

**AERONAUTICAL SOCIETY OF GREAT BRITAIN.**

OFFICIAL NOTICES AS SUPPLIED BY THE SECRETARY.

**Programme of Meetings.**—Wednesday, June 12th, 8.30 p.m. G. Holt Thomas on "Hydro-aeroplanes."

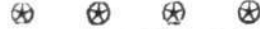
**Programme for Session 1912-13.**—The meetings of 1912-13 Session will be held on second and fourth Wednesdays at the Royal United Service Institution, at 8.30 p.m., beginning October 9th. Additional to the papers already announced is: C. Grahame-White on "Practical Aviation."

**Election of Associate Fellows.**—The next election of Associate Fellows will be held in June next. The last day for the receipt of applications will be *Tuesday, May 28th*, and the result of the

election will be declared on Wednesday, June 12th. Application Forms may now be obtained from the Secretary, and it should be noted that it is not necessary that the applicants should be Members of the Society.

**Informal Meetings.**—Informal meetings for the discussion of set subjects are held at the Society's Offices, 11, Adam Street, Adelphi, on Mondays, from 5 p.m. May 20th, "Aeroplane Control: its simplification and standardization."

T. O'B. HUBBARD, Secretary.

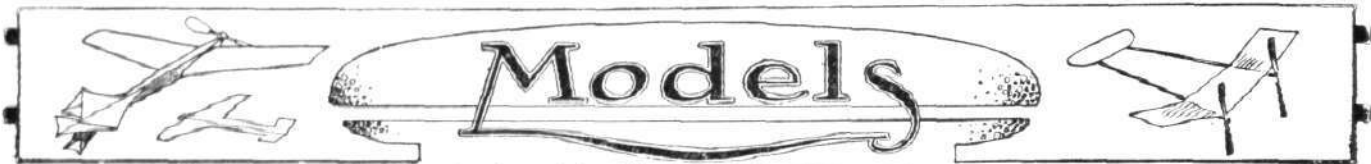


**SCOTTISH AERONAUTICAL SOCIETY.**

THE third annual meeting of the Scottish Aeronautical Society was held last week in the Institution of Engineers and Shipbuilders, Glasgow, Professor A. Barr, President, being in the chair.

The chairman intimated his retirement as President in accordance with the rules, and the Society unanimously appointed Professor J. H. Biles, LL.D., one of the Vice-Presidents, to the vacant office.

The following gentlemen were elected Vice-Presidents of the Society:—Professor T. Hutson Beare, D.Sc., M.Inst.C.E.; Alexander Gracie, M.V.O.; Hugh Reid, D.L., M.Inst.C.E.; A. F. Yarrow, M.Inst.C.E.; Archibald Denny, M.Inst.C.E., LL.D.; Colonel John A. Sillars; D. Gordon Anderson; and Professor Archibald Barr, D.Sc., M.Inst.C.E.



Conducted by V. E. JOHNSON, M.A.

**Model Flying in America.**

THE following communication has been received from Mr. Nicholas S. Schloeder (secretary of the New York Model Aero Club), and being of especial interest we give it *in extenso* :—

"My attention has been called to your remarks on American model records in your issue of March 30th. As Secretary of the New York Model Aero Club, which has an active membership of over one hundred, I take the liberty of informing you on American model affairs.

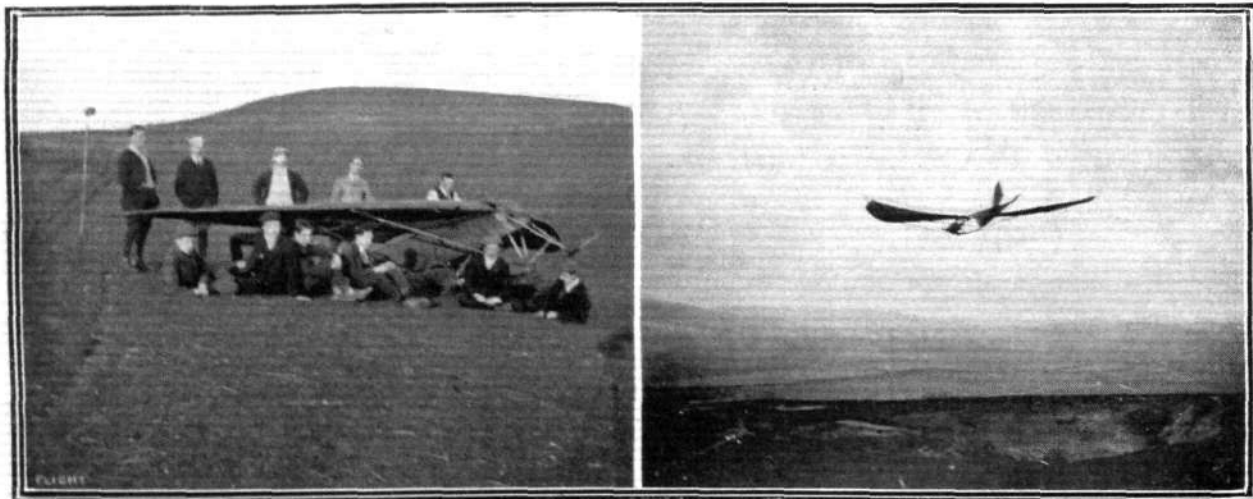
"Commenting on the big jump from the record of 222 ft. 3 ins. made by Percy Pierce in December, 1910, to that of Cecil Peoli, (1,691 ft.) in July, 1911, you say that the latter must have flown an English-built machine. This sudden jump is easily explained. In the first place, *Pierce's flight was made indoors, the model starting and rising from the ground under its own power and was limited by the size of the hall.* In fact, since the beginning of model contests in 1907, up to about June, 1911, practically 95 per cent. of the contests were held indoors. These same models when later taken outdoors, though still equipped with skids to rise from the ground, soon made 800-ft. flights.

"At least six different model flyers figured in increasing Pierce's old record to this mark. Mr. Peoli's model was not only built in America but was entirely different in design and construction from any English model.

"While it is admitted that we owe something to E. W. Twining and other pioneer English experimenters, yet progress in America has been along its own lines. Until recently, wire and silk wings, steamed propellers and other points of construction common to English models have been rarely used. In fact among eight leading model constructors but one used either.

"You say further, that duration records furnish a better opportunity for comparing English and American models than distance, as they are less effected by the velocity of the wind. In my opinion, the time that a model remains in the air is scarcely less independent of wind conditions than the distance it travels. On several occasions I have seen models tossed about for 30 and 40 seconds after the propellers stopped. Furthermore, a distance and duration model are two different things. The Easter model, which flies about one-half of the usual amount of square inches to the ounce, necessarily flies with a tremendous speed, and which, considering that it is equipped with only seven-inch propellers, means a quick unwinding of the rubber. Yet this model flies 400 yards almost everytime even if flown in a dead calm.

"The first duration contest held by this club last September was won by Charles Latimer, with 48½ secs. Soon afterwards, Cecil Peoli made 48½ secs. Later this was raised to 56 secs. by Stuart Easter; to 58 secs. by Amour Selly; to 65 secs. by Herzog Selly; and, finally, to 91 secs. by Percy Pierce, on March 17th,



The Amberley Flying Society's glider, presented by Mr. Weiss, Mr. Graham Wood being in the pilot's seat.—On the right the glider, ballasted, is in full flight. This Weiss glider is claimed to be the smallest man-carrying glider in existence.