

MR. OGILVIE'S WRIGHT BIPLANE.

THROUGH the courtesy of Mr. G. F. Mort, of the New Engine Co. (N.E.C.), we are able to publish this week a few very interesting photographs of Mr. Alec Ogilvie's Wright biplane, taken on the Camber sands near Rye, after his recent experiments with the new two-stroke engine that Mr. Mort designed. These trials, as our readers know, very nearly resulted in his winning the British Michelin Cup, for at one

has been essentially changed in type by the substitution of a tail for the front elevator. There still remain in front, however, a pair of "blinkers," which take the place of the half-moon panels formerly fitted between the panels of the elevator. These blinkers are situated at the front ends of the skids and fill the corners made between the skids and the oblique struts that truss them to the upper front spar



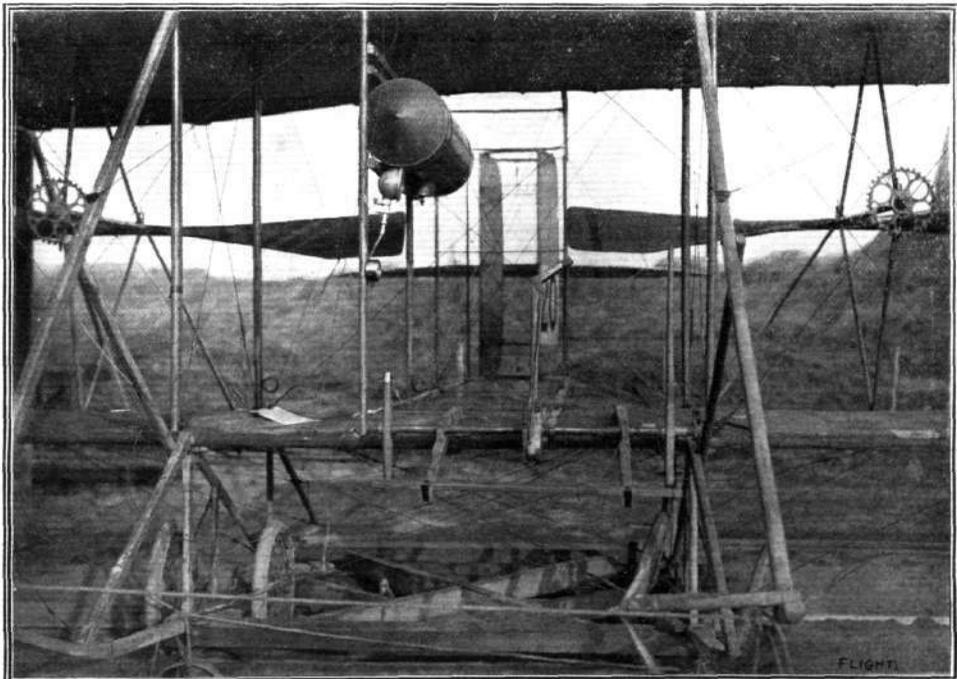
Mr. Ogilvie's Wright biplane in flight, showing the "blinkers" in front.

time he headed the list of competitors. The photographs in question were taken after the removal of the engine and happen to be the more interesting on that account, because they show, more clearly than would otherwise be possible, the new features that have been introduced into the machine since Mr. Ogilvie's return from America, where he took part in the Gordon-Bennett Race on behalf of Great Britain. It will be observed, first and foremost, that the machine

Their purpose is, of course, to make the machine sensitive to the rudder.

The tail plane that substitutes the front elevator is a monoplane and is rigid for the forward portion of its chord. Through the action of the elevator lever its effective angle can be varied in order to control the machine in a vertical plane.

One very interesting circumstance associated with this tail plane occurred when the new two-stroke engine was



View showing the position of the rudder on Mr. Ogilvie's Wright biplane when the handle of the control-lever is turned over as illustrated.