

actually we took the reliability and durability of "Bristol" engines as an example and standard for our smaller engines.

These performances are, however, not the last word in the development of this type because already we are obtaining 650 h.p. without difficulty and without abnormal cylinder temperatures. I believe that the 12-cylinder inverted Vee engine is sure of a future for engine sizes up to 20 litres capacity, and, with the excellent figure of 1.4lbs. per b.h.p. already achieved, this type will become of importance within the next five years as developments on this new type will be more rapid than on the traditional thoroughly elaborated and tested types.

I take the liberty of asking you to be good enough to publish this additional information, in order that the interests of my Company are not prejudiced by deductions based upon data which are now obsolete. May I also ask permission to publish a translation of Mr. Fedden's paper in the Czechoslovak Aeronautical Reviews.

Yours truly,

(Sgd.) Ing. TENY KUMPERA,

*Managing Director, A. S. Walter, Praha.*

Dear Sir,—I was very interested in the latest performance data of the Sagitta engine, and must congratulate Mr. Kumpera on the excellent figures he has obtained.

I still feel, however, that the in-line type of engine is bound to be heavier than the single-bank radial, and in this connection would refer him to Fig. 6 in my lecture, from which it will be observed that even at 580 b.h.p. for 375 kilograms (*i.e.*, 830 lbs.) the Sagitta engine has a slightly greater specific weight than the single-bank radial, despite the fact that this engine is a moderately supercharged type, whereas the curves in the figure are based on the altitude performance of fully supercharged engines.

There are, of course, definite applications for the 12-cylinder Vee engine in the medium powered classes, and the popularity of this type is sufficient evidence of its efficiency in these applications. However, when considering the very high speed multi-engined machine, I think he will agree with me that weight and wetted surface of the nacelle (as opposed to overall diameter) become primary considerations, and so far as these factors are concerned, the radial layout still has an advantage.

Yours faithfully,

A. H. R. FEDDEN.