

assumes more of a national aspect. Those of the Zeppelin type are, as our readers know, housed in floating sheds, but the suggested new garage would be erected at Friedrichshof on land.

Schutte Airship.

No further particulars, beyond those published in *The Automotor Journal* on December 12th, are available in respect to the Schutte airship, which has been designed by a Professor of the Danzig Technical High School on lines suggested by a Berlin architect named Rettig. Much importance, however, is being attached by those interested, to the wooden framework which is being employed, for in other respects it is very evident that the airship is to follow closely on Zeppelin lines. It has been sought to show that the Zeppelin disaster was caused by a self-generated electric discharge from the aluminium framework, and on these grounds the use of wood in the Schutte dirigible is claimed to be a vast improvement. American pine is the selected material.

Siemens-Schukert Airship.

THE information which was published in *The Automotor Journal* of November 23rd, to the effect that the famous Siemens-Schukert firm were about to take up the construction of airships, is materialising in the further news that they have already decided upon the designs for their first machine, which is to be built under the supervision of Captain von Krogh. The envelope will be of the ordinary non-rigid type, having a volume of 12,000 cubic metres, with a length of 100 metres and a diameter of 13 metres. It will be propelled by engines developing 500-h.p., and there will be at least two, and perhaps three, passenger cars.

Consulting Aviation Engineers.

It seems early days yet for aviation to have consulting engineers. But there are some people who are



AEROPLANE CLUB DINNER.

THE first annual dinner of the Aeroplane Club of Great Britain and Ireland was held at the Savoy Hotel on Wednesday night, Mr. Horridge, K.C., M.P., being in the chair. Among the company present, which numbered 160, were Capt. Ferber, of the French

Army, Major Baden-Powell, Mr. F. W. W. Hutchinson, Mr. Roger Wallace, K.C., the President of the Aero Club of the U.K., the Prince of Kapsorthala, Col. H. S. Massy, C.B., Sir C. Champion de Crespigny, Col. Mark Mayhew, and Major Templer.



CONTINENTAL "FABRIC."

ONE of the most important branches of the aeronautic industry is filled by the Continental Tyre Co., who have made a speciality of the production of surface material, which is constructed on the same lines as their famous balloon fabric. Altogether they have over 100 types of material in their standard range of patterns, and of these three in particular are at present specially designed for aeroplane use. The lightest weighs 120 grammes per square metre, and has a tensile strength of 850 kilogs. per metre; it is suited to the surface of experimental gliders.

The next fabric weighs 145 grammes per square metre, and has a strength of 1,000 kilogs.; it is such as is used on the Farman aeroplane. The third and strongest aeroplane surface weighs 190 grammes per square metre, and has a strength of 1,350 kilogs.; this pattern is strong

ever on the move with the times, and thus there are generally to be found a few who depart from a rigorously conservative policy in these matters. Messrs. Markham and Prance are a case in point at the present time, for they inform us they have laid themselves out to deal with this new industry in the same way as they have done with automobile matters on land and on sea. Among other duties which they will undertake is to secure any make of flying machine which their clients may wish to possess, and as all the well-known machines happen, unfortunately, to be in France at the present time, those of our readers who may be thinking of obtaining a Wright or a Voisin for experimental purposes may find the services of Messrs. Markham and Prance a considerable saving of time and trouble.

Church bans Flight.

IF General Kovanko, one of the speakers at the annual meeting of the Russian Aero Club, has been correctly reported, it would appear as though the Orthodox Church is opposed to the study of aviation. It seems also, although the secret has been well kept, that Russia has a peasant who can easily beat Wright and Farman at their own game. He is said to have had the audacity to fly over a church in the aeroplane he has invented, and for this deadly sin he was prosecuted by the priest, condemned to be birched and anathematised by the local diocesan council. We ought to hear more of him—or the reporter.



Aeronautical Patents.

Applied for in 1907.

Published January 14th, 1909.

27,552. J. W. CLOUD. Means of transport by land, water, or air.

Applied for in 1908.

Published January 14th, 1909.

2,588. L. BLERIOT. Balancing steering apparatus.
6,566. M. F. GUTERMUTH. Wings for flying machines.