

CORRESPONDENCE.

To the Editor of the JOURNAL OF THE ROYAL AERONAUTICAL SOCIETY.

DEAR SIR,—I have recently received the December Journal and have read with interest the translated paper "The Development of Jet or Rocket Propulsion." On page 412 the derivation is given of the formula for the maximum terminal velocity by two methods. It appears, however, that there has been an error in each of these. No doubt this has been pointed out already, but I am taking the opportunity, when forwarding my subscription, to draw this to your attention.

On line 28 the maximum terminal velocity is quoted as

$$V_{\max} = c \cdot \log \left[1 - \left(\frac{m_{aa}}{m_r} \right) \right]$$

whereas this should be

$$V_{\max} = c \cdot \log \left(\frac{m_{aa}}{m_r} \right)$$

On line 37 the value for " m_a " before the first explosion is shown as " m_{aa} ." This should, however, be $(m_{aa} - m_r)$. The formula on line 40 then becomes

$$V = c \cdot \log \left\{ \frac{m_{aa}}{(m_r + m_a)} \right\}$$

giving the corrected formula for the maximum velocity as

$$V_{\max} = c \cdot \log \left(\frac{m_{aa}}{m_r} \right)$$

which agrees with that on line 28.

In view of the developments of this type of propulsion that have been recently published, I may say that I found this paper of considerable interest.

Yours faithfully,

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The Shell Company of New Zealand, Ltd.,
Wellington, N.Z.,
7th March, 1944.

REVIEWS.

HOW OUR ARMY GREW WINGS.

C. de Forest Chandler and Frank P. Lahm. Ronald Press Company,
New York. 1944. \$3.75.

Both Captain Chandler and General Lahm were eminently qualified to tell Americans how their army grew its wings, for both were pioneer balloon pilots and both were amongst the first American aeroplane pilots. In fact Lahm was the winner of the first Gordon Bennett balloon race and he was one of the two U.S. Army officers to be taught by the Wright brothers to fly. Lahm in his turn taught many American Army flyers and in 1933 he read the 21st Wilbur Wright Lecture before the Royal Aeronautical Society, on training the aeroplane pilots.

The inception of flying came to the United States Army from the few civilian balloonists who stimulated the U.S. Army authorities to provide personnel and