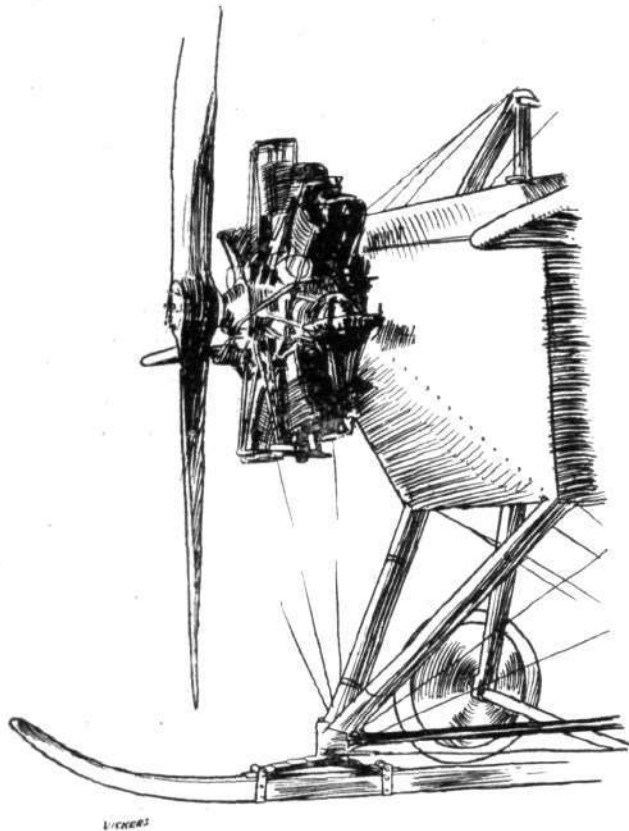


THE VICKERS MONOPLANE.

LIKE the previous productions of this firm, Vickers monoplane No. 6, is essentially a steel-built structure. The body is wedge-shaped, pointed in front and flattening away horizontally towards the rear. Unlike the general run of monoplane bodies, it is wider than it is

of universally jointed vertical levers operating the elevators and the wing warping, and pivoted foot-bars for steering. Great ingenuity is displayed in the design of the undercarriage. Its type is distantly related to that of the Nieuport. It is exceptionally strong and flexible, and has the additional advantage of offering little head-resistance. A single central skid is attached to the body by means of two pairs of struts in V's. The bases of the V's are not rigidly attached to the central skid, but are joined flexibly thereto by the interposition of two laminated steel springs, an idea that, we believe, was first originated by the designers of the German Albatross biplane, one of the cleverest exhibits at the last Paris Aero Show. The way in which the wheels are mounted is shown in one

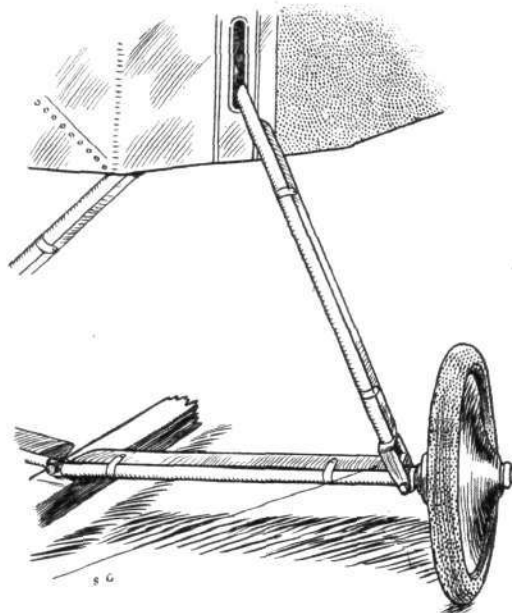


VICKERS

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THE VICKERS MONOPLANE.—Sketch showing the engine-mounting and landing-skid.

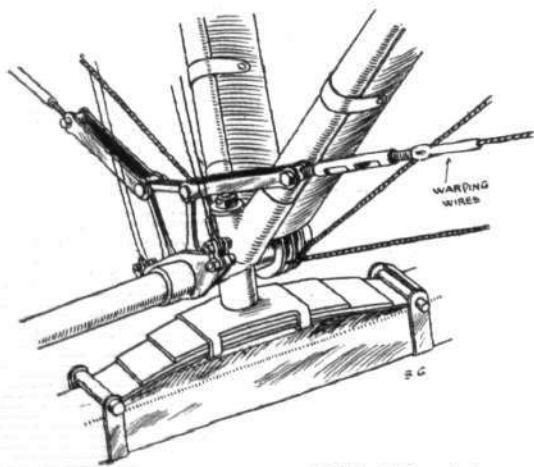
deep in order to seat pilot and passenger side by side. In plan view the body does not taper towards the tail, so in retaining its extreme width it serves in the capacity of a stabiliser, and renders unnecessary the application of any fixed horizontal surface to perform that function. The attitude of the machine in flight is varied by two balanced elevators. To the front of the body is bolted a 70-h.p. radial air-cooled Viale motor, which drives direct a Chauviere propeller. Inside the cockpit the occupants are each provided with controls, which are in the form



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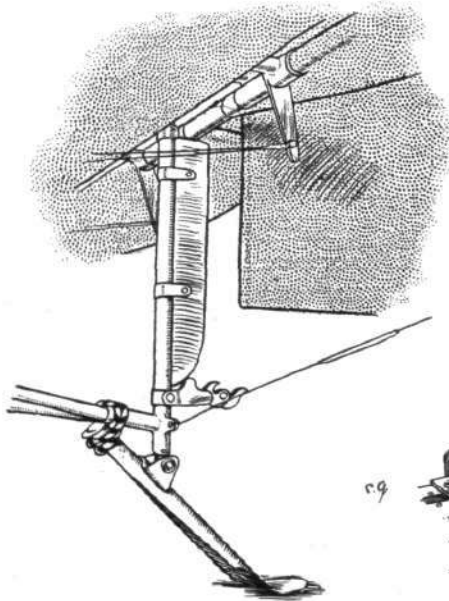
THE VICKERS MONOPLANE.—The landing-chassis.

of our sketches. Shocks are absorbed in the same manner as on the R.E.P. monoplane. The oblique compression strut from the wheel is attached to a sliding collar which moves vertically up and down one of the vertical members of the fuselage. Movement of this collar is opposed by rubber springs in tension. Some 6 inches above the skid, and parallel to it, is arranged a long rotating tube which carries two sets of cranks. The set at the rear operates the wing warping, those in front are connected to the controlling levers. The wings are, outwardly, of more or less conventional type of construction, and span 34 ft.



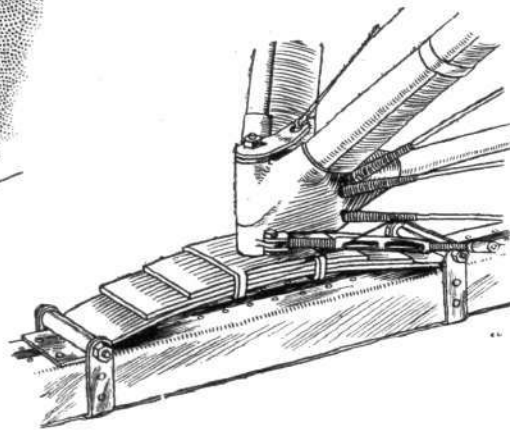
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THE VICKERS MONOPLANE.—Showing how the front chassis-struts are connected to the central landing-skid, and insulated therefrom by a laminated steel spring.



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THE VICKERS MONOPLANE.—Details of the tail, showing the tail-skid and release-catch.



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THE VICKERS MONOPLANE.—The mechanism that operates the wing-warping. Note the laminated steel spring that insulates the chassis-strut from the skid.