

we have had to enter into other considerations. Some of our transgressions we have lightly brushed aside, others have given us some trouble and we have only partially disposed of them. You will have appreciated the importance of correlative model and full-scale research in the various fields to give empiric backing to our somewhat sketchy frame of theory, and also the value of our new wind tunnels which conform more closely to the laws.

CORRESPONDENCE

London, October 8th, 1932.

The Editor, JOURNAL OF THE ROYAL AERONAUTICAL SOCIETY.

Dear Sir,—With reference to your review, in the October JOURNAL, of my book* “Aviation and the Aerodrome,” it is perhaps due to my publishers to explain that I was not in any way limited by them in regard to space, and I should probably have anticipated your suggestion by including in the present treatise comprehensive descriptions of existing aerodromes in this country and abroad, but for the fact that many such descriptions have already appeared in technical journals. In my view, however, there have been so many mistakes made in the past when laying out and designing aerodromes that the purpose of my book was better served by describing from practical experience what I believe to be the correct lines upon which aerodrome design and construction must proceed from choice of site on to the completed aerodrome. The text is accompanied by 52 illustrations concluding with a layout of an imaginary civil airport which embodies the principles of design previously enunciated.

Yours faithfully,

H. A. LEWIS-DALE.

* *Aviation and the Aerodrome*, by H. A. Lewis-Dale, London. Charles Griffin and Co., Ltd. Price 15/- net.