

The coefficient can still be calculated by adding the weight of this chassis of Veisin and calculate the addition of power which it would necessitate on account of the resistance to the air (about 70 kilogrameters). Thus would be found respectively as new values of U: 0.070 for the Wright and 0.043 for the Veisin. But the first solution (counting the chassis as weight utilized) may seem more just.

Our conclusion is then found to be the same as that of Lefert, but for quite different reasons, it is not the propulsion which makes the great advantage of Wright, it is the principle of construction of the supporting surfaces.
G. Garnier.

J.A.D. McC.

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