Tech will be enabled to print fuller and better accounts for the organization. One of our cherished aims is to keep our paper well balanced and give each activity a just and due proportion of attention in our columns. This is possible only with such cooperation.

(Continued from Page 1.)

Mr. Merrill talked on the stability of aeroplanes and gliders and showed many interesting slides and diagrams. In the opinion of Mr. Merrill, the automatic control will never be successfully used. He thinks the best way is to construct a machine which is unstable because it responds quickly to control, and if the machine is easily thrown out of equilibrium it is just as easily brought back into equilibrium again; whereas when a machine of any great stability is thrown out of equilibrium it is a pretty hard proposition to again adjust it. Hence the surest way to gain stability is through the control. Mr. Merrill then showed a number of slides made at the recent Harvard Aero meet and elsewhere, demonstrating the different controls used in the various types of machines in use today.

He concluded the lecture by showing how by using the right form of diaphragms a biplane could be built which would fly with as great speed as a monoplane.

The Aero Club have practically finished their new glider, on which they have been working several weeks. The following figures give some idea of the size and efficiency of the machine:

- It is a biplane with two lifting surfaces: length, 20 feet 11 inches, and chord, 5 feet 3 inches, camber.
- Length of beams, 4-21 feet 3 inches x 1-14 inches.
- Struts, 13-4 feet 1-2 inches x 3-4 inch.
- Wires, 16-6 feet 2 inches x 3-66 inch.
- Lift. 3-2 inches x 5-64 inch.
- Max. drift for non-lifting parts, 2.80.14.
- Lift and Drift of Planes.

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