



OLYMPIA

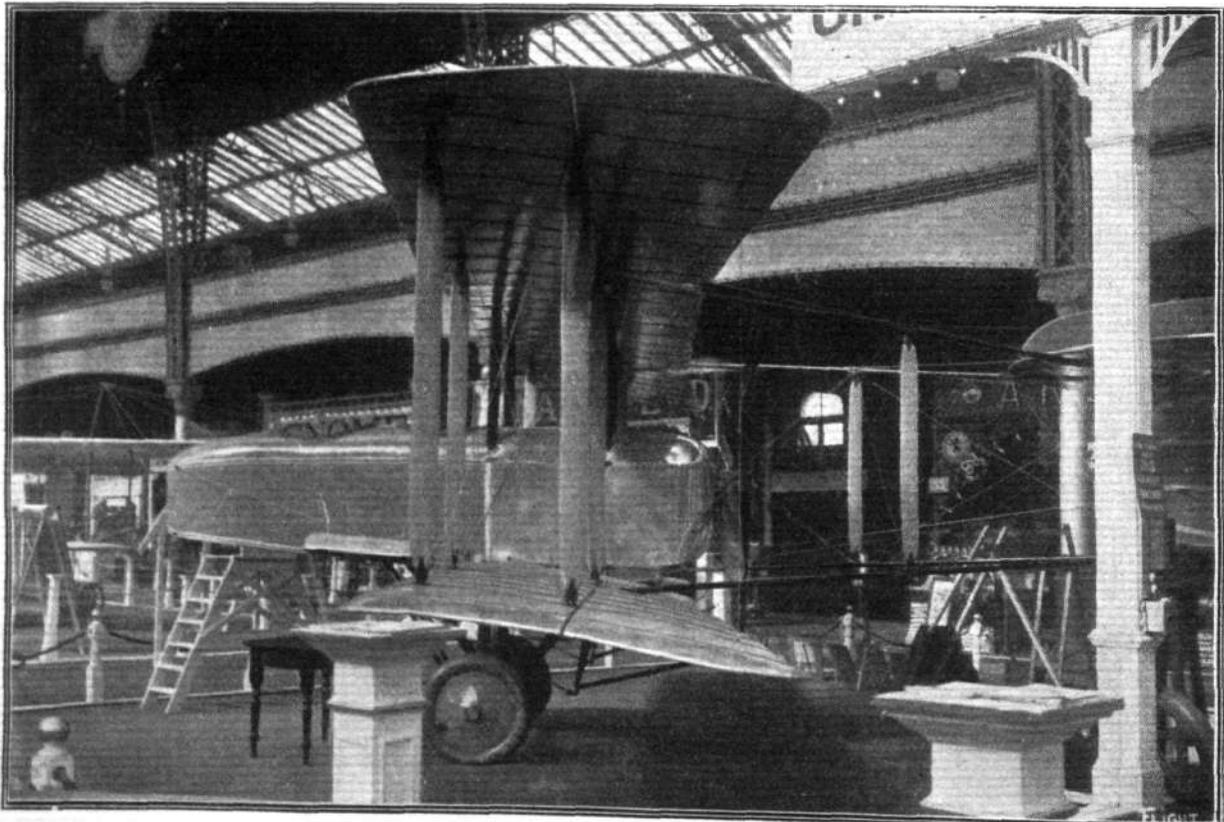
INTRODUCTION.

THE Fifth International Aero Exhibition should give the serious student of aeronautics much cause for thought. To say that the Show is interesting is to utter a platitude; but when we remark that it also indicates that much progress has been made, some further comment becomes necessary, as the advance in aeronautical science, except perhaps in one respect, is more real than is apparent. The exception we would make is in regard to the high standard of workmanship which is demonstrated in practically every machine exhibited; and, in this respect, too much praise cannot be lavished upon them, although it would be invidious to make distinctions. The reason for the comparatively little evidence of the progress that has been made is probably attributable to the fact that aeronautics has reached a stage of development when further advance along the lines upon which we are now working will be largely in regard to details, and as such will not be readily obvious to a casual observer, yet such progress will be by no means less material. As an illustration of this point, the wing construction on the Avro single-seater, the embodiment of the shield over the front of the *fuselage* with the propeller on the two-seater Bristol, the double cambered planes on the Wright seaplane, and the design of bat-boat on the Sopwith machine, although not all novelties, may be specifically mentioned, but there are ample evidences of the presence of other improvements that will readily occur to the close observer. And as regards the future,

it is not at all improbable that designers will do much to facilitate transportation and storage, as with the marked increase in span and size, difficulties in this respect have been greatly augmented during the past year.

Of freak machines we may say that there are none. Not that there are no departures from what may be termed past practice, for the exhibits on the stands of Pemberton Billing and Perry Beadle differ slightly from that which has heretofore been usual, and their performances in practice should therefore prove of interest; certainly so far as the workmanship displayed is concerned, they leave nothing to be desired.

The distinct influence of military requirements upon design is clearly demonstrated; as, of the machines exhibited, no less than 13 are specifically stated to be either scouting or fighting aeroplanes, 8 of which are tractors and the remainder "pushers." On the fighting machines the propeller is always placed behind the wings, as would appear to be almost essential in order to obtain a sufficiently wide angle of fire for the gun, which is invariably placed in the front; but since the rotating propeller does not obstruct the field of vision to any marked degree, both types are used for observation purposes. That the requirements of the Army and the Navy should be so potent at the present time will be readily appreciated, since the commercial aspect of flying except for demonstration purposes, whose use is largely educational, has not so far attained any prominence;



Front portion of the new Grahame-White two-seater.

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