ducks." These take the place in a flying machine of the bird's wings, and are used for the same purpose. Thus the monoplane has two wings, the right and left. The biplane four wings, the upper and lower pairs. The triplane six upper wings, mid wings, lower wings. So, too, the elevator or the tail, as the case may be, would have its wings right and left.

"Planes."—I suggest this obvious and simple word for those vertical flat surfaces styled "curtains" or "panels." There might be "head-plane," "mid-plane," and "tail-plane."

"Panels."—For those sub-divisions of the fabric surfaces bounded by framework.

"Countervails."—For the surfaces and structures used in maintaining lateral stability. This application of the word is perhaps novel, but it may be considered applicable generally to the extensions of the wing tips, or the trailing edge or other device, where "balancing plane" or "stabilizer" would be less appropriate. The word has the significance of a compensating or balancing device.

"Pinion" might serve as appropriate to "the flexible trailing portion of the wings," being equivalent to the "flights" or pinion feathers forming the flexible trailing edge of a bird's wing, following the bone-framed portion.

"Luff."—For the entering edge of a wing.

"Leach."—For the trailing edge or extreme margin of the wing. The edge of the flexible portion.

"Stays."—For those wire connections of the frame, set up taut, diagonal, or otherwise.

"Guys."—For those wire controls affecting horizontal structures such as the counter rails.

"Braces."—For those designed to hold the wings, tail, or head portions in place.

"Vangs."—For the staying of vertical portions.

"Yoke lines."—For the wire or rope connections to the steering-gear.

These last six suggest vessels used by the yachtsman, and really, Sir, I am inclined to the opinion that the yachting man, and the yacht-hand and rigger, will yet be the best men to manipulate the flying machine, especially when the semi-aquatic type or flying hydroplane materialises.

Faithfully yours,
T. OSBORN SMITH.

To the Editor of FLIGHT.

SIR,—With reference to your very interesting articles "Terms in Flight" in your issues of September 11th and 18th, why not call the vertical curtains of the Voisin biplane "partitions"? The word "partition" is an exact translation of the French "cloison," and seems to be more accurate than "panel" or "curtain."

Yours faithfully,
MAURICE DUCROCQ.

MOTORS FOR FLYERS.

To the Editor of FLIGHT.

SIR,—In the correspondence column of the current issue of FLIGHT we notice a letter from the managing director of the Motor Supply Co., Ltd., stating that "hundreds of orders are waiting for any firm who can produce a British-built machine, but the great obstacle in the way is that we have not yet produced a satisfactory engine for aeroplane work," and further, that during the past week, his firm have been obliged to refuse orders for at least a dozen machines because they cannot obtain delivery of a suitable British engine.

This is certainly a matter for regret, but, lest his firm should lose any more orders for want of a British motor, we would draw their attention to our engines, which we believe quite capable of upholding the prestige of Great Britain, in spite of the fact that our Continental neighbours have had a considerable start.

We are giving deliveries as fast as the engines can be turned out from the works, and are prepared to supply any number required.

We are, Sir, your obedient servants,
GREEN'S MOTOR PATENTS SYNDICATE, LTD.,
J. MILLER, Managing Director.

To the Editor of FLIGHT.

SIR,—The letter from Mr. J. W. Brown, on page 616 of FLIGHT, October 2nd, 1909, is more than interesting. He says hundreds of orders are waiting for any firm who can produce a British-built machine, but the great obstacle in the way is that we have not yet produced a satisfactory engine for aeroplanes.

I should be glad if you would kindly draw attention to the following. There are several good designers who have spent years in designing petrol engines for well-known and successful motor cars. They are engineers, but not commercial men. They have or can design good petrol engines for aeroplanes and airships, but although it costs little to build a first engine they cannot find a capitalist or a firm to manufacture their engine, because their brain and energy are concentrated on technical problems, and not on financial combinations.

I am one of them, and have made the designs of a new engine, which, judging from my experience of twelve years in designing successful petrol engines, is the right type, not only for flying machines but also for cars, boats, &c. Is it possible to find a firm or a capitalist to share in the small expenses and large profits which will result from manufacturing and selling such an engine? If there is one I should be very pleased to receive letter through the medium of your valuable journal.

Yours faithfully,
H. B.

To the Editor of FLIGHT.

SIR,—Replying to the letter from Mr. J. W. Brown appearing in your issue of October 2nd, deploring the absence of British motors for aviation, we would like to draw his attention to our work in this direction.

Our experiments cover several years and commenced with clockwork motors, but these were soon abandoned as hopeless. We afterwards tried a large number of prime movers with varying success, but discovered nothing so satisfactory as the high-speed internal-combustion type. These, however, when used for aeronautical purposes, require to be specially designed for the work, and the ordinary motor is not suitable, largely because of the difficulty experienced in suppressing the vibration set up when attached to a light frame, but principally on account of the dead, and, we consider, unnecessary weight carried in the fly-wheel, which in itself may easily total half the weight of the engine complete, and its presence would seriously handicap a flying machine, where unnecessary weight is the chief item to be eliminated.

We predict the engine that will be used for aeroplanes generally in the future is the revolving cylinder type. Correctly designed and fitted with low-tension magneto ignition, and mechanically-operated valves, it makes a very smooth running and reliable prime mover, there being little or no vibration, even with only two cylinders; also, placed in the right position, it acts as a most powerful gyroscope, and practically solves the lateral stability problem.

For the benefit of those readers to whom the principle is new, we may add that, briefly, the engine consists of a crank which is fixed, and a circular crank-case from which radiates a number of cylinders. The cylinders and crank-case revolve, forming a fly-wheel, and automatically secures air-cooling.*

[* Two such engines were illustrated in FLIGHT on April 10th, pp. 207 and 208.—ED.]