

second-class tests. At present special attention is being paid to the design of propellers and planes, and it is hoped that something useful may be evolved.
Scottish Ae.S. ("ROCHELLE," LIMESIDE AVENUE, RUTHERGLEN).
 AUGUST 2nd, 9th, 16th, 23rd, 30th. Maxwell Park Pond. Hydros and tractor tests.

Monthly Report.—On July 2nd, Messrs. Balden and Foster visited Whiteinch Pond for the purpose of testing hydros. Mr. Balden's machine got off very sluggishly at first, but later on he had a few good flights and finished evening with three hand-launched flights. Mr. Foster's model underpowered, and on making a second attempt, smashed one of his propellers owing to the clumsiness of the spectators. On 5th, Mr. Foster at Maxwell Park with hydro, had a good afternoon's flying. Mr. Graham has just completed in the workshop a twin-cylinder opposed type of engine for compressed air, the engine weighs 3 ozs. Will members please note that meetings are being held, and those who are at home might make an endeavour to appear, and support the committee who are doing their utmost to interest them.

S. Eastern Model Ae.C. (1, RAILWAY APPROACH, BROCKLEY).
 FLYING MEETINGS: August 1st, Blackheath, 7.30-10 a.m., Mitcham, 2.30-5.30 p.m.; August 2nd, Kidbrooke, 2.30-5.30 p.m., Woolwich Common, 4.30-6.30 p.m.; August 3rd, Blackheath, 7.30-10 a.m., Lee Aerodrome, 10.30-12.45 p.m., Mitcham, 2.30-5.30 p.m.

Monthly Report.—By far the outstanding feature of the month's work was the magnificent performance of Mr. H. H. Groves' steam-driven monoplane. This machine made five or six perfect consecutive flights, and as a grand finale a flight of about half a mile. At commencement of the flight the boiler only contained 2 ozs. of water (the total capacity being 7 ozs.), and the engine was still running when the machine was found in chestnut tree. Mr. Chiuery's huge gull-wing tractor mono. "Bluebell" is one of the sights of Blackheath. In point of size it is run very close by Mr. Westwood's tractor, which, unfortunately, refuses to rise off the ground, although it is splendidly efficient when hand-launched. Mr. Hunt has been successful with his r.o.g. "A"-frame mono., with average duration about 45 secs., and in an officially timed flight 60 secs. (out of sight) was obtained. Smaller replicas have been made and successfully flown by Messrs. Peters and Hock, who have also constructed tractor monoplane, the former's being of a considerable size, while Mr. Hock's is fitted with a set of gears. A twin-propeller biplane, constructed by Mr. G. Brown, has been showing remarkable speed, the double-surfaced planes (previously described in these columns) again proving their efficiency. Mr. Brunton has altered his tractor biplane to a mono. Other tractor monoplane have been flown by Messrs. Nicholls and Atwool, the former's fitted with a "G.B." double surfaced plane, and the latter's with a "Levasseur" type screw. Mr. Clark's small 2-oz. racer has been flying with its usual regularity at Blackheath, Grove Park, Kidbrooke, and the Lee Aerodrome. Extreme activity has also been displayed on Woolwich Common, by Messrs. Morgan and Jones, the former with an "A"-frame mono., and the latter with a single propeller r.o.g. monoplane, other flyers being Mr. Dixon, small "sparrow" tractor; Mr. Grimstone, twin-propeller floating tail mono., and Mr. McLoughlin's single propeller model. Unfortunately nobody was able to complete the tuning up of their 16-oz. tractors in time for the first round of the "South Eastern Trophy" competition (the rules of which were published in last week's FLIGHT). Several members almost succeeded and from the advance reports it is certain that on the next day reserved for the competition (August 30th) the 5 per cent. allowance will not go begging. The Lee and Kidbrooke Aerodromes are now fit for use, but attention is called to the fact that a new and larger field has been obtained at Kidbrooke, particulars of which can be obtained from the hon. sec.

Stony Stratford and District Kite and Model Ae.C. (OLD STRATFORD).

NEXT meeting at Wolverton, the subject being "Propellers." The most important business will be the alteration of the basis for record flights, so as to include every type of model.

Monthly Report.—Three or four members have been out of late, the most notable performance being Mr. E. Brown's successful attempt to raise club record from 216 yds. 1 ft. to 256 yds. 2 ft.; this has been laying at 216 yards for thirteen months for attempts. Mr. R. Elmes has again returned to his favourite type, namely, single propeller boat-shaped fuselage, and has made some very successful flights despite the usual circling. The secretary has also turned out a 5 oz. machine with a boat-shaped fuselage with a plane à la Etrich, which has also the circling failing, the best flight straight only being 202 yards. After an idle time and also a thorough overhaul at the hands of Mr. R. Elmes and the secretary, the glider was brought out for an adjusting flight and towing practice, and the towers were able in a 10-mile wind to reach 50 ft. The prospects are now brightening very much, but the club is seriously handicapped for support from local gentlemen, and this has kept back arrangements for a competition programme, as the expenses have been very heavy this season.

Windsor Model and Gliding Club (10, ALMA RD., WINDSOR).

Monthly Report.—The month has seen quite a lot of model flying. Although the types have been many and varied, the tractor is still conspicuously to the fore, and compares very favourably with the large racing monoplane in both distance and duration classes. Messrs. Camm, Dousett, Stanbrook, Vevers, Dandridge, F. Camm and Rogers have all participated. On one occasion illuminated flying attracted a large number of spectators. Mr. Rogers has made a huge tractor of 5 ft. span, weighing about 2 lbs., and some fine flights have already been achieved. It has been decided to offer a trophy, to be competed for quarterly, the first contest being for tractor biplanes. The glider has not yet been tried, but it is hoped to have it out on Bank Holiday, if at all suitable. Numerous improvements have been made, notably in the axle and suspensions.

CORRESPONDENCE.

Committee Elections.

[1772] The question of the principle which should govern the election of committees is an important one, and I am glad to see that you are throwing your columns open to its discussion.

Are the members of a society or club to be free to elect as their committee those and those only whom they desire to represent them, or are they to be practically compelled to vote for the candidates whom the committee itself puts forward? This is the kernel of the matter.

If the committee prepares a balloting list of, say, 15 names, and it is obligatory upon every member who ballots to vote for 10 candidates, no more and no less, under pain of his voting paper being

cancelled, the result is not likely to be the same as if each elector were free to vote for one, two, or more up to, but not exceeding, 10 candidates.

Moreover if certain electors desire to see on the committee a man whose name does not appear on the official list of candidates, what chance have they of success? All the votes given to this particular candidate will be votes of those only who desire to have him as a representative—no other votes will be cast in his favour; but the official candidates will receive, in addition to the votes of those who wish them success, a multitude of votes from electors who vote for them just because they are bound by the rules to vote for as many as 10 candidates whether they consider them qualified or not.

Under such a system of election the number of votes a candidate receives can be no real index of the wishes of the electors.

The instance you give of the working of the "proportionate" system of voting surely represents that system in a most unfavourable light. "The three candidates" are entitled under "an established right" to an equal share apiece in the votes of the electors, and it becomes the duty of the electorate to show no more favour to one than to another, but to give each of them the same number of votes. The electors under such rules are reduced to mere registering machines, and the election could equally well, and with less trouble and expense, be carried out by the secretary giving each candidate as many votes as there are electors. I am convinced that the Royal Aero Club has done the right thing, even if it has done it "unwittingly."

Westminster, S.W.

CHARLES T. WALROND.

Dirigible Airships.

[1773] The graphic description of the wreck of the "Schuette-Lanz" rigid dirigible airship at Schneidemuehl which has recently appeared in the papers illustrates in a forcible manner the necessity of keeping an open mind on the question of the respective merits of "rigid" and "non-rigid" types of airships.

The chief lesson to be learnt, however, seems to be that whatever may be the advantages of the "rigid" system, airships of this type must continue to run great risk of disaster until a more ample supply of air-harbours is available. For the present, therefore, non-rigids (which, if caught by a storm when at anchor in the open, can be deflated) would seem to have a very valuable advantage in this respect over "rigids," which cannot be deflated.

It is important that the public should understand that a wreck of this sort is due to causes just as preventable as would be the wreck of a ship obliged to anchor on a rocky coast from want of a harbour, and should not be led into thinking that it is another proof that "airships are no good."

39, Lombard Street, London, E.C.

E. C. POWELL.

Ballooning Over London.

MR. EDWARD WRIGHT, accompanied by Mr. Arthur Spencer, on Monday last made a splendid balloon trip in "The Mascot," (35,000 cubic feet). They ascended at the Old Welsh Harp, Hendon, and passed over the Park and West End of London, descending very gracefully at Staines.

PUBLICATIONS RECEIVED.

Bulletin de l'Institut Aerotechnique de l'Université de Paris. Etudes sur les Surfaces, la Résistance de l'Air, le Vent, &c. Fascicule II. Paris: H. Dunod and E. Pinat, 47-49, Quai des Grands-Augustins. Price 6 frs.

Report for the Year 1912. The National Physical Laboratory, Bushy House, Teddington.

National Physical Laboratory. Collected Researches. Vols. IX and X, 1913. The National Physical Laboratory, Bushy House, Teddington.

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