OLM L1542

Brief von Octave Chanute an Augustus Moore Herring, 28. 5. 1895

Original: Library of Congress
Chanutes Korrespondenzbuch (Durchschläge), Nr. 342
handschriftlich 3 Seiten, mit 4 Zeichnungen
Transkription Otto-Lilienthal-Museum

April 28 5

My dear Mr. Herring.

I have been thinking that all the flexible tailless kites and model aeroplanes are flexible at the outer ends and rear, and wondering whether we were not hasty in adopting a main spar back of the front edge, where we discussed the subject together.

Please refer back to my original drawing, which illustrates my original idea of artificial wing construction, i. e.: a main spar quite at the front, and cross ribs at right angles. I admit there will be great torsional strains on the main spar, but if we judge by bird's wings, (thickness?) at this point is not objectionable.

You will also find on the drawing "another mode of wing framing". Where the cross ribs are fastened by scrapping at the main spar, and (formed?) by tension from the shoulder rib. I send another sketch herewith of what may be called this bird type. It exhibits a broader wing than the one on the drawing.

I have also made a sketch of the radial type of Lilienthal, which admit of folding up the wing.

Both of these types might require covering the ribs over on the bottom to prevent catching the air unduly. So I have made a third sketch in which the cross ribs co-incide with the line of flight, and the main spar is curved, as well as placed farther forward.

I think I would make a wing of the bird type (No 1) to see how it will operate.

Of course we can always come down to the Hargrave cell type, but I have an idea that no sailing can be done with this without a motor.

I have just received the Scientific American Supplements, for which I thank you. The subject of the ball nozzle seems to have been thrashed out 20 years ago.

Can you make a model of a pair of wings on wheels, which will advance into an opposity current of air?

Yours truly

O. Chanute