

CLUBS AND SOCIETIES.

(NOTE.—Addresses, temporary or permanent, follow in each case the names of the clubs, where communications of our readers can be addressed direct to the Secretary.)

Birmingham Aero Club.

A MOVEMENT is on foot to establish an Aero Club in Birmingham, and at a meeting held at the beginning of the week a letter from Mr. Chamberlain expressing sympathy with the proposal was read. It was stated that several aeroplanes are in course of construction and that half a dozen of them will be ready for trial within six months.

Kite-Flying Association (27, VICTORY ROAD, WIMBLEDON).

SATURDAY, October 9th, has now been fixed upon as the date for the two competitions arranged by the Kite-Flying Association. The first will be for the best suggested practical use to which a kite can be applied, while the second will be for youths under seventeen, who may submit kites not exceeding 30 sq. ft. In the former competition the prizes will be £5 for the first, and one guinea and a Brookite, value 30s., for the second; while for the second contest the prizes will be £3, £2 and £1, given by the Aerial League. Entries close on October 5th.

Liverpool Aviation Society (1, EXCHANGE STREET, WEST).

ON Wednesday last the inaugural meeting of the above Society was held, when it was announced that about 75 members had joined, and that this number would be increased shortly. Mr. S. F. Cody was elected Hon. President, Mr. W. H. Lever, M.P., Major Baden-Powell, and Mr. H. S. Higginbotham Vice-Presidents, and Mr. J. R. Wright Hon. Sec. Land and house accommodation have been offered to the Club by Mr. P. McGuffie, of Woolton Hall, Woolton, near Liverpool.

Manchester Aero Club (9, ALBERT SQUARE).

As a result of a meeting held on the 25th ult., it has been decided to form an aero club in Manchester, and a meeting was to be held at the Midland Hotel last Thursday to consider rules and to elect members. Temporarily, Mr. M. Stafford Threlfall has undertaken the duties of hon. sec.

South-West of England Aeronautical Society (51, ST. LEONARD'S ROAD, EAST SHEEN, S.W.).

A MEETING of the above Society was held last Sunday, when the following elections were confirmed: Committee, J. F. Smith, B. Fransella, Yanto John, A. J. Fransella, F. E. H. Johnson, F. M. Reilly, J. L. Warsop. Mr. Warsop was elected Hon. Treasurer, and Mr. A. J. Fransella undertook the rôle of Hon. Secretary. H. H. Piffard, inventor of the Piffard aeroplane, and A. V. Roe, inventor of the Roe aeroplane, have joined the Society. Mr. A. J. Fransella will be pleased to answer all enquiries at the above address, and urgently requests all those aviators in the South-West of England to do their best to make the Society a success.

Yorkshire Aero Club (59, WADE LANE, LEEDS).

At a meeting held at the offices of Mr. Herbert Dunn, Albion Street, Leeds, last Friday evening, it was determined to proceed with the formation of an aero club for Yorkshire very much on the lines of the Yorkshire Automobile Club. Messrs. Dunn, H. A. Jones, Norman Hirst, Albert Farrell, Fawcett F. Sheridan, and R. Macpherson were elected as a committee to draw up a proposal and submit it to a general meeting which was to be held at the end of the week.

CORRESPONDENCE.

** The name and address of the writer (not necessarily for publication) MUST in all cases accompany letters intended for insertion, or containing queries.

ANOTHER SCOTTISH PRIZE—£1,000.

To the Editor of FLIGHT.

SIR,—I take pleasure in announcing that I have just been successful in arranging a prize of £1,000 for a flight from Edinburgh to Glasgow. This handsome prize has been given by the proprietors, *The Daily Record and Mail*, Glasgow.

Fuller particulars will be furnished later, but meantime might say, that the principal condition will be that it be done by a Scotchman on a Scotch-built machine.

This, with the £500 prize on offer for a successful flight across the Forth near the Forth Bridge, will give our Society a splendid stimulus. Our efforts are meeting with good success.

Yours faithfully,

WALTER G. DUNCAN, Hon. Secretary *pro tem.*,
The Scottish Aeronautical Society.

PROPELLERS.

To the Editor of FLIGHT.

SIR,—In the article by John Squires, on p. 393 of your issue for July 3rd, I see that he somehow argues that the driving power of a propeller varies as the cube of the pitch. How is this? Should it not be the square of the pitch? Further, it seems a pity the author did not use a few symbols in his mathematics, as a simple formula connecting driving power with speed, pitch and area would show much better the effects of varying each of these factors than the sixteen unwieldy paragraphs on p. 394.

Yours truly,

R. C. CLINKER.

[The basis of Mr. Squires argument lies in the last paragraph but one on p. 393. The author is referring to *power*—not *thrust* alone.—ED.]

A MISLEADING ADVERT.

To the Editor of FLIGHT.

SIR,—On reading an advertisement in your last week's issue of FLIGHT, the number of which was Box 6,188, the advertiser states he wishes to invest capital in the aeroplane business. On reaching his office by appointment, I was surprised to find instead of wanting to invest capital he wishes to sell an air-cooled engine which he believes to be an Antoinette. I merely write to your paper in the

interest of readers warning them of what is in my opinion a misleading advertisement. As I stated clearly, I was desirous of investing six or seven hundred pounds in the business.

Trusting you will insert this in your valuable columns,

Yours faithfully,

H. A.

PROPELLER ADVERTISEMENTS.

To the Editor of FLIGHT.

SIR,—We notice that the Cochrane Propeller Co. are advertising in FLIGHT that they "have challenged and beaten allcomers." We do not think they have any right to make such a statement in view of the account of the trial against the Beedle propeller which you were good enough to insert in one of your recent numbers.

Yours faithfully,

THE WATFORD ENGINEERING WORKS.

PROPELLER CHALLENGE ACCEPTED.

To the Editor of FLIGHT.

SIR,—Referring to a letter in your issue of September 4th from Mr. Sidney H. Hollands, we have accepted his challenge, and understand that Mr. Hollands is making arrangements for an aeroplane so that our respective propellers can be tested upon the same machine.

Yours faithfully,

THE WATFORD ENGINEERING WORKS.

UNDIVIDED REPRESENTATION OF FLIGHT.

To the Editor of FLIGHT.

SIR,—Although I do not at all agree with your remarks *re* the Aeroplane Club, of which I was the founder, for the simple reason that I started the Club with a view to arousing some interest in this country in "heavier-than-air machines," I think if you will look at it with an unbiased and unprejudiced mind, and apart from the fact that you are the official organ of the Aero Club, you must admit that there was very little done, and very little interest shown at the time I founded this Club. I did so simply to shake people up and interest them in aviation, and I think you will agree that it certainly did this, in more ways than one. After having founded the Club, Mr. Wallace, K.C., the President of the Aero Club, and myself, did everything possible to try and amalgamate the two bodies, seeing that it might be for the good of aviation. I had, and have, no axe to grind whatever in the matter, and was prepared to hand over our interests, together with the Committee of the Aeroplane Club, to the Aero Club; but, after promising to