

form is believed to be an exceptionally reliable power unit. The firm has also turned out the Napier Cub of 1,000 h.p., with twenty cylinders divided into five blocks of four cylinders each. This engine, though more or less experimental, has been actually installed in a good many aircraft.

Under class two the Bristol Aeroplane Co. and Sir W. G. Armstrong Whitworth Aircraft Co. produce the only large air-cooled aviation engines. The former firm has produced the Bristol Jupiter 420-h.p. 9-cylinder radial air-cooled engine, and, it is understood, will shortly produce a modified Jupiter of 700 h.p., to be called the Mercury. The Jupiter is considered by some to be the most reliable aeroplane engine on the market to-day. The Armstrong Whitworth firm has also produced a Jaguar engine of 400 h.p., which, it is interesting to note, was used by Sir Alan Cobham in his flights to Australia and to the Cape. This engine is also largely employed in His Majesty's Service.

Under the third class of light aeroplane engine several firms are well known, such as Bristol Aeroplane Co., Blackburn Aeroplane & Motor Co., A. V. Roe & Co. and Sir W. G. Armstrong Whitworth Aircraft Co. The first-named firm has for some years produced the Cherub 4-cylinder 48-h.p. engine, which, it may be noted, won the Olympia Light Aeroplane competitions last year.

As to the re-constructors of war engines, Aircraft Disposal Co. of Croydon is the only firm seriously engaged in the adaptation of this kind of engine—namely, the Vimba and the Cyrrus types. The former is a 300-h.p. modified Siddeley Puma; it is believed to be a very reliable unit. The Mark 1 Cyrrus engine is a modification of the old 80-h.p. Renault war-type air-cooled engine, and has been used in the De Havilland Moth aircraft with success.

Under the fifth class the designers of and the experimenters with heavy oil engines are actively occupied in

