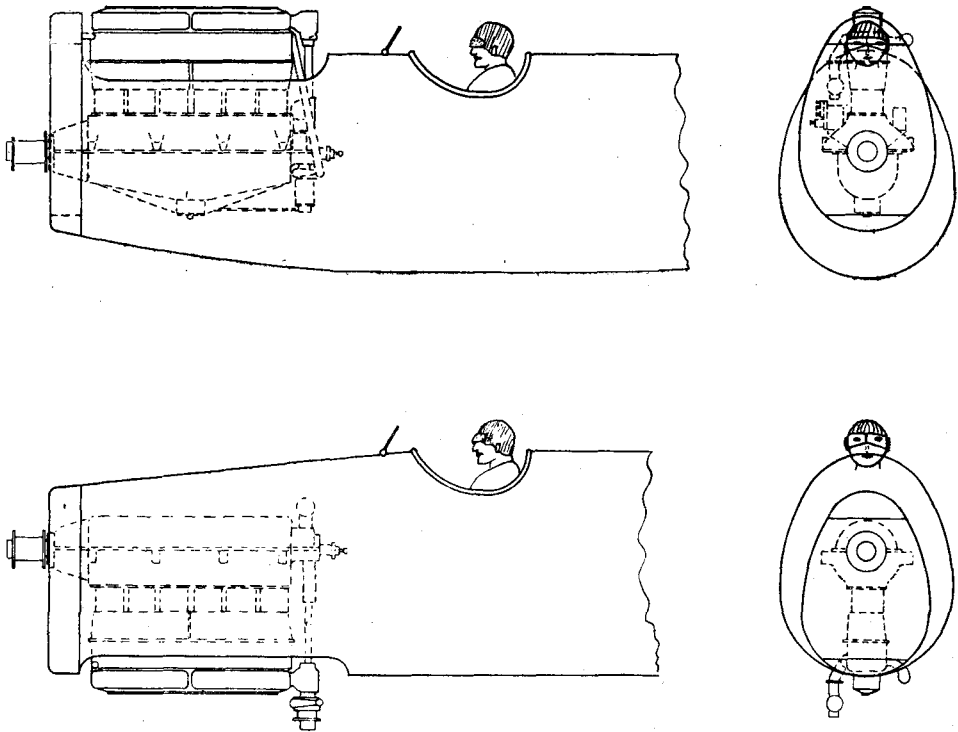


CORRESPONDENCE.

To the Editor of THE AERONAUTICAL JOURNAL.

Dear Sir,—With regard to the interesting lecture on engine installation given by Brigadier-General Bagnall-Wild and reported in the April issue of the AERONAUTICAL JOURNAL, it has long been a matter of surprise to the writer that more attention has not been paid by aircraft engine designers to the inverted engine.

Possibly the most important requirement of a fighting and reconnaissance machine is that it should allow the pilot the clearest possible range of vision. In the tractor type of aeroplane or seaplane, with engines as they are designed to-day, it is almost impossible to obtain a good view forward owing to the obstruction offered by the engine.



Some three years ago I had much pleasure, but, alas, little satisfaction in drawing the attention of the Air Ministry to the great advantages which would accrue, in the matter of vision, from the use of an inverted engine. I enclose some comparative drawings* which I then submitted. The inverted engine would do much to make possible the very desirable feature of a simple gravity feed petrol system, which General Bagnall-Wild rightly advocates, whilst at the same time it would facilitate the leading away of the exhaust gases and lead to a greatly improved forward view.

There are several other advantages which aeroplane and seaplane designers will readily see, such as improved ground and water clearance for the propeller, etc.

Yours faithfully,
H. O. SHORT.

April 7th, 1922.

* One set only printed.—EDITOR.