

REPORT UPON FRENCH MOTORS:
by W. Rupert Turnbull.

Letter to Dr. Bell.

R.M.S. Express of India, June 30, 1908:--- I am just returning from a trip to Europe where I saw and heard much of interest in aeronautic matters. In accordance with my promise of last October I will try to give you a few notes on French Aeronautic Engines.

I had an interesting talk with Farman, and he told me that he did not use any radiator with his water-cooled "Antoinette", but simply carried a small quantity of water in the water-jackets etc., and allowed this to boil away, thus his runs were necessarily short.

He is not finishing his "flying-fish" at present, simply because there is no really satisfactory engine on the French market, apparently all the French motors (particularly the air-cooled ones) give their rated horse-power only for about ten minutes, and then the H.P. rapidly falls off as the engine over heats.

I did not investigate the ^R"Penault" engine, but I do not think Farman found it as satisfactory as the "Antoinette"

Farman seems to think that the "Pelterie" is the best of the air-cooled engines and certainly the principle, as far as cooling goes, is rather pretty, but I visited the factory and it struck me that the engine was too complicated and delicate.

The "Farcot" engine (from the catalogue) is something like the "Penault", but I doubt if Farcot has the capital or facilities for making the engine he advertises and I do not