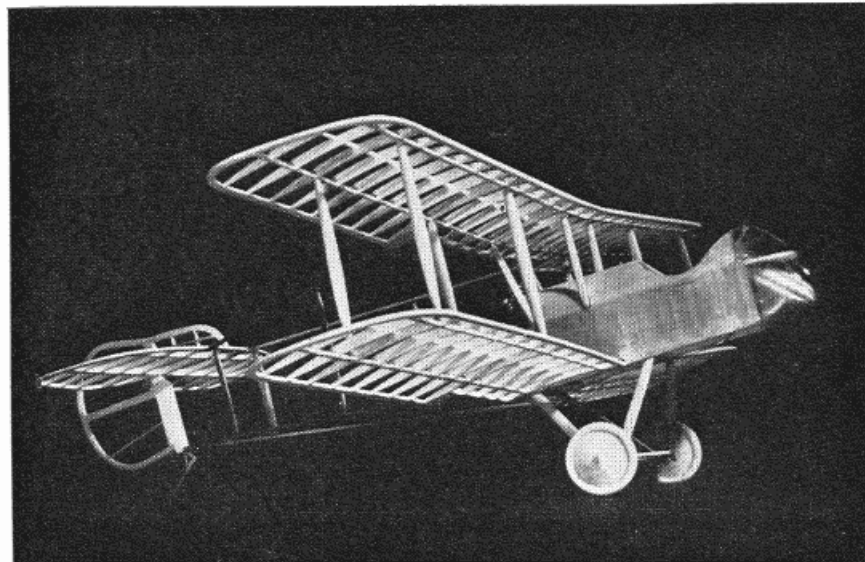


If the flight capsule connection is too low, liquid CO<sub>2</sub> will reach the cylinder head valve and this results in the engine slowing right down and little bits of ice being ejected from the exhaust ports! The length of run is also greatly reduced.

Comparison of charts 1 and 3 will clearly show the different results obtained from the alternative charging methods. In comparing gas and liquid charging patterns it is interesting to observe that whereas in the former, the first charge always results in the longest run, in the latter, the first one is always considerably shorter than the second run.

Looking at chart 1 it will clearly be seen that only three good runs are obtained from a single Sparklet bulb with liquid charges. The fourth run is



The Author's 1/24 scale De Havilland D.H.2, which lends itself admirably to CO<sub>2</sub> propulsion.

really too short for anything except test flying, and yet it seems a pity to throw away the bulb when there is still quite a lot of gas in it. The answer is to employ a second bulb, and after charging the flight capsule as though for a fourth flight,

As on the cover, the 14 in. wingspan D.H.2 is an impressive subject, flies beautifully and has scale construction.

