

¶ The Society has been officially informed by the Royal Aero Club, that the Club has delegated to the Kite and Model Aeroplane Association (*Hon. Sec.* Mr. W. H. Akehurst, 27, Victory Road, Wimbledon) the control of model flying machines and has recognised it as the authority on models, subject to yearly renewal of recognition.

¶ The name-skin of the "Baby" (now the "Beta") dirigible has been deposited with the Society for safe-keeping by the London Balloon Company, R.E. (Army Troops Territorials).

LIBRARY NOTICE

The Council of the Society desire to thank the following donors for their gifts to the Library:—Major B. Baden-Powell, for a cat-shark's egg and correspondence relating thereto, also model of the Masterman flying-machine; Mr. Harry Turrill, for Oriental convertible carpet; Mr. B. G. Cooper, for copy of Aviation Map of the Aero Club of France; and H.M. War Office for copy of Experimental Aero Map.

OBITUARY OF MEMBERS

THEODORE RIDGE

IN Mr. Theodore Ridge aeronautics has lost one of its keenest and most hardworking devotees. Mr. Ridge, who was the Assistant Superintendent of the Army Aircraft Factory, was fatally injured on Friday, August 18th, at South Farnborough, while making a landing in the experimental tail-first biplane built at the factory. Though warned against the risk of taking turns upon this machine he had accomplished a circular flight of about two miles and, returning to the starting place, cut off the motor for the glide. At an elevation of about 50 feet he attempted to turn sharply to the left to avoid a clump of bushes, and this movement set up a lateral oscillation, with the result that one end of the main planes caught in the ground at the moment of landing and turned the machine completely over. His death took place in Connaught Hospital a few hours later.

Mr. Ridge was born at Enfield in 1875 and was married only last year. He held a commission in the London Balloon Company, R.E., which he commanded at the time of his death, and shared with the late Lieut. Cammell the distinction of being one of the only two Englishmen holding the certificates both of an Airship Pilot and of an Aviator.

ANTHONY G. NEW

THE Society sustained another loss, also in August, when Mr. A. G. New passed away at Eastbourne after a short illness. He was closely identified with *Flight* and the *Auto*, and possessed an unrivalled knowledge of motors. His connection with motoring dated from the beginning of that movement, and the esteem in which he was held by his friends was enhanced by the respect that all paid to his undoubted eminence in this particular study.

