

CORRESPONDENCE

The Editor does not hold himself responsible for the views expressed by correspondents. The names and addresses of the writers, not necessarily for publication, must in all cases accompany letters.

WHERE DO WE GO FROM HERE? Another Voice in the C.A.G. Chorus

I HAVE just read the article "C.A.G. Heart-Cry" [*Flight*, December 29], and I can endorse the sentiments expressed.

I was one of the first to join and to start flying. I went solo after six hours dual and have had eight hours solo since my "A"—the tests for which I thought extremely simple and passed correctly on the first attempt.

What is my position now? I am eager to learn all I possibly can both on and above the ground.

We have had no ground instruction and although I poke my nose in the hangars whenever the mechanics are inclined to talk, I find it difficult to learn anything really useful.

In desperation I joined a newly formed class (at the local municipal college) for Air Navigation (A.2). Although I am progressing quite well, according to the instructor, I find that this is all useless to me unless I go for a "B," for which I have neither the time nor money.

I have endeavoured to practice short cross-country trips in good weather, but, apart from one memorable Sunday morning when I had a 'plane for 45 minutes, the longest I am allowed up is 20 minutes, and I have now explored every inch of neighbouring country within 20 miles.

I would add, incidentally, that some five years ago (I am now 26) I applied first for the R.A.F. short-service commission and then for a Stores Branch commission, but was refused each time, for what reason I cannot imagine and could never find out. It was not a question of fitness, because I never got so far as the medical.

I suppose I must be thankful that I got into the air at all at 5s. an hour—but I do wish I could be put to something really useful and equip myself for this ever-discussed emergency.

ANOTHER C.A.G.

Hants.

INFORMATION ON ICE FORMATION Help Sought

AT present I am working upon a new de-icing system for the induction and aerofoils of aircraft. I find it extremely difficult, however, to obtain from pilots reliable information as to icing conditions. Would you, therefore, allow me to appeal through the medium of your paper for this necessary information?

I should be extremely grateful if any readers having experience of the following conditions would enlighten me [c/o the Editor] as to their effect on the stability of the aeroplane aerodynamically and on the efficiency of the induction system.

(1) Ice formation at high altitude: Its effect, by extra loading of the aerofoils, on the stability of the machine. Also the sequence of events (if any) in the induction system, owing to ice formation in the air intake, etc.

(2) Ice formation at low altitude in cumulus clouds: The effect of air currents on the rate of formation, and the chief centres of formation such as wings, tail, rudder, etc.

(3) I should particularly like information as to ice accretion due to rain freezing: The height at which freezing was first noticed, height lost, rate of loss of height, and further action taken by the pilot to rectify this condition.

(4) If any of your readers have experience of loss of D/F facilities due to ice accretion around the R/T aerial I should be grateful to have their information.

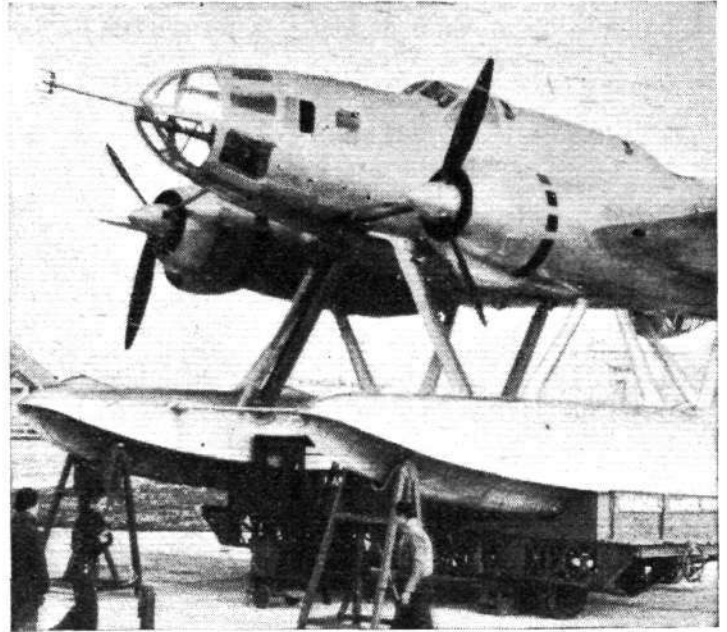
Beckenham, Kent.

FREDERICK W. WEST.

FLAPS Back to Beginnings

I AM sorry to see Mr. H. A. Taylor making such a sweeping and, I am afraid, inaccurate statement in the opening words of his article on flaps in *Flight* of December 15. He says that "from the very earliest days of flying increase of performance has only been obtained through an increase in wing loading." Even I can remember days when it was necessary to keep the wing loading down in order to perform at all, and when it would have been truer to say that increased performance was obtained mainly by lighter engines. It is true that top speed and loading have gone up hand in hand, but misleading to suggest that loading is the only factor; it is but one of many.

I am sorry to quarrel further with Mr. Taylor, but he says that Schrenk invented the split flap. Actually Orville Wright and J. M. H. Jacobs invented it in 1921, and it was patented in Britain by the Dayton Wright company. In 1932 Gruschwitz



FLOATPLANE BOMBER: France, for many years, has favoured the floatplane bomber. With a view to replacing the obsolescent types now in service she is testing this Marcel Bloch 480 at Marignane, near Marseilles. The engines are Gnome-Rhône 14No two-row radials, very carefully cowled.

and Schrenk published results of wind tunnel pressure-plotting tests with a split flap, and it is apparently through this work that Schrenk's name became associated with the flap. Gruschwitz's name was apparently too much of a mouthful and Wright and Jacobs too prosaic, so the highbrows picked on Schrenk as sounding classy—though grossly unfair to Orville Wright and Jacobs.

Edgware, Middlesex.

W. E. GRAY.

HALF A ROLL . . . Or, Why is a Moth When it Spins?

FLYING training at my club is carried out on Gipsy Moths which are about six or seven years old. All but one are fitted with slots, and in consequence all the spins are done on the unslotted version. Is there any theoretical reason why that machine shouldn't be safe for slow rolls and flick half-rolls?

I ask this because although the mechanics and some instructors nearly have apoplexy if one mentions rolling these machines, I have not as yet heard any reasons, other than their age, to substantiate this attitude.

Perhaps someone would be kind enough to explain, simply, the difference in loading between, say, a spin and a flick half-roll, or a slow roll.

Middlesex.

C.A.G. 811.

WAR-TIME MEMORIES —But a Squadron Number Forgotten

I HAVE recently been reading in your issue of September 8 about No. 42 Squadron, R.F.C., and I have found it very interesting to recall the old days thus brought to mind.

As an ex-Flying Officer (observer) of those days in 1917, I cannot agree with the writer that in any shape or form could the bomber squadrons in France be described as carrying out their job in more depressing circumstances than the fighters.

I was stationed at Ack, five miles from Arras, for several months and at the time of my return to England had the highest total of flying hours over the line. I wonder how many of the "boys" of my squadron are now alive. We used, I remember, to consider that the average life of a pilot or observer was about three weeks. I don't suppose there was ever a machine so ready to break its undercarriage on landing as the old R.E.8—and how often that would mean crawling out upside down!

Someone may be able to tell me the number of my squadron. I have quite forgotten.

Clifton, Bristol.

FRANK B. WHITTAKER.

IN BRIEF

Mr. R. Poulter, of the Meteorological Office, R.A.E., South Farnborough, Hants, wishes to get into touch with the pilot of an aircraft which passed to the south of Farnborough at 10.15 a.m. on November 29 last, flying rather high on an E.—W. course. "The machine," says Mr. Poulter, "left a long, straight line of cloud after it."