

to satisfy myself that the control did not work as intended. This, however, has nothing to do with my main contention that it would be of no use if it did.

For the rest, Mr. Reynolds begs the whole question and loses the whole point.

He mistakes my appreciation of the ordinary large rudder as a demand for an enormous rudder.

He says that the reduction in drag on the down aileron makes that aileron go forward, without appearing to realise that a reduction in a positive does not necessarily make a negative, and certainly not in this case.

Where on earth he gets his idea that a stalled machine can keep on an even keel and pancake at a mere 16 to 20 ft. per second I do not know. If he can design such a machine it would be a godsend. So why doesn't he? This remark alone is sufficient to suggest that he has no appreciation of the subject under discussion.

His remarks on loss of height appear mysteriously to apply to anything except his own device.

There is nothing in Mr. Reynolds's letter to alter my opinion from what I originally said—namely, that the slotted aileron control does not do what it professes to do, and that if it did it would be of no use. Capt. Thomson's letter, while apparently only distantly referring to the subject, really touches the basis of the whole matter, in that he infers that the subject of the stalled crash is a vastly deeper matter than the mere fiddling with a stalling lateral control.

I would point out to Mr. Reynolds that this is almost entirely a flying matter. Before Mr. Reynolds gibes further at the "technique" of flying he should, perhaps, learn that the "joy-stick" can be used just as scientifically and just as unscientifically as the "guessing-stick."

In the meantime, we ignorant pilots await with interest Mr. Reynolds's machine which will pancake on a level keel at 16 to 20 ft. per second.

FRANK T. COURTNEY.

Wallington, Surrey.

March 5, 1926.

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Aircraft-Carrier Armament

It was announced in the *Times* of March 6 that H.M.S. *Hermes*, Capt. C. P. Talbot, D.S.O., is due to arrive at Malta from the China station on March 13, to resume duties with the Mediterranean Fleet. As the First Lord stated in his Memorandum, the situation in Canton last July rendered it necessary to dispatch this vessel there from Malta as an additional protection for British lives and property. According to the new Return of Fleets, the anti-aircraft armament of the *Hermes* has been reduced from four to three 4-in. guns. The *Argus* has four such weapons, the *Eagle* five, and the *Furious* six. Of the aircraft carriers building, the French *Bearn* will have an anti-aircraft armament of six 3.9-in. guns, the Japanese *Akagi* of 12 4.7-in., and the American *Lexington* and *Saratoga* of 12 5-in. There is, therefore, considerable variation in current practice in this important feature of design.

Squad.-Ldr. Haig's Appointment

THE well-known firm of William Beardmore and Co., Ltd. have appointed Squad.-Ldr. de Haga Haig as "outside" manager in connection with their aviation and aero engine departments. This post, which is an indication of the firm's growing aeronautical activities, is similar to that of the outside manager for shipyard and engineering departments; i.e., Squad.-Ldr. Haig will be responsible for tests, equipment and delivery of aircraft and aero engines, and will act as liaison official between the company and its clients in connection with the completion and delivery of each contract. Important work is now going through the shops both in the aero engine and aircraft departments. The latter, at Dalmuir, are engaged upon Beardmore-Rohrbach all-metal flying boats for the Air Ministry.

Air Traffic to Kamtschatka

THE systematic way in which the Russian Government is organising air traffic in Siberia and the Far East is again shown by the recent contracts, which have been made between Dobroljot and Gostorg (the State Trading Company), in accordance with which air traffic is to be opened between Krasnojarsk-Turuchansk and Budinka. The route is to be flown with Russian-built Junkers type all-metal aircraft and will serve mainly for the transport of furs. The arrangement is due to come into force by May, 1926. It is added that these air routes are of an experimental and preparatory nature with a view to organising a regular air transport to Kamtschatka.

IRISH AIRCRAFT FAIL TO LOCATE MISSING SEAMEN

RECENTLY we made brief reference to the employment of Irish Free State aircraft in searching for the missing crew of the ill-fated trawler, ss. *Cardigan Castle*, which was wrecked off the west coast of Ireland. We are now able to give some further information which may be of interest.

The aeroplanes—without, unfortunately, any successful result—used by the scouting party were three of the latest design of Bristol Fighters and one De Havilland. The machines left Baldonnel aerodrome for the west on February 20, and a safe landing was effected a few miles outside Clifden, Co. Galway, and close to the spot where Alcock and Brown alighted on completing their flight from Newfoundland.

Capt. Crossley piloted the D.H.9 round Clifden Bay and High Island, and ascertained that there were quite a number of places on the lee shore where a boat could land. They circled down on the island—which is a kind of Atlantic breakwater practically wholly composed of high cliff rock—as close as Capt. Crossley and his observer dared, but they saw no sign of life on the island. It was on a similar island that the crew of the *Tenby Castle*, which was also dashed against the rocks and wrecked, were found previously. The weather was very misty and visibility bad, but the aviators, when night was falling, dropped a quantity of food and some first-aid dressings on the island, thus ensuring that if any survivors of the wreck should happen to be on the island they would have sufficient food at least to last them for a week.

The machines engaged in the work of rescue visited in all a score of islands, but without result. High Island is the island from which the message, written on a piece of board, from four of the survivors was supposed to have been sent out.

The search by aeroplanes was instructed by President Cosgrave. When volunteer pilots and observers were called for this hazardous job, every officer present eagerly stepped forward. Although this aerial search failed to bring forth any result, the action taken by the Irish Free State in their effort to trace the English seamen is nevertheless thoroughly appreciated in this country.

✻ ✻ ✻ ✻ PUBLICATIONS RECEIVED

Aeronautical Committee Research, Reports and Memoranda: No. 983 (Ae. 195).—A Comparison of Model and Full-Scale Performance of the Bristol Fighter, using Flight-Lieut. Capon's Method of Presentation. By E. F. Relf. September, 1925. H.M. Stationery Office, Kingsway, London, W.C. 2. Price 4d. net.

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AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

APPLIED FOR IN 1924

Published March 11, 1926

26,930. M. ADAMTCHIK and G. MASSERA. Snow-landing gear for aeroplanes. (247,283.)

27,786. D. J. MOONEY. Construction of aircraft members. (247,313.)

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11,545. ROHRBACH METALL-FLUGZEUG-BAU GES. Seaplanes. (241,514.)

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