

# The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

**Annual Dinner.**

THE ANNUAL DINNER will take place at the PRINCE'S RESTAURANT, Piccadilly, London, W., on TUESDAY, JANUARY 31st, 1911, at 7.30 for 8 o'clock.

The following prizes won during the year will be presented:—

- The cash prize of £1,000 attached to the Gordon-Bennett Aviation Trophy to C. Grahame-White.
- The Baron de Forest £4,000 prize to T. Sopwith.
- British Empire Michelin Cup and cash prize £500 to S. F. Cody.
- Royal Aero Club Challenge Cup to Hon. Mrs. Assheton-Harbord.

Members will receive a special circular dealing with the annual dinner, and in order to facilitate the arrangements they are requested to notify the Secretary as early as possible if it is their intention to be present. Members may be accompanied by ladies.

Tickets (inclusive of wines, cigars, &c.):—

Gentlemen ... £1 7s. 6d. Ladies ... £1 1s. 0d.

**Committee Meeting.**

A meeting of the Committee was held on Tuesday, January 3rd, 1911, when there were present:—Mr. Roger W. Wallace, K.C. (in the Chair), Mr. Griffith Brewer, Mr. Ernest C. Bucknall, Prof. A. K. Huntington, Mr. F. K. McClean, Mr. J. T. C. Moore-Brabazon, Mr. C. F. Pollock, Mr. Stanley Spooner, and Harold E. Perrin, Secretary.

The Late Mr. Cecil S. Grace.—Before proceeding with the formal Committee business, the Chairman referred to the grievous loss sustained by the Club and the Committee by the untoward death of Mr. Cecil Grace, and the following resolution of sympathy was unanimously passed:—

"The Committee of the Royal Aero Club desires to express its deep sorrow at the sad loss of Mr. Cecil S. Grace, and its high appreciation of his great services to the aeronautical movement, and to the Club. The Committee further desires to tender its sincere sympathy to the members of his family upon the heavy bereavement they have sustained."

The following letter has been received from the Aero Club de France:—

"Aero Club de France."

"December 28th, 1910.

"SIR,—It is with the most sorrowful emotion that we have learnt at the Aero Club de France that all hope has been lost of finding Mr. Grace, who had made one successful crossing of the Channel.

"Under these circumstances we beg you to transmit to our colleagues of the Royal Aero Club the expression of our most cordial sympathy, and we still venture to hope that he has been rescued.

"We are, &c.,

(Signed) "GRORGES BESANCON, General Secretary."

**Accidents Abroad.**—Messages of condolence were ordered to be sent to the Aero Club of America and to the Aero Club of France respectively expressing sympathy with them in the losses they have recently sustained by the fatal accidents to J. B. Moisant and A. Hoxsey and to Lieut. de Caumont and M. Laffont.

**New Members.**—The following new members were elected:—  
 M. S. Abrahams, Engineer-Lieut. Walter R.  
 Lieut. John Tremayne Babington, R.N. Parnall, R.N.  
 Lieut. R. A. Cammell, R.E. Arthur S. Rogers.  
 William Francis de Hevesy. Lieut. C. R. Samson, R.N.  
 Alan H. H. Gardner. Capt. W. Shakspeare.  
 Charles L. E. Geach. James D. Smail.  
 Cleveland R. Grace. S. B. Smith.  
 John Hirst, B.A. Lieut. Edward C. Watson,  
 Archibald Reith Low. R.N.  
 Lieut. Cecil L'Estrange Malone, Washington Wood.  
 R.N.

**Aviators' Certificates.**—The following Aviators' Certificates were granted:—

- 39. B. G. Bouwens.
- 40. Lieut. G. B. Hynes, R.G.A.

- 41. St. Croix Johnstone (subject to approval of Aero Club of America).
- 42. Major H. R. Cook, R.G.A.
- 43. B. H. Barrington Kennett.
- 44. P. G. L. Jezzi.
- 45. Lieut. Cammell.

**Baron de Forest Prize.**—The Committee considered the records made in the above competition, and awarded the prize of £4,000 to T. Sopwith, whose journey from Eastchurch to Thirimont in Belgium, a distance of 169 miles, was the longest flight accomplished.

The following are the specifications relating to his machine:—Type, Howard Wright biplane; motor, 60-h.p. E.N.V. (British); carburettor, White and Poppe; magneto, English Bosch; sparking plugs, Lodge; propeller, Howard Wright; tyres, Dunlop.

The official at the start was Mr. J. L. Travers, junr., of the Royal Aero Club, and the landing was certified by responsible persons at Thirimont.

The only other competitor who fulfilled the condition of crossing the Channel was the late Mr. Cecil S. Grace, who, starting from Dover, on a Short biplane, landed at Calais.

On December 31st, 1910, Baron de Forest deposited at the Royal Aero Club a cheque for £4,000 in payment of the prize, and he has kindly agreed to make the presentation on the occasion of the Annual Dinner.

**British Empire Michelin Cup.**—The Committee received the following official reports relating to the above competition:—

- November 4th, S. F. Cody, Laffan's Plain. 94½ miles in 2 hrs. 24½ mins. Official Observer, Capt. P. W. L. Broke-Smith, R.E.
- November 26th, T. Sopwith, Brooklands. 107½ miles in 3h. 12m. 50s. Official Observers, Harold E. Perrin and R. Wherry Anderson.

December 22nd, S. F. Cody, Laffan's Plain. 114 miles 1,232 yds. in 2 hrs. 50 mins. Official Observer, Lieut. A. G. Fox, R.E.

December 28th, Alec Ogilvie, Camber. 142 miles 42 yds. in 3 hrs. 55 mins. Official Observer, Joseph Cundell.

December 31st, T. Sopwith, Brooklands. 150 miles 246 yds. in 4h. 7m. 17s. Official Observers, G. F. Joseph and E. V. Sassoon.

December 31st, S. F. Cody, Laffan's Plain. 185 miles 787 yds. in 4 hrs. 47 mins. Official Observer, Lieut. A. G. Fox, R.E.

The Committee, after a careful examination, declared S. F. Cody to be the winner in respect of his flight of 185 miles 787 yards, on Saturday, December 31st, 1910.

Other flights of smaller mileage were made by competitors, but the necessary reports were not sent to the Club.

The following are the specifications relating to the machines:—  
 S. F. Cody—Type, Cody biplane; motor, 50-60-h.p. Green; carburettor, Green; magneto, English Bosch; sparking plugs, Pyramid; propeller, Cody; tyres, Dunlop.

T. Sopwith—Same machine as used in Baron de Forest Competition. Particulars as given above.

Alec Ogilvie—Type, Short-Wright; motor, 40-h.p. N.E.C.; carburettor, N.E.C.; magneto, English Bosch; sparking plugs, Pogon; propeller, Short; tyres, Dunlop.

**Observers.**—The Committee of the Royal Aero Club wishes to express its best thanks to the following gentlemen who assisted in the recent competitions and devoted so much time and trouble to observing the flights:—

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|----------------------------|--------------------------|
| Mr. R. Wherry Anderson.    | Mr. F. W. Duckham.       |
| Mr. Arthur Bonsor.         | Lieut. A. G. Fox.        |
| Mr. Griffith Brewer.       | Major W. E. Lees, R.E.   |
| Capt. Broke-Smith.         | Capt. I. O. H. Moore.    |
| Mr. Ernest C. Bucknall.    | Mr. E. V. Sassoon.       |
| Lieut. R. A. Cammell, R.E. | Capt. Smart.             |
| Mr. Joseph Cundell.        | Mr. J. L. Travers, junr. |

**British Records.**—The Committee accepted the following all-British records made by S. F. Cody at Laffan's Plain on December 31st, 1910:—

Duration, 4 hrs. 47 mins. Distance, 185 miles 787 yds.  
 Cody biplane; 50-60-h.p. Green motor.

**British Passenger-carrying Record.**—M. Ducrocq, Brooklands, December 31st, 1910, with one passenger:—

Distance, 48 miles 1,553 yds. Duration, 1 hr. 11 mins.  
 Farman biplane; Gnome motor.