

bête noir. "No one," said G. B., "I was solo." "Then what do you mean by 'we,'" asked the other. "Oh, just God and I," retorted G. B., to the discomfiture of his enemy.

Looking back, one is forced to ask one's self what use we have made of the heritage bequeathed to us by the pioneers. Have we gone forward holding high the torch, exploring unknown regions, or have we been content with the slow atrophy of our souls by sticking to the straight and narrow way of conventional thought and research.

Have we striven for aerodynamic efficiency or have we been content to accept greater and greater engine powers instead of more and more aerodynamic research, substituting  $K_x$  and  $K_y$  with  $B_f$  and  $B_l$ ?

I, myself, am not satisfied with my share of progress, but then I am a rebel. You, gentlemen, each know your own answer to my question.

Discussing the design of aircraft with a celebrated engineer who has studied the subject as a hobby, he pronounced the following dictum: "Aircraft should be conceived psychologically, designed engineeringly and detailed commercially." "But," I objected, "where does aerodynamics come in?" "My boy," he said, "the present unreliability of aero-engines, good as they are, precludes any extended use of aerodynamics."

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A very hearty vote of thanks to Mr. Howard-Flanders brought the meeting to a close.

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#### CAMBRIDGE UNIVERSITY—BUSK STUDENTSHIP.

In memory of Edward Teshmaker Busk, who in 1914 made a fatal flight with the first stable aeroplane, a Studentship in Aeronautics to the value of £150 per annum has been established at Cambridge University. Professor B. M. Jones, Engineering Laboratory, Cambridge, will supply full details and application forms.

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#### CORRECTION.

Attention is drawn to an error which occurred in printing the advertisement of Messrs. D. Napier and Son., Ltd., in Minutes of Proceedings No. 8. In paragraph 4 the flying miles were shown as 100,000 and the flying hours as 1,000. A corrected version of the same advertisement appears in this issue.