

utmost importance to the world. Such a friendship would make for the prevalence of peace and honest dealing throughout the world.

Lieutenant-Colonel M. O'GORMAN, in seconding the vote, referred to the work of the American National Advisory Committee, of which Admiral Taylor was so prominent a member, and to the way in which their technical reports were freely distributed in this country.

The meeting terminated by a second vote of thanks, moved by Colonel O'Gorman and carried by acclamation, to Lieutenant-Colonel W. Lockwood Marsh for his past services to the Society on the occasion of his last appearance in the official capacity of Secretary.

Colonel MARSH, in reply, expressed his regret at the circumstances which had led to his severing his official connection with the Royal Aeronautical Society.

CORRESPONDENCE

To the Editor of the JOURNAL OF THE ROYAL AERONAUTICAL SOCIETY.

SIR,—With reference to the extremely interesting work of Dr. Heald and his colleagues (as reported in the June number), may I make a suggestion?

Cannot arrangements be made whereby anyone, who desires to join a light plane club as a flying pupil, can be put through the tests described by Dr. Heald in his lecture for a small fee (say £1)? This would have many and far-reaching advantages. It would enable the clubs to encourage probable "super-pilots" by remitting a part of their tuition fees; to discourage probable "crashers" by increasing their fees (if, against advice, they were determined to try to fly), say 50 per cent. It would thereby save the Air Ministry and/or the clubs much money by reducing the number of crashes. It would relieve club officials of much responsibility in the matter of deciding where to draw the line in admitting persons as flying members. It is in the national interest to encourage all who are keen to take up the sport of flying, even if they are not all likely to be employed as service pilots in an emergency. But a line will no doubt have to be drawn somewhere. It should not be permitted to be drawn on a basis of prejudice or of red tape (as by excluding all women or all persons over forty-five, say, without taking account of their individual qualifications); but persons likely to be looked upon askance by flying club officials would undoubtedly strengthen their positions if they could produce a good, or even a fair average, report from the testing laboratory. On the other hand, if certified to be likely crashers, they could save themselves and others time, money and annoyance by refraining from attempting to learn to fly.

Yours faithfully,

ANNIE D. BETTS.

Camberley.