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OF

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FOREWORD

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ABBREVIATIONS

- A.R.C. R. & M. - Great Britain. Aeronautical research committee. Reports and Memoranda.
- A.S.M.E. - American society of mechanical engineers, New York.
- Atti Assoc. ital. aerotecn. - Atti dell'Associazione italiana di aerotecnica. Roma.
- C.A.H.I. - Central aero-hydrodynamical institute, Moscow.
- C.I.N.A. - Commission internationale de navigation aérienne, Genève.
- C. R. Acad. sci. - Comptes rendus hebdomadaires des séances de l'Académie des sciences, Paris.
- D.V.L. - Deutsche versuchsanstalt für luftfahrt, Berlin.
- F.A.I. - Fédération aéronautique internationale, Paris.
- H.M. Stat. off. - His Majesty's Stationery office, London.
- N.A.A. - National aeronautic association, Washington.
- N.A.C.A. - National advisory committee for aeronautics, Washington.
- N.P.L. - National physical laboratory, Teddington, England.
- Pub. scient. tech. Min. de l'air. - Publications scientifiques et techniques du Ministère de l'air. Service des recherches de l'aéronautique, Paris.
- R.A.F. - Royal air force (Great Britain)
- R.A.S. - Royal aeronautical society (Great Britain)
- Rend. Istituto sper. aer. - Rendiconto dell'Istituto, sperimentale aeronautico, Roma.
- S.A.E. - Society of automotive engineers, New York.
- U.S. Govt. print. off. - U.S. Government printing office, Washington.
- V.D.I. - Verein deutscher ingenieure, Berlin.
- W.G.L. - Wissenschaftliche gesellschaft für luftfahrt, Berlin.
- Z.A.M.M. - Zeitschrift für angewandte mathematik und mechanik, Berlin.
- Z.F.M. - Zeitschrift für flugtechnik und motorluftschiffahrt, München.

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ENGINES - BY MANUFACTURER
ARTICLES, BOOKS AND PAMPHLETS

A. B. C.

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- A.B.C. Scorpion. Flight, London, Dec. 5, 1935, v. 28, no. 1406, p. 581. illus.
- A.B.C. motors. (Scorpion and Hornet) Flight, London, Nov. 24, 1932, v. 24, no. 48, p. 1113. illus.
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- The A.B.C. engines. (Scorpion, 2 cyl. and Hornet 32 hp., 4 cyl., horizontally opposed, air cooled) Automobile engineer, London, Aug. 1929, v. 19, no. 257, p. 297.
- A.B.C. motors. (Scorpion and Hornet) Aeroplane, London, July 24, 1929, v. 37, no. 4, p. 242a. (Also Flight, London, July 18, 1929, v. 21, no. 29, p. 699-700)
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- A.B.C. motors at Berlin aero show. Flight, London, Oct. 11, 1928, v. 20, no. 41, p. 873.
- The A.B.C. "Scorpion". Flight, London, Sep. 25, 1924, v. 16, no. 39, p. 625. illus. (Also Aeroplane, London, Sep. 17, 1924, v. 27, no. 12, p. 264)
- The A.B.C. "Scorpion". A "flat twin" suitable for light 'planes. Flight, London, July 10, 1924, v. 16, no. 28, p. 441-43. illus.
- Standard engine report on A.B.C. Wasp radial aeronautical engine rated at 170 hp. at 1800 r.p.m. Washington, U. S. Govt. print. off., 1921. 23 p. illus. (Air service information circular no. 197)
- A.B.C. engine data. (Wasp II and Dragon Fly IA) Aeronautics, London, Apr. 1, 1920, v. 18, no. 377, p. 279. illus.
- The A.B.C. aero engines. (Wasp II, 160 hp., 7 cyl. and Dragon Fly IA, 340 hp., 9 cyl.) Aeronautics, London, Feb. 12, 1920, v. 18, no. 330, p. 144. illus.

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The British A.B.C. aero engines. Aerial age, New York, Apr. 28, 1919, v. 9, no. 7, p. 335. illus.

The A.B.C. aero engines. (The Gnat 45/50 hp., 2 cyl., horizontally opposed, air cooled; the Wasp 200 hp., 7 cyl., radial, air cooled; the A.B.C. Dragon Fly 340 hp., 9 cyl., radial, air cooled) Aeronautics, London, Mar. 27, 1919, v. 16, no. 284, p. 335-37. illus.

The New British-built A.B.C. engine. Flight, London, June 28, 1913, v. 5, no. 26, p. 693-94. illus.

The A.B.C. aero engines. Aeronautics, London, July 1912, v. 5, no. 53, p. 222-23. diagrs.

Concerning the A.B.C. engine. Aero, London, Mar. 1912, v. 6, no. 108, p. 67. illus.

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A. D. C.

A.D.C. engines. (Hermes 100 hp., 4 cyl. and Air Six 300 hp., 6 cyl., in line, air cooled) Aviation, New York, Aug. 31, 1929, v. 27, no. 9, p. 458. illus.

The A.D.C. engines. (Cirrus Mark III 90 hp. and Cirrus Hermes 105 hp., 4 cyl., in line, air cooled) Automobile engineer, London, Aug. 1929, v. 19, no. 257, p. 297.

The A.D.C. Nimbus engine. (Nimbus 332 hp. and Air Six 300 hp., 6 cyl., in line, air cooled) Automobile engineer, London, Aug. 1929, v. 19, no. 257, p. 298.

A.D.C. engines. (Nimbus, Air Six) Aeroplane, London, July 24, 1929, v. 37, no. 4, p. 242a. (Also Flight, London, July 18, 1929, v. 21, no. 29, p. 701-02)

A.D.C. engines at Berlin aero show. Flight, London, Oct. 11, 1928, v. 20, no. 41, p. 873-75. illus.

The A.D.C. Cirrus Mark III engine. Flight, London, Aug. 30, 1928, v. 20, no. 35, p. 747-48. illus.

The A.D.C. Cirrus Mark II. Flight, London, July 5, 1928, v. 20, no. 27, p. 563. illus.

The A.D.C. engine. (Mark II 80 hp., 4 cyl., in line, air cooled; Nimbus 300 hp.) Aeroplane, London, July 4, 1928, v. 35, no. 1, p. 21. illus.

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- 28, The A.D.C. Cirrus Mark II. Aircraft, Melbourne, Apr. 1927, v. 6, no. 1, p. 21-22. illus.
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284, A.D.C. aircraft engines. (Airdisco, 8 cyl., V air cooled; Cirrus, 4 cyl., in line, air cooled; Nimbus) Flight, London, Dec. 3, 1926, v. 18, no. 49, p. 310b. illus.
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- 6, no. The 340 hp. A.D.C. - Nimbus engine. Aeroplane, London, Feb. 17, 1926, v. 30, no. 7, p. 174-78. illus.
- 13, A.D.C. Cirrus. L'Année aéronautique 1925-1926, Paris, 1926, v. 7, p. 64-65. illus.
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1, 1929, The A.D.C. Cirrus engine. (60 hp., 4 cyl., vertical, air cooled) Aeroplane, London, July 29, 1925, v. 29, no. 5, p. 162, 164. illus.
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London, The A.D.C. 120/140 hp. engine. (Vee type, 90°, 8 cyl.) Aeroplane, London, July 29, 1925, v. 29, no. 5, p. 165.
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n, Aug. A.D.C. engines. (Cirrus, 60 hp., 4 cyl., vertical) Aeroplane, London, Feb. 25, 1925, v. 28, no. 8, p. 178. illus.
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ly 18, The A.D.C. engines. (Siddely Puma, 230 hp., 6 cyl., vertical; Wolseley Viper, 210 hp., 8 cyl., 90° Vee, water cooled; B.R. II, 230 hp., 9 cyl., rotary) Aeroplane, London, Dec. 24, 1924, v. 27, no. 26, p. 610.

A. M. U. A. L.

- 1, 1928, The A.M.U.A.L. engines. (M.J. 5, 350 hp., 8 cyl., V 65°; M.J. 6, 400 hp., 8 cyl., V 90°; M.J. 7, 600 hp., 8 cyl., V 90°) Aeronautics, London, Feb. 19, 1920, v. 18, no. 331, p. 157.

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New revolving motor comes from the West. *Fly magazine*, Philadelphia, Sep. 1911, v. 3, no. 11, p. 17.

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The Adams-Farwell engine. (5 cyl., revolving type) *Aeronautics*, New York, June 1909, v. 4, no. 5, p. 186.

Motore Adams-Farwell. *Bollettino della Società aeronautica italiana*, Roma, Aug. 1908, v. 5, no. 8, p. 245-49. illus.

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ADLER

Motori Adler. *Rivista tecnica di aeronautica*, Roma, Sep. 1909, v. 6, no. 9, p. 344. diagrs.

AERO

Aerobat. (8 cyl., air cooled, radial) *Western flying*, Los Angeles, Cal., Sep. 1929, v. 6, no. 3, p. 194. illus.

AEROMARINE

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Aeromarine AR-3 and AR-340. *Aero digest*, New York, Apr. 1935, v. 26, no. 4, p. 108. illus.

Light planes and moderate power engines by Alexander Klemin. *Scientific american*, New York, Dec. 1934, v. 151, p. 314. illus.

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- la- Aeromarine announces new 50 hp. engine. Southern aviation, Atlanta, Ga., Oct. 1931, v. 3, no. 2, p. 36. illus.
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- 08, v. Aeromarine model U 873 engine. A development of the U8D in which numerous refinements have been incorporated, by E. A. Ryder. Aviation, New York, Oct. 16, 1922, v. 13, no. 16, p. 499-501. illus.
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- 909, v. Aeromarine eight cylinder B type motor, by W. C. Bauer. Aviation, New York, Feb. 1, 1920, v. 8, no. 1, p. 23-24. diagrs., illus.
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- cooled, The 100 hp. aeromarine 8 cylinder aero engine. Aeronautics, v. 16, London, Mar. 28, 1917, v. 12, no. 180, p. 240-41. illus.
- 35, v. Aeromarine 8 cylinder 100 hp. motor. Aerial age, New York, Feb. 26, 1917, v. 6, no. 1, p. 694. illus.
14. The Aeromarine engine (A.G.-6, 6 cyl., vertical) Aerial age, New York, Feb. 12, 1917, v. 4, no. 22, p. 580. illus.
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de aeronautica e bollettino della società aeronautica italiana,
Roma, July 1909, v. 6, no. 7, p. 246. diagr.

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The Schoeber compressed air engine. Aerial age, New York, Nov. 8,
1915, v. 2, no. 8, p. 184, 187. illus.

The Frank Schoeber 3 cylinder compressed air motor, by Frank
Schoeber. Aerial age, New York, Apr. 19, 1915, v. 1, no. 5,
p. 115-16.

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Schubert valveless engine. (60-95 hp., 6 cyl., 2 cycle, air cooled, developed by Aircraft and industrial motors corp.) Aero digest, New York, June 1930, v. 16, no. 6, p. 112. illus.

SCHWADE

The Schwade, by Erik Hildesheim. (100 hp.) Aeroplane, London, Dec. 15, 1920, v. 19, no. 24, p. 903. diagrs., illus., table.

SCOTT

Scott. (16-28 hp., 2 cyl., in line, air cooled) Flight, London, Dec. 2, 1937, v. 32, no. 1510, p. 544L.

The Scott engine. Flight, London, Nov. 12, 1936, v. 30, no. 1455, p. 508. illus. (16-28 hp., two stroke, in line twin, air cooled)

Scott, "Pou du ciel". Flight, London, Dec. 5, 1935, v. 28, no. 1406, p. 586.

A Flying squirrel. (34 hp. two stroke inverted, geared, air cooled) Flight, London, Aug. 15, 1935, v. 28, no. 1390, p. 178. illus.

SECURITY

Security engine. (S-5-125 hp., 5 cyl., radial) Western flying, Los Angeles, Cal., Apr. 1939, v. 19, no. 4, p. 104-05. illus. (Also Aero digest, New York, Mar. 1938, 1939, v. 34, 38, no. 3, p. 172; 132)

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Der 300 p.s. Selve flugmotor. Z.F.M., München und Berlin, Feb. 28, 1920, v. 11, no. 4, p. 58.

Der 300 p.s. Selve flugmotor, von Hugo H. Kromer. Z.F.M., München und Berlin, Aug. 30, 1919, v. 10, no. 15, 16, p. 169-75.

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Engines for light aeroplanes. Aeroplane, London, May 16, Dec. 26, 1923, v. 24, 25, no. 20, 26, p. 364-66; 610-11. diags.

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Il Motore Siemens SH-14-A4. Rivista aeronautica, Roma, Apr. 1937, v. 13, no. 4, p. 112. illus.

The Siemens engines. (SH-13-A 75-88 hp., 5 cyl., SH-20 500-600 hp., 9 cyl., radial) Aeroplane, London, Dec. 10, 1936, v. 39, no. 25, p. 1356.

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- The Siemens Yankee five, seven and ten. Aviation engineering, New York, Aug. 1929, v. 2, no. 8, p. 34-35. illus.
- Siemens aircraft engine. (SH-14) Airway age, New York, Jan. 1929, v. 10, no. 1, p. 84. illus.
- Siemens and Halske engines, by E. P. A. Heinze. (SH-20, 7 cyl., SH-21, 9 cyl., radial) Aero digest, New York, Dec. 1928, v. 13, no. 6, p. 1170. illus.
- Siemens und Halske A.G., von Hanns Weidinger. Z.F.M., München, Sep. 14, 1928, v. 19, no. 17, p. 387-89. illus.
- Siemens and Halske. Western flying, Los Angeles, Cal., Sep. 1928, v. 4, no. 9, p. 158. illus.
- Siemens et Halske. (SH-10 55 hp., 5 cyl., SH-11 77 hp., 7 cyl., SH-12 99 hp., 9 cyl., radials) L'Aéronautique, Paris, Aug. 1928, v. 10, no. 111, p. 282-83. illus.
- Siemens et Halske, par André Leglise. (SH-10 60-70 hp., SH-11 84-96 hp., SH-12 108-125 hp.) Le Génie civil, Paris, July 28, 1928, v. 93, no. 4, p. 88. (Also L'Aérophile, Paris, June 29, July 15, 1928, v. 36, p. 98)
- Siemens - Halske engines. (SH-11 84-95 hp., SH-12 108-125 hp.) Aeroplane, London, July 18, 1928, v. 35, no. 3, p. 168.
- Three Rayan Siemens engines. Aviation New York, Apr. 16, 1928, v. 24, no. 16, p. 1070.
- Siemens. L'Année aéronautique, 1925-1926, Paris, 1926, v. 7, p. 68-69. illus.
- New german aeronautical engine. Siemens-Halske 50-60 hp., radial engine, by E. Hildesheim. Aerial age, New York, Aug., Nov. 1922, v. 15, no. 20, p. 421-563, 571. illus. (Also Aviation, New York, June 12, 1922, v. 12, no. 24, p. 693. illus.)
- The 60 horsepower Siemens-Halske radial engine. Aeroplane, London, Sep. 27, 1922, v. 23, no. 13, p. 250. illus.
- A New low-power german radial aero engine. The 60 horsepower five-cylinder Siemens-Halske. Flight, London, June 8, 1922, v. 14, no. 23, p. 326-27. illus.
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- Les Moteurs d'aviation allemands. Le Siemens-Schuckert 160 c.v., par G. Crouvezier. L'Aérophile, Paris, Sep. 1-15, 1919, v. 27, no. 17-18, p. 275-78. illus.

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Motore Simms. Rivista tecnica di aeronautica e bollettino della Società aeronautica italiana, Roma, Apr. 1909, v. 6, no. 4, p. 151. illus.

SIVA

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SKODA

I Motori Skoda. L'Ala d'Italia, Milano, Dec. 1930, v. 8, no. 12, p. 1026-27. illus.

Le Moteur d'aviation, Skoda-14. Le mois Aéronautique tchécoslovaque (Letectví), Praha, Oct. 1930, v. 10, no. 10, p. 82-86.

SKY MOTORS

Sky Motors. (Model 70 60 hp., 4 cyl., inverted, air cooled) Western flying, Los Angeles, Cal., Apr. 1939, v. 19, no. 4, p. 106.

Sky Motor is approved. (Milwaukee parts corp.) Western flying, Los Angeles, Cal., Aug. 1938, v. 18, no. 8, p. 32.

SKY ROAMER

Sky Roamer SR-5. (Szekely aircraft and eng. corp.) Western flying, Los Angeles, Cal., Jan. 1929, v. 5, no. 1, p. 70.

Sky Roamer SR-3. (40 hp., 3 cyl., air cooled) Western flying, Los Angeles, Cal., Sep. 1928, v. 4, no. 9, p. 158, 160. illus.

SPEER

Speer S-2-G. (Aero development co., 7 cyl., radial) Western flying, Los Angeles, Cal., Apr., Sep. 1929, v. 5, 6, no. 4, 3, p. 133; 194. illus.

SPERRY

The Sperry aero-oil engine. Aviation, New York, Mar. 7, 1927, v. 22, no. 10, p. 470.

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The Light supercharged Diesel engine for use in air service, by Elmer A. Sperry. Mechanical engineering, New York, July 1927, v. 49, no. 7, p. 723-26. (Discussion Transactions of the A.S.M.E., New York, Nov. 22, 1927, v. 49, no. A.E.R. 50-17, p. 68)

STATAX

Statax-motor type S-3. Flugsport, Frankfurt A/M, Mar. 18, 1931, v. 23, no. 6, p. 121-22. illus.

Un Type nouveau de moteur pour avions légers Le Statax. L'Aérophile, Paris, Aug. 15, 1929, v. 37, no. 15, 16, p. 252-53.

Switzerland Statax engines. (29-B 40 hp., 7 cyl., water cooled) Flight, London, July 25, 1929, v. 21, no. 30, p. 776. (Also Aeroplane, London, July 24, 1929, v. 37, no. 4, p. 242e)

Statax three cylinder rotary engine. Mechanical engineer, New York, Apr. 1923, v. 45, p. 251. (Also Aviation, New York, Feb. 26, 1923, v. 14, no. 9, p. 244)

The New 8 horsepower Statax engine. Several modifications introduced in the latest model. Flight, London, Mar. 22, 1923, v. 15, no. 12, p. 157. illus.

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The Statax engine; a design embodying new principles, by Vincent Clarke. Flying, London, Aug. 7, 1918, v. 4, no. 81, p. 135-36.

STILL

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STUART

The Stuart petro motor. Aero, London, June 28, 1910, v. 2, no. 58, p. 526. illus.

STURTEVANT

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Sturtevant, by Paul Palmer. (Type 5-A 140 hp., 8 cyl., water cooled) Aircraft, New York, May 1917, v. 7, no. 6, p. 90.

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B.F. Sturtevant company. (Model 5-A 140 hp.) Aviation, New York, Feb. 1, 1917, v. 2, no. 1, p. 47. illus.

The Sturtevant model 5-A, 140 horsepower aeronautical engine. Aerial age weekly, New York, Jan. 8, 1917, v. 4, no. 17, p. 434-35. illus. (Also Aviation and aeronautical engineering, New York, Nov. 15, 1916, v. 1, no. 8, p. 252-53)

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Sturtevant motors, by Neil MacCoull. (D-4, D-5, D-6) Aerial Age, New York, Mar. 29, May 3, 1915, v. 1, no. 2, 7, p. 33-34, 154-55. illus.

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Test of Sturtevant motor. Aeronautics, New York, May 1913, v. 12, no. 5, p. 180.

The Burgess coast defense hydro and the Sturtevant motor, by Frank T. Coffyn. Flying, New York, Mar. 1913, v. 2, no. 2, p. 23.

Sturtevant motor in first coast defense hydro. Aircraft, New York, Mar. 1913, v. 4, no. 1, p. 18. illus.

Sturtevant engine in Page's Burgess. Aeronautics, New York, Aug. 1912, v. 11, no. 2, p. 55. illus.

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Aircraft, New York, Apr. 1912, v. 3, no. 2, p. 48. illus.
- The Sturtevant motor. Aeronautics, New York, Feb. 1912, v. 10,
no. 2, p. 69-70. illus.

SUNBEAM

- Sunbeam Dieselflugmotor. Flugsport, Frankfurt A/M, Oct. 16, 1929,
v. 21, no. 21, p. 400-02. illus.
- Sunbeam engines. Automotive industries, Philadelphia, Aug. 3,
1929, v. 61, p. 153. (Also Engineering, London, July 26,
1929, v. 28, p. 106-07)
- The Sunbeam Coatalen engine. (100 hp., 6 cyl., compression igni-
tion, water cooled) Automobile engineer, London, Aug. 1929,
v. 19, no. 257, p. 298.
- The Sunbeam engines. (1000 hp., 12 cyl., V, geared, water cooled.
104-112 hp., 6 cyl., vertical, compression ignition, water
cooled) Aeroplane, London, July 24, 1929, v. 37, no. 4, p.
242c.
- The Sunbeam motor car co., ltd. (Sikh series III 1000 hp., 12
cyl., V, water cooled, P.1 100 hp., 6 cyl., in line, mono-
block) Flight, London, July 18, 1929, v. 21, no. 29, p.
721-22. illus.
- Sunbeam motor car co., ltd. (Dyak 100 hp., 6 cyl., vertical,
Maori 275 hp., Manitori 300 hp., 12 cyl., V, water cooled)
Flight, London, May 29, 1924, v. 16, no. 22, p. 336-37.
illus.
- The Sunbeam motor car co. Aeroplane, London, Nov. 16, 1921, v.
21, no. 20, p. 477-78. illus.
- Sunbeam Coatalen Cossack engine. Aerial age, New York, July 25,
1921, v. 13, no. 20, p. 466-67. illus.
- The Sunbeam engines. (Manitori 300 hp., Matabele 420 hp., Sikh
850 hp., Maori 275 hp., Cossacks 350 hp., 12 cyl., V, Dyak
100 hp., 6 cyl., Arab 200 hp., 8 cyl., V, Sikh 425 hp., 6
cyl.) Aeronautics, London, Mar. 3, 1921, v. 20, no. 385,
p. 148-49. illus.
- Moteurs Sunbeam. (Dyak 100 hp., Sikh 800-900 hp.) Le Génie
civil, Paris, Aug. 21, 1920, v. 77, no. 8, p. 155-56.
- Sunbeam engines. (Dyak 100 hp., Arab 240 hp., Maori 275 hp.)
Automobile engineer, London, Aug. 1920, v. 10, no. 141, p.
321.

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- The Sunbeam engines. (Dyak 100 hp., Arab 200 hp.) Engineering, London, July 23, 1920, v. 110, no. 2846, p. 108-09. illus.
- The Sunbeam motor car co. (Dyak 100 hp., Arab 200 hp., Manitor 300 hp., Matabele 400 hp., Sikh 800-900 hp., Sikh 400-500 hp.) Aeroplane, London, July 21, 1920, v. 19, no. 3, p. 206.
- Sikh engines. (800 hp., 12 cyl., V, 300 hp., 6 cyl., vertical) Flight, London, July 15, 1920, v. 12, no. 29, p. 763-65.
- Sunbeam motor. (Dyak 100 hp., Arab 200 hp., Maori 275 hp., Manitor 350 hp., Cossack 350 hp., Matabele 400 hp., Sikh 400-450 hp., Sikh 800-900 hp., 12 cyl.) Flight, London, July 8, 1920, v. 12, no. 28, p. 731-32. illus.
- Modern aviation engines, by K. H. Condit. (Arab) American machinist, New York, July 1, 1920, v. 53, no. 1, p. 20-22. illus.
- Machinery of H. M. airships R-33 and R-34. (Sunbeam-Coatalen, Maori) Engineering, London, Apr. 2, 16, 1920, v. 109, p. 433-34, 504-05. diagrs., illus.
- Sunbeam Coatalen engines. (Dyak 100 hp., Manitor 300 hp., Matabele 400 hp., Sikh 800 hp.) Aeronautics, London, Jan. 1, 1920, v. 18, no. 324, p. 13-15. illus. (Also Flight, London, Dec. 25, 1919, v. 11, no. 52, p. 1653-54)
- The Maori 4 Sunbeam Coatalen aircraft engine. Aeroplane, London, Aug. 20, 1919, v. 17, no. 8, p. 744.
- The Sunbeam aero engine. Aerial age weekly, New York, June 2, 1919, v. 9, no. 12, p. 584. illus.
- The Sunbeam engines. (Arab I 235 hp., Manitor 314 hp., Maori 275 hp.) Aeronautics, London, Mar. 27, 1919, v. 16, no. 284, p. 337-39. illus.
- A German critique of the Sunbeam Arab engine. Aeroplane, London, Feb. 19, 26, 1919, v. 16, no. 7, 8, p. 770-72, 870-72. illus.
- The Newest Sunbeam aero motors; 6, 12 and 18 cyl. developing up to 350 hp. Motor boating, New York, Aug. 1917, v. 20, no. 2, p. 31. illus.
- Sunbeam Coatalen aircraft engine. Automotive industries, Philadelphia, June 28, 1917, v. 36, no. 26, p. 1242-43.
- The Sunbeam Coatalen engines. Flight, London, June 7, 1917, v. 9, no. 23, p. 556-57. illus.
- Sterling Sunbeam engine. (320 hp., 12 cyl.) Aviation, New York, Feb. 1, 1917, v. 2, no. 1, p. 46-47. illus. (Also Aeroplane, London, Jan. 10, 1917, v. 12, no. 2, p. 190-92)

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- The British Sunbeam engine, by Frederick Eppelsheimer. (225 hp., 12 cyl., V, water cooled) Scientific american, New York, Nov. 13, 1915, v. 113, no. 20, p. 421. illus.
- History of the twelve cylinder motor, by E. W. Walford. Automobile, New York, Mar. 13, 1915, v. 32, p. 500-01. illus.
- Sunbeam aero engines. Successful designs developed from racing and touring car practice. Autocar, London, Sep. 26, 1914, v. 33, no. 988, p. 542.
- The Sunbeam engines. (150 hp., 8 cyl., V, 225 hp., 12 cyl., V) Aeronautics, London, Apr. 1914, v. 7, no. 74, p. 123. illus.
- English Sunbeam 150 hp. aero motor. Aero and hydro, Chicago, Aug. 23, 1913, v. 6, no. 21, p. 408.
- The New Sunbeam 150 hp. aero engine. Aero, London, May 1913, v. 7, no. 122, p. 138-40. diagr., illus. (Also Aeronautics, London, Apr. 1913, v. 6, no. 62, p. 150. illus.)
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SUTOR

- Sutor Diesel type engine shows promise. (400 hp., 7 cyl., radial) Popular aviation, Chicago, Mar. 1932, v. 10, no. 3, p. 159.

SZEKELY

- Szekely flugmotor SR-3. Flugsport, Frankfurt A/M, Apr. 27, 1938, v. 30, no. 9, p. 206-07. illus. (Also Popular aviation, Chicago, May 1931, v. 8, p. 32)
- Szekely SR-3 model O. (45 hp., 3 cyl., radial) Aero digest, New York, Apr. 1935, Apr. 1936, v. 26, 28, no. 4, p. 119; 140. illus. (Also Western flying, Los Angeles, Cal., Feb. 1936, v. 16, no. 2, p. 74)
- Szekely engines. (SR-3-L 30 hp., 3 cyl., SR-3-O 45 hp., 3 cyl., radial. Aero digest, New York, Apr. 1931, v. 18, no. 4, p. 154, 156. illus. (Also Western flying, Los Angeles, Cal., Apr. 1931, v. 9, no. 4, p. 58)
- Szekeley model O. Airway age, New York, Mar. 1931, v. 12, no. 3, p. 273-74. illus. (Also Western flying, Los Angeles, Cal., Mar. 1931, v. 9, p. 80 and Southern aviation, Atlanta, Ga., Mar. 1931, v. 2, no. 7, p. 42)

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New cylinder arrangements--self-contained power plants, by O. E. Szekely. Aviation, New York, Mar. 15, 1930, v. 28, no. 11, p. 534.

Szekely. (SR-3 40 hp., 3 cyl., SR-5 60 hp., 5 cyl., radial) Western flying, Los Angeles, Cal., Apr., Sep. 1929, v. 5, 8, no. 4, 3, p. 142, 210, 212. illus.

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Szekely aero engines. Aero digest, New York, Feb. 1928, v. 12, no. 2, p. 200. diagr.

THAMES

The New aero engine built by the Thames ironworks company. (35 hp., 4 cyl., opposed) Aero, London, Mar. 22, 1910, v. 2, no. 44, p. 232. illus.

Thames ironworks co. (35 hp., 4 cyl., opposed) Aero, London, Mar. 15, 1910, v. 2, no. 43, p. 209.

THOMAS

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The Thomas Morse model 8-90 aero engine. Aerial age, New York, Mar. 10, 1919, v. 8, no. 26, p. 1348-49. illus.

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Thomas motors. (156 hp., 8 cyl., V) Flight, London, Mar. 1, 1917, v. 9, no. 9, p. 210-11. illus.

The Thomas 150 horsepower model 88 aeromotor, by George H. Abel. Aviation and aeronautical engineering, New York, Feb. 15, 1917, v. 2, no. 2, p. 88-90. diagr.

The Thomas motor. (150 hp., 8 cyl., V) Aerial age weekly, New York, Feb. 12, 1917, v. 4, no. 22, p. 586.

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- The New 8 cylinder 135 hp. Thomas aeromotor. Also Aerial age, New York, Nov. 1, 1915, v. 2, no. 7, p. 156-57. (Aircraft, New York, Oct. 1916, v. 7, no. 3, p. 39)
- The 135 hp. Thomas aeromotor. Flight, London, Mar. 30, 1916, v. 8, no. 13, p. 259-60. diagrs., illus.
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- American motor series. Part 4. The Thomas aeromotor, by Lee S. Wallace. Aircraft, New York, Feb. 1916, v. 6, no. 8, p. 535.
- Aeroplane power plants; Thomas aeromotor, by Warren G. Child. Journal of the American society of naval engineers, Washington, Feb. 1916, v. 28, no. 1, p. 114-19. diagrs., illus.

TIPS SMITH

- Converted Super Rhone. (Tips and Smith inc. 120 hp., 9 cyl., radial) Western flying, Los Angeles, Cal., Apr. 1929, v. 5, no. 4, p. 142. illus.
- Rhone radial DI-1. (Tips and Smith inc. 70 hp., 9 cyl., radial) Western flying, Los Angeles, Cal., Sep. 1928, v. 4, no. 9, p. 160. illus.
- The Tips 480 hp. aero motor. Aerial age weekly, New York, Mar. 17, 1919, v. 9, no. 1, p. 45. diagrs.

TRAIN

- Train engine homologated. (6D-01 82 hp., 6 cyl., inverted) Interavia, Geneva, Jan. 4, 1939, no. 606, p. 8.
- Tableau des moteurs Train modernes, par Pierre Léglise. L'Aéronautique, Paris, Jan. 1939, v. 21, no. 236, p. 40.
- Chez Train. Aux petits moteurs de 20, 40, 60 c.v. (2T 20 hp., 4T 40 hp., 6T 60 hp.) Les Ailes, Paris, Dec. 8, 1938, v. 18, no. 912, p. 6-7.
- The Train engines. (2T 20 hp., 2 cyl., 4T 40 hp., 4 cyl., in line, air cooled) Aeroplane, London, Nov. 18, 1936, v. 51, no. 1330, p. 665.
- Train. (2-B0I 20 hp., 2 inverted, 4-A0I 40 hp., 4 inverted, 6-COI 60 hp., 6 inverted) Revue du ministère de l'air, Paris, Nov. 15, 1936, v. 2, no. 23, p. 1438.

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