

All the main dimensions of the Carley motor-bike of the air are shown in the accompanying general arrangement drawings. The characteristics are:—

Weight empty	135 kgs.	300 lbs.
Pilot	75 "	167 "
Petrol and oil for 3½ hours' flying ..	15 "	33 "
Weight fully loaded	225 "	500 "
Load per h.p.	10 "	22 "
Load per m. ²	19 "	3.9 lbs./sq. ft.

Maximum speed 140 km. 87.5 m.p.h.
 Minimum speed 35 " 44 "
 Messrs. Carley Aeroplanes intend to take part in the light 'plane competitions for the 100,000 francs prize of *L'Aero Sports*, by making a non-stop flight from Waalhaven to Paris. Now they are building a two-seater light 'plane for school purposes. It is a braced biplane and is to be fitted with a 20 h.p. Anzani engine. It is not yet permitted to give details, but we hope to give them in the course of a few weeks.

□ □ □ □

MIJNHEER FOKKER'S LECTURE TOMORROW

WE would remind our readers that it is tomorrow, November 30, that Mijneer Fokker will read, before the Institution of Aeronautical Engineers, his paper on "The result of twelve years' welded tube construction, and the development of cantilever wings." The paper will be read at the Royal Society of Arts, John Street, Adelphi, and will commence at 7.30 p.m. Readers of *FLIGHT* may be assumed to be familiar with the work of the famous Dutch aircraft designer, whose services were secured by the Germans a year or two before the outbreak of war, and whose machines were, once upon a time, a serious menace to Allied air supremacy on the Western Front. In fairness to Fokker it should be pointed out that he had offered his services to the British Government before he went to Germany, and that had the authorities of 1913 or 1912 decided to encourage the young Dutch inventor to come over here there is a very good possibility that the name Fokker might have been as closely associated with the Allies as it later became allied to German military aviation.

It is, of course, well known that Fokker has done more than perhaps any other single designer to develop and popularise the cantilever wing machine. Almost without exception the Fokker aeroplanes of the last five or six years have been of the cantilever type, sometimes monoplanes and sometimes biplanes, but always with wings without external bracing. Fokker did not lightly arrive at the development which resulted in the adoption of the cantilever wing, and when he first attempted to introduce it he met with very considerable opposition. The small Fokker triplane with

Oberursel rotary engine was the first cantilever wing machine to be adopted by the German Air Force, and it must be admitted that at one time this machine was considered by German pilots to be dangerous. Whether or not this opinion was justified does not greatly matter at the moment. What does matter is that from the Fokker triplane dates the beginning of the practical development of the cantilever wing, and in his paper Fokker will give an outline of the difficulties with which he met, the methods he adopted for overcoming them, and the latest test results indicating the strength of the Fokker type of cantilever wing.

On the subject of welded tube construction, Fokker's paper should be, if anything, even more interesting. This form of construction is entirely taboo in this country, although Fokker has employed it with success ever since his first automatically stable monoplane of 1911 or thereabouts. The objections raised to welded tube construction are that a defective weld cannot be discovered until it fails under load, and that welding requires very skilled workmen. We believe that Fokker's paper will answer both criticisms pretty conclusively, and will show that practical experience has not borne out the theoretical objections, and that, as a matter of fact, the welded tube construction used in so many Fokker machines during the War was mainly carried out by unskilled labour, even by women. The paper cannot fail to be of more than usual interest, and as a very few tickets are still available we should advise those interested to communicate with Mr. L. Howard Flanders, Hon. Sec., I.Ae.E., 60, Chancery Lane, London, W.C. 2.

□ □ □ □

Reduced Air Mail Fee to Iraq.

THE Postmaster-General announces that the special fee payable, in addition to ordinary postage, on letters for Iraq and Northern and Western Persia, intended for onward

transmission from Egypt by the fortnightly Cairo-Baghdad air service, has been reduced to 3d. for each oz. or part of an oz.

Letters intended for transmission by the air route must bear the official blue Air Mail label, or be plainly marked in manuscript "By Air Mail."

The International Air Traffic Conference at the Hague: This Conference was called to discuss air traffic between England and the Scandinavian countries, being attended by aviation and post office representatives of England, Holland, Germany, Denmark, Norway, and Sweden. Our photograph shows a group of delegates on a visit to the Fokker works at Amsterdam, where some of the latest products of this Dutch designer were inspected. In the group are, among others: 1. Herr Moraht (Germany), 2. Kapten von der Lippe (Norway), 3. General Festing (England), 4. Mijneer Fokker, 5. Mr. Willy Wulff (Denmark), 6. Post Director Juhlin (Sweden), 7. Mijneer van Heemstede (Holland), 8. General Williamson (England), 9. Herr Thilo (Germany), and 10. Colonel Amundson (Sweden).



1. Herr Moraht (Germany), 2. Kapten von der Lippe (Norway), 3. General Festing (England), 4. Mijneer Fokker, 5. Mr. Willy Wulff (Denmark), 6. Post Director Juhlin (Sweden), 7. Mijneer van Heemstede (Holland), 8. General Williamson (England), 9. Herr Thilo (Germany), and 10. Colonel Amundson (Sweden).