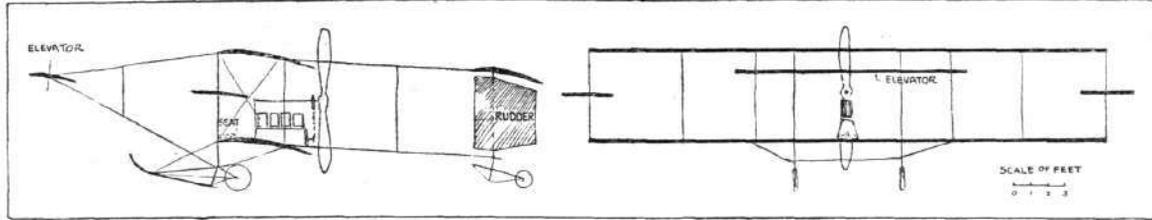


FLYER SILHOUETTES FROM OLYMPIA.

GEORGE AND JOBLING BIPLANE.



Leading Particulars of the George and Jobling Biplane.

General Dimensions.—Areas—Main planes, 426 sq. ft.; fixed tail, 50 sq. ft.; elevator, 38 sq. ft.; rudder, 25 sq. ft.

Lengths.—Span, 30 ft.; chord, 5 ft. 6 ins. (15 ins. additional chord for flexing tips); camber, 3½ ins., situated about 24 ins. from leading edge; leverage of rudder, about 12 ft.; gap, 5 ft.; overall length, 30 ft.

Angle.—Incidence, 9½ degs.

Materials.—Timber—Principal struts American elm, others spruce; hollow spars and struts, main ribs between struts I section; Dunlop fabric.

Engine.—60-h.p. Green.

Propeller.—George and Jobling, 28 lbs. weight; diameter, 9 ft.; pitch, 10 ft.; material, timber, single piece.

Weight.—Machine with engine, 662 lbs.; driver, oil, petrol, water, 200 lbs.; total flying weight, 862 lbs.; loading (all weight supported on main planes), 2.6 lbs. per sq. ft.

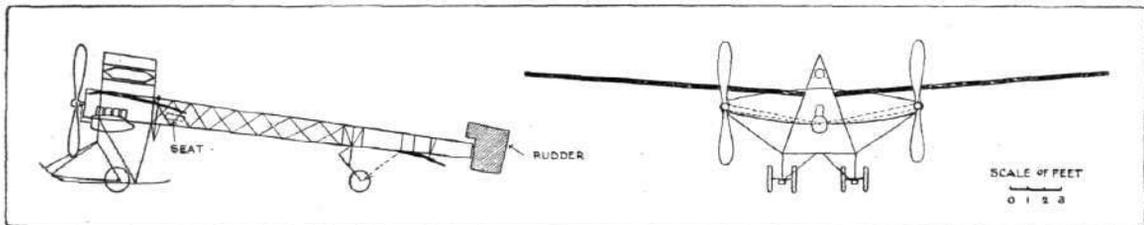
Speed of Flight.—48 m.p.h.

System of Control.—Balancing flexing tips, elevator, rudder.

BIPLANE designed by A. E. George and principally remarkable for the fact that all the struts and spars are hollow. The outriggers that carry the elevator and tail are made of bamboo. A curious form of combination wheel and ski chassis has been adopted, the skis being wholly in front of the wheels and normally inclined upwards; their object is mainly to assist the machine

over holes and small ditches. A very interesting feature of the machine is the method of mounting the single chain-driven propeller upon a stationary axle, which is held by adjustable tubular steel struts upon the engine bearers. This stationary axle lies immediately above the engine, and the mounting of the propeller is thus entirely independent of the framework of the machine.

THE SPENCER-STIRLING MONOPLANE.



Leading Particulars of the Spencer-Stirling Monoplane.

General Dimensions.—Areas—Main planes, 200 sq. ft.; fixed tail, about 19 sq. ft.; elevator, about 19 sq. ft.; rudder, 6 sq. ft.

Lengths.—Span, 34 ft.; chord, 6 ft.; camber, 3 in., situated about 2 ft. from leading edge; leverage of rudder, 21 ft. 6 in.; skid track, 5 ft.; overall length, 27 ft.

Angles.—Incidence, 10°; dihedral, 1 in 17.

Materials.—Timber: English ash throughout; fabric, Dunlop.

Engine.—40-h.p. "R.H."

Propellers.—Two Spencer-Stirling; diameter, 6 ft. 6 in.; pitch, 10 ft.

Weight.—Machine, 382 lbs.; engine, 268 lbs.; driver, oil, petrol and water, 200 lbs.; total flying weight, 850 lbs.; loading (all weight supported on main planes), 4.3 lbs. per sq. ft.

Speed of Flight.—40 m.p.h.

System of Control.—Warping, elevator and rudder.

Price.—£650.

THE characteristic feature of this machine is the use of two tractor screws, which are mounted on outriggers in front of the main wings, and are driven by chains direct from the engine. Although neither of the chains is crossed, the propellers do not both revolve in the same direction, as a reverse gear is included in the bracket

that supports one of the propellers. The chassis is an example of the "A" frame, and the sloping members are carried to an apex. Two radiators lie between the upper portions of the frame, but although this is a neat and compact position for them, it seems to us that they are likely to interfere somewhat with the pilot's view.