

## CORRESPONDENCE

October 3rd, 1927.

J. Laurence Pritchard, Esq., Hon.F.R.Ae.S.,  
The Royal Aeronautical Society,  
7, Albermarle Street,  
Piccadilly, London, W.1.

Dear Mr. Laurence Pritchard,—Wing Commander Cave-Browne-Cave kindly called my attention to certain statements in the published account in the August issue of the Journal of my recent lecture on Airships before the Westland Aircraft Society. Some of these statements need correction and others call for additional detail, but before referring to them I should like to point out that the lecture was of so general a character that it would require a very lengthy "addendum" indeed to fully explain all points and bring it up to the usual technical standard of a contribution to the Journal.

I feel, therefore, that the following amendments might, with advantage, be included in a forthcoming issue, but as time did not allow of full technical details being referred to during the lecture, any deeper technical explanations or amendments would be out of place now. So many points, too, are still matters of individual opinion that further details might only lead to discussions which I consider would be better left to papers dealing with specific chapters of the airship story.—Yours sincerely,

H. B. WYN EVANS.

CORRIGENDA TO LECTURE ON AIRSHIPS BEFORE THE WESTLAND AIRCRAFT  
SOCIETY, BY MR. H. B. WYN EVANS

*Page 772—second paragraph.*

The iron is not strictly a catalytic agent as it is alternately oxidised and reduced as explained later on in the same paragraph.

*Page 773—middle (c).*

The rigging is attached to the two top ridges only and passes through the bottom ridge.

*Page 775—top.*

The top valve was for emergency only. The three manœuvring valves were underneath, the aftermost being only a gas valve.

*Page 775—middle.*

The majority of the C. Stars had a 100 h.p. Berliet forward and a 220 h.p. Renault aft. The latter was replaced by a 240 h.p. Fiat in the later ships.

The fabric of the top lobe of the Coastals was B.C. and had 60 grammes per sq. metre proofing on the outer surface.

*Page 777—top.*

The booms of the keel were universally jointed, but braced so as to give freedom about the transverse axis only to allow of the keel adjusting itself to the different loads.