

SEES HUGE 'G' PLANES

Says Machine Will Like a Bodyless rd in the Air.

N, Wis., Oct. 5.—John H. er Army aircraft experineer and now in charge ing for the Comet Enforesees the airplane of as a gigantic wing speedn the air like a bodyless engines, landing wheels, freight and fuel all ide between its lower and

icts that the engines in tic flying wings will be of cycle type, burning distilld of gasoline and mountplants of four, six, eight,

-stroke oil engine, Mr. nks, will take various e present popular radial design will be continued pes of planes.

"G" TYPE.

craft engines will be of e type, that is; with the rrange as they are on engines. This type, airready in use in America

ere is the "inverted" line n the cylinders hung unckcase instead of mounta design already successayed. Its chief advantage offers less obstruction to vision over the cowling.

-degree opposed engine nto popular use, Mr. nks. This type is simply r banks, of cylinders on the crankcase directly ch other, but all having a connecting rods on the shaft. Line engines of us types usually carry ers of cylinders, from two

engines usually carry odd cylinders, from three to connecting rods all workingle crank.

SYSTEM.

ation of liquid and air Geisse believes. A non-liquid of high radiating es away with the necessradiator. The chemical er has all the advantages er-cooled engine, minus radiator drag.

ing wing" forecast by sevnting engineers as the omorrow, is simply a sinive to eight feet thick nter. The tail surfaces nted on a central elonga-e chord (width) of the a beam, or beams, ex-. Landing wheels, at- ntervals under the wing nto the wing when the flight.

AIR TOUR PLANES TO VISIT 32 CITIES



THE 1929 National Air Tour will visit 32 cities in 20 states and two Canadian provinces as illustrated above. The total distance is estimated at 5,017 miles. Stops scheduled daily, at noon and night, are as follows: Oct. 5, Windsor and Toronto; Oct. 6, Ottawa and Montreal; Oct. 7, Portland, Me., and Springfield, Mass.; Oct. 8, New York and Philadelphia; Oct. 9, Baltimore and Richmond; Oct. 10, Winston-Salem and Greenville; Oct. 11, Augusta and Jacksonville; Oct. 12 and 13, Macon and Atlanta; Oct. 14, Murfreesboro and Cincinnati; Oct. 15, Louisville and St. Louis; Oct. 16, Springfield, Mo., and Wichita, Kan.; Oct. 17, St. Joseph, Mo., and Des Moines; Oct. 18, Cedar Rapids and St. Paul; Oct. 19, Wausau, Wis., and Milwaukee; Oct. 20, Moline and Chicago; Oct. 21, Kalamazoo and Ford Airport.

they are so located nothing obstructs their slip-streams.

However, propellers set at the rear of a wing must do their work in "disturbed" air. The wing in front of the propellers sets the air mass to whirling and flowing in various directions and also creates a partial vacuum.

FAR OUT IN FRONT.

A propeller does not work efficiently under such conditions. But, on the other hand, if propellers are set in front of the wing, they must be far out in front and away from the leading edge to operate efficiently. This will require that propellers be mounted on extension shafts, or that the engines be mounted forward of the leading edge in special nacelles. Either device is not ideal. Only experience can solve these problems.

Transport planes will carry a multiplicity of engines for two reasons: First, for reliability in the air (assurance against forced landings); and second, to distribute wing-loading. At present the engines, fuel, cargo, all are carried relatively near the center of the wings.

If these loads are distributed along the entire span, or nearly so, a large percentage of the stress now on the wing fittings will be relieved, thus making a greater wing span possible. Distribution of wing loading,

Weird Air Ideas Sifted In Search of Real Genius

THE number of letters received by the larger aircraft manufacturing companies, describing some plan or device to "revolutionize the aviation industry," is becoming so large that one company, the Ryan division of the Detroit Aircraft Corp., has

established a special research and information department to study carefully every idea received.

Although a large percentage of the suggestions are of no practical value, some of them bordering on the ridiculous, the company is taking no chances on letting a brilliant idea escape unnoticed.

One man sent in elaborate drawings of a motor operated by the wind blast from the propeller. The inventor claimed that such a plan in which the windmill engine would take the place of the gasoline engine could be operated at no expense.

Another man's suggestion, to keep planes from getting lost in the fog, was that each plane taking off from the home airport carry a large spool of thin wire, one end of which should be attached at the field. If unable to reach his destination the pilot then could retrace his way home, the adviser claimed.

A third letter contained plans for a rubber bag which would be carried by a plane together with a tank of

DEVICE HELPS TO LAND PACKAGES FROM PLANE

GENEVA, Oct. 5.—A device to permit delivery of small packages from an airplane in flight has been invented by a Swiss engineer. The device consists of an aluminum shell equipped with a precision watch and parachute. The watch is so adjusted that it will open the parachute at 300 feet above the ground. Down to 300 feet, the package will drop like a stone, thus landing near the desired spot.

Air Committee Named.

Charles J. Showers has been elected chairman, Russell W. Curtis vice-