

486,211. *Improvements relating to Retractable Undercarriages for Aircraft.* Aircraft Components, Ltd., and Bound, R. H., both of Arle Court, Cheltenham, Gloucestershire. Dated Dec. 31st, 1936. No. 35,859.

The retraction jack is pivoted to one part of a breakable rod the jack being also pivotally supported about the same axis as that of the leg pivot. The connection between the jack and the rod part lies between the pivotal connections of the rod to the aircraft and to the leg. There may be locking means actuated by lost motion.

489,391. *Improved Form of Retracting Undercarriage for Aircraft.* Boulton, Paul Aircraft, Ltd., The Airport, Wolverhampton, and Hughes, H. A., Westfield, Keeper's Lane, The Werqs, near Wolverhampton. Dated Feb. 25th. No. 5,633.

The proposed undercarriage has two legs carrying wheels hinged at their upper ends to a common supporting member. This moves vertically within the aircraft for the purpose of raising the legs. Each leg carries a part engaging with guide slots fixed within the body so that as the legs are raised they are also caused to rotate into a more nearly vertical position, so that legs which protrude laterally may be withdrawn into the body.

CORRESPONDENCE.

To the Editor of the JOURNAL OF THE ROYAL AERONAUTICAL SOCIETY.

SIR,—From the viewpoint of the pilot I was particularly interested in Mr. Weyl's letter in the August Journal, dealing with lateral stability with special reference to his Dart Kitten.

Appearing as it does in so august a journal I feel compelled to challenge some of the statements and claims it makes, especially as I have recently done a considerable amount of flying near and beyond the stall on one of these machines.

Although I found it possible to fly the machine stalled, it was rather a tricky and uncertain business, and I do not think that by any reasonable stretch of imagination it could be scientifically said to possess "complete aileron control" when stalled. Likewise, although it was possible sometimes to keep it "sinking on an even keel" it more usually insisted on dropping a wing in the all-too-common incipient spin manner. I agree that the tail buffeting was mild.

Nevertheless, considered as a conventional aeroplane, I think that the Kitten is a pleasantly docile machine in view of the amount of wing taper used, and I have enjoyed flying it; but to claim that it is fool-proof at the stall would, I think, be misleading and unwise.—I am, Sir, yours faithfully,

W. E. GRAY.

15th September, 1938.