

only through the president, who according to para. 4, line 1, is the German Air Minister himself. The "supervision" provided for in para. 10 of the Statutes in no way goes beyond the principle which has been laid down for all German scientific academies for a long time. In the first place it refers to the control of the sums allocated from the Government grants in the sense of a properly ordered financial trusteeship. No departmental influence is hereby included.

The conclusions drawn in the last sentence of the review in the JOURNAL OF THE ROYAL AERONAUTICAL SOCIETY are also inaccurate. A number of names are mentioned. Some of these personalities were in any case envisaged for nomination as members at a suitable date. Others of those mentioned have been out of Germany for a long while. One of those named is no longer alive. This professor was at one time definitely nominated for election as a member, but unfortunately he died before the formation of the academy. This was a man who was to have been nominated as a special professor for aeronautical research purposes, by the German Air Ministry, but unfortunately he did not survive to receive the appointment.

It may be stated categorically that the Deutsche Akademie der Luftfahrtforschung cannot be regarded in any respect as "a sort of Government Advisory Body."—Yours, etc.,

(Signed) BAEUMKER.

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

SIR,—With regard to Mr. W. E. Gray's letter (your JOURNAL, 1938, p. 917), I am sorry to say that the opinion expressed by him, deduced from an otherwise correct observation, appears to be in complete disagreement with the opinions of pilots who have tried "Dart Kitten" aeroplanes.

That a wing shows a tendency to drop during attempts of stalled flights is largely due to small inaccuracies during assembly.

But one must not confuse this phenomenon with the aerodynamical fact of a *stall beginning at the wing tip* which will result in a premature loss of the lateral control and finish in a spin (the "all-too common incipient spin manner," Mr. Gray states).

Obviously, small inaccuracies in assembly (either by the manufacturer or by subsequent treatment of the aeroplane) which affect the aerodynamical qualities of cambered wing tips, such as to be found on the "Dart Kitten," will cause the dropping of a wing during a partial stall. This being due to the difference of the aerodynamic forces produced on the wing tips which are acting—Mr. Gray will agree—on a lever equal to approximately half the span of the machine.

Mr. Gray might have discovered that by proper application of the ailerons provided for this purpose it can be more or less counteracted.

I cannot but express admiration for the frank statement that to fly a "Dart Kitten" in a stalled condition is a "tricky and uncertain business." Stalling is a bad business anyway, it has killed many pilots and it should be excluded from flying performances. But it must be said that the special reference to the "Dart Kitten" seems to be contrary to the general opinion of pilots. Mr. G. M. Alington, for instance, has demonstrated in many prolonged stalled glides down to few feet above the ground, that there is nothing "tricky and uncertain" with the stall of the "Kitten."

The "Dart Kitten" can, of course, be forced into a spin by appropriate application of the very powerful rudder.

I have to apologise for the fact that Mr. W. E. Gray seems to have inferred from my reference to Mr. Relf's paper that my design is "fool-proof at the stall." I never intended to indicate that.—Yours faithfully,

A. R. WEYL.