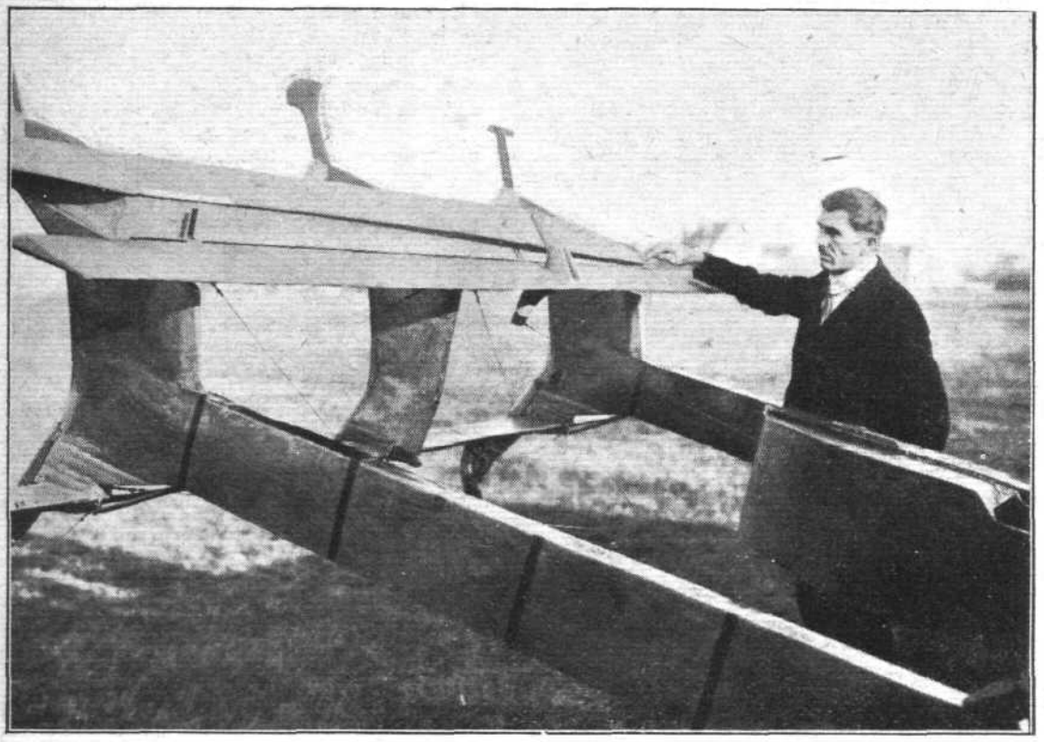
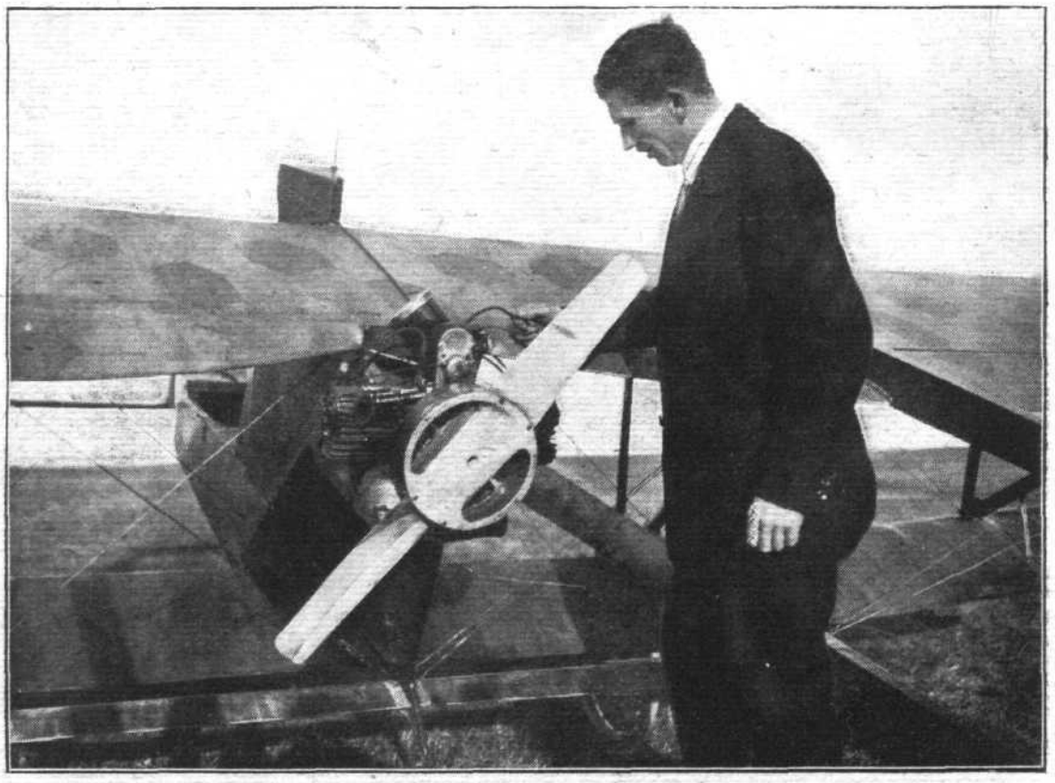
opportunity of congratulating Flight-Lieut. Balfour and those associated with him on their enterprise, and express the hope that they will be rewarded by a great deal of amusement and instruction. By taking up gliding in this manner, officers of the R.A.F. can do a very great deal towards further popularising the new sport, and we trust that other stations will follow this example.



The front plane of the Budig glider has a "concertina" arrangement which is stated to be designed with a view to giving longitudinal stability. It is difficult, from the illustration, to make out exactly what this arrangement is supposed to do.



The Budig glider is fitted with a small B.M.W. motor-cycle engine of 4 h.p. The peculiar propeller is, no doubt, a result of the designer having had to mount it on the flywheel of the engine.

AMONG the gliders entered for the German gliding competition in the Rhön, in 1921, was a peculiar "tail-first" biplane, or "one-and-a-half plane," designed by Herr F. Budig. For some reason, not known to us, the machine does not appear to have accomplished much, and in last year's competition nothing was heard of it. It now appears that the Budig machine has come to life again, this time as a low-power aeroplane, or glider with auxiliary engine.

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IN the accompanying photographs the main features of the Budig glider are well shown. The machine is a "sesquiplan," inasmuch as the bracing is of the biplane form, but the lower wing is of very narrow chord. Long box section outriggers carry the rudders and elevator at the back, while in front they support a front elevator and a leading plane whose function is stated to be to give automatic longitudinal stability How this is accomplished, does not emerge, but the photographs indicate that there is some form of concertina arrangement enclosing a space under the plane. One of the photographs shows the designer, Herr Budig, depressing one corner of the leading plane, in order, no doubt, to demonstrate the arrangement.

* * *

THE small narrow plane behind the leading plane appears to be a front elevator, and to be connected up with the rear elevator, but the leading plane is obviously to some extent independent of the longitudinal control. The pilot sits in front of the planes, and a fairing has been added between the planes.