

Each wing is attached to the lower part of the running gear by means of stays. These stays also control the warping of the wings.

The Controls and the Tail:- The horizontal control is in the rear. It is of single surface and constitutes the tail of the machine. The vertical control is placed under the rear extremity of the frame. In shape and in relative position to the machine it is very like the rudder of a boat.

The operator is seated in the cock-pit. His body is well protected from the wind of advance as he is housed in on all sides.

The R.E.P. 2-bis Motor and the R.E.P. Propeller:- The motor of the monoplane R.E.P. 2-bis is of 30-35 H.P. and contains 7 cylinders. The weight of the R.E.P. motors, equipment complete but carrying no water, is remarkably light. The 20-25 H.P. weighs 53 kil. 500. The 30-35 H.P. weighs 68 kil. The 40-45 H.P. weighs 97 kil. Weight of the radiator 9-10 kil.

The propeller of the R.E.P. 2-bis monoplane is of metal containing four blades 2 meters in diameter.

The oil-tank contains 6 liters and the gasoline tank 40 liters which makes possible the continuous running of the engine for two hours.

The year 1909 seems to have opened with quite a number of aeroplane accidents in France.

The Antoinette monoplane, operated by Welferinger,