

whole arrangement is in a state of unstable equilibrium requiring an effort to keep it in place. Is not this the case with the front control of an aerodrome, and would it not be better to use a horizontal tail at the rear?

The natural action of the wind of advance upon the front control is to upset the whole machine upwards or downwards so as to make a complete somersault and bring the front control to the rear as a tail. Whereas the natural action upon a horizontal tail at the rear is to keep the longitudinal axis of the machine parallel to the line of advance and prevent any deviation up or down excepting by the will of the operator. A.G.B.

DISCUSSIONS.

An important innovation on our practice was inaugurated October 14, 1908, by having a stenographer present during our discussion of the above note on "Front Control".

Miss Mabel B. McCurdy, having been appointed stenographer for the Association, was present October 14, and attempted to catch the points of the discussion for preservation. Her report, which was submitted to the speakers for correction, appears elsewhere in the present Bulletin.

It is believed that with Miss McCurdy's assistance we may be able to make such discussions a valuable feature of the Bulletins. A.G.B.