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to balloons, and that in order to fly it was necessary to follow the laws of nature and to adhere to nature's plan the bird - which is heavier than air.

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His arguments were weakened by some too sweeping deductions, but nevertheless his dramatic appeal to men of science stimulated what may fairly be called the remainsance of the heavier-than-air school.

Thme years later Francis Herbert Wenham read a very able paper on the subject of man-flight before the first meeting of the Aeronautical Society of Great Britain. After studying the flight of a flock of birds he came to the conclusion that the lifting effect of a large sustaining surface could be most economically obtained by arranging a number of small surfaces above each other in tiers. In 1866 he built a most ingenious glider upon this principle, and while his machine did not glide satisfactorily his happy idea of superposing surfaces was later taken advantage of, and he will always be remembered as a man who lived a long way ahead of his time.

Hopeless as seemed the struggle of these early pioneers their efforts effectually paved the way for the two great men who were simultaneously to demonstrate the feasibility of flight.

Otto Lilienthal, A German Engineer of great originality, and Sir Hiram Maxim attacked the problem in 1892 from entirely different sides. Both achieved success, which inspired other to take up the work, and the world was given two distinct lines of reasoning (each amply verified by experiment)