

Dr. Abbot would withdraw the incorrect description on the Langley machine. Certainly Dr. Abbot only inherited this incorrect labelling of a Museum exhibit, and it has already been partly corrected. But why not complete the correction for the sake of truth, without bargaining?

Yours faithfully,
GRIFFITH BREWER.

AIR OR GROUND ENGINEER?

“ Briarley,” Hendford, Yeovil,
19th March, 1928.

The Secretary,
The Royal Aeronautical Society,
7, Albemarle Street, W.1.

DEAR SIR,—In view of the Society being the only body representing those engaged in the profession of aeronautics, I am writing to suggest that consideration might be given by the Society to the terminology used in describing those engaged in the profession.

To illustrate my meaning, take the case of the term “ Ground Engineer,” this is used at the present time to describe one who has a knowledge of aircraft construction, and who is, in fact, an Aircraft Engineer. It is a source of irritation to such men to be termed “ Ground Engineers,” particularly as frequently, nowadays, it is necessary for them to fly as passengers in order to ascertain for themselves whether or not certain portions of the aircraft are functioning satisfactorily. I beg to suggest that the Society might with advantage take up this point with the Air Ministry, while it is still possible to make a change in such designations.

I understand that the B.E.S.A. are considering the revision of their Glossary of Aeronautical Terms, and in this connection I venture to suggest that the Society might consider the following terms, which, if approved, could be submitted to the B.E.S.A. for standardisation.

Aeronautical Engineer.—One who is qualified to design aircraft, and to supervise the construction of aircraft.

Aircraft Designer.—One who is qualified to design aircraft:

Aircraft Engineer.—One who is qualified to supervise the construction of aircraft.

Air Engineer or Aerial Engineer.—One who is carried on an aircraft for the purpose of doing running repairs, and for maintaining the machinery in working order. (This term is analogous to “ Marine Engineer.”)

This list eliminates the obnoxious term “ Ground Engineer.”

I am not sure if it is within the province of the Aeronautical Society to deliberate on this matter, but if it is not, possibly you could have the question raised in the proper quarters?

Yours faithfully,
R. C. TAYLOR,
*Associate Fellow, R.Ae.S.I.,
Licensed Ground Engineer,
Categories A, B and C.*

INFORMAL DISCUSSION AND DINNER

Royal Naval College, Greenwich,
24th February, 1928.

DEAR COLONEL SEMPILL,—Many thanks for your letter of 16th February. I am sorry to have been so long in answering it, owing to rather a heavy week.

It is difficult to reduce to words any "general impressions" of the discussion the other night, but one point which did strike me very much as an onlooker was the wonderful—I might almost say magical—spirit of good comradeship which breathed through the whole evening. Everyone was so genuinely out for the good of the show—no one had even the suspicion of an axe to grind; it was aviation that mattered and nothing else. It really was very striking, and I came away with the feeling that although aviation might not—and indeed does not—receive anything approaching the recognition and support it is entitled to expect from the country in general, still its future development was in the hands of a band of brothers who were heart and soul in the business, and to whom that business was the great big thing that mattered.

This is, I fear, crudely expressed, but it is what I felt.

As regards the immediate subject of the debate, my impression rather was that the feeling of the meeting was that aeroplanes were the instruments of the immediate present, but that, before long (five years or so), flying boats would have definitely established their superiority for imperial communications.

Believe me, yours very truly,

(Sgd.) RICHARD WEBB.

P.S.—How Hinkler must have longed for a flying boat during his last "trip" from Bima to Port Darwin.

[Admiral Sir Richard Webb was the guest of honour at the Informal Discussion on Seaplanes *v.* Aeroplanes in Imperial Communications, held at the Engineers Club on February 14th, 1928.—EDITOR.]