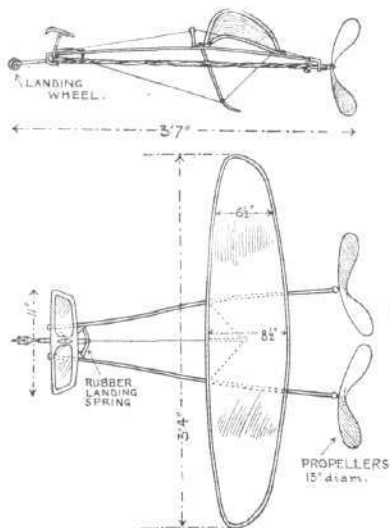


model makers find difficulty in fixing the main spars to the frame. Mine are done as sketch shows, and it makes a very strong joint.
West Kirby. W. REID.

FLEMING-WILLIAMS MODEL.

[953] Re Mr. Radcliffe's letter, No. 808, asking particulars of the Fleming-Williams model, I send the following details that may be of use. It is a monoplane having a leading plane in front, and is driven by two 13-in. propellers, set slightly at an angle to one another. The main plane is 40 ins. in span, and oval in plan form, the chord in the centre being 8½ ins. The extremities of the wings are curved upwards, but the centre portion of the plane is horizontal. The principle of its lateral stability is much the same as that of the Smith model biplane, which has the lower plane in the form of an inverted arch. A side gust pushes the model bodily sideways, and the upturned wing-tip operates as a steeply inclined



aeroplane to restore lateral equilibrium. The model has an overall length approximately equal to the span. The leading plane in front has a span of 11 ins. The centre of gravity of the model is close up to the leading edge of the main plane, so that the leading plane carries some load. One of the most interesting points about the model is that the extremities of the main planes are more deeply cambered than the centre. The two propellers revolve in opposite directions, and each is driven by 34 strands of 1/16 in. square elastic. The elastic is stretched between the leading plane in front and the outriggers carrying the propellers behind.

Trusting this information may be of use to your correspondent.
London, W. R. W.

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Walton and Edwards Aeroplane Co., Ltd.—Capital £10,000, in £1 shares. Under agreement with E. W. Edwards and H. Blackburn.

PUBLICATIONS RECEIVED.

Les Oiseaux de Gloire. By P.-N. Chilot. Paris: Welthoff et Roche, 16-18, rue Notre-Dame-des-Victoires.

Mechanical Engineering Abstracts. 15 parts. January to November, 1910 (inclusive). London: International Institute of Technical Bibliography, 157-58, Chancery Lane, W.C.

Famous Aviators: their Records and Performances in the United Kingdom, 1909-10. London: C. C. Wakefield and Co., 27, Cannon Street, E.C.

RECORDS.

Distance and Duration.—Maurice Tabuteau (France), at Etampes, on a Maurice Farman biplane fitted with Renault motor: 465 kiloms. (290 miles) in 6h. 1m. 35s.

Speed.—A. Leblanc (France), on a Blériot monoplane, fitted with Gnome motor, 5 kiloms. in 2 mins. 45½ secs. = 108 m.p.h.

Straight Line (not recognised by F.A.I.).—J. Radley (Great Britain), at Lanark, on a Blériot monoplane with Gnome engine: 1 mile in 47½ secs. = 75.95 m.p.h.

Altitude.—Ralph Johnstone (America), at Belmont Park, N.Y., on a Wright biplane fitted with Wright motor: 9,714 feet.

Aeronautical Patents Published.

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- 20,854. T. C. MURPHY AND J. M. BETT. Propulsion of aeroplanes.
- 26,097. W. C. LOVE. Propelling and steering aerial vessels.
- 26,107. F. HENSEN. Propelling air-ships.
- 27,022. T. C. MURPHY AND J. M. BETT. Aeroplanes.
- 30,533. R. BLACKBURN. Landing devices for aerial machines.

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- 702. T. A. HUGHES. Controlling aeronautical machines.
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