

kite dived to one side, was neutralised by an equal tendency of the framework to steer the upper aeroplane down. This has an important bearing upon the behavior of aerodromes with superposed aeroplanes under similar circumstances.

A single aeroplane, or "monoplane", usually consists of a surface stretched upon some sort of framework, so that the framework appears on one side of the aeroplane only. When projected edgewise through the air such an aeroplane does not pursue a rectilinear path, for its motion is constantly deflected to one side; and the direction of the deflection is towards the framework-side of the aeroplane.

It may be that the deflection is caused by the resistance of the framework to the air, which would make it act like a rudder to steer the aeroplane to that side. Other causes may also be present, such as a difference of atmospheric pressure on the two sides of the aeroplane. What ever may be the true cause however, the effect is there, and in unmistakable form.

It would be well then in aerodromes of the monoplane class to place the aeroplanes below the frameworks upon which they are stretched, thus imparting to them a tendency to rise when propelled; rather than place the surfaces above the frameworks, which would give them a tendency to dive.

Monoplanes with their supporting frames above them, possess one important advantage over superposed aeroplanes with the framework between:— Upon sliding down hill they will slide up again after a while! Whereas there seems to be little if any tendency to recovery in the case of superposed aeroplanes under similar circumstances. This at least is