

The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

Public Safety and Accidents Investigation Committee Meeting.

A MEETING of the Public Safety and Accidents Investigation Committee of the Royal Aero Club was held on Friday, December 20th, 1912, when there were present: Col. H. C. L. Holden, C.B., F.R.S., in the Chair, Mr. A. E. Berriman, Mr. G. B. Cockburn, Mr. F. K. McClean, Mr. A. Ogilvie, Maj.-Gen. R. M. Ruck, C.B., R.E., Com. C. R. Samson, R.N., Staff-Surgeon H. V. Wells, R.N., and the Secretary.

Wembley Accident.—Several eye-witnesses attended before the Committee, and gave evidence on the fatal accident to Lieut. Wilfred Parke, R.N., and Mr. A. Hardwick. Mr. Handley Page also attended, and produced plans of the aircraft, and gave evidence on various points raised by the Committee. The enquiry was adjourned till Wednesday, January 1st, 1913.

Fatal Accident to Mr. Edward Petre.

The news of the sad accident at Marske-on-Sea on Christmas Eve was received at the Club with great sorrow. The official representative of the Club in Yorkshire, Mr. Frederic Strickland, of Malton, immediately proceeded to the scene of the accident. Before his arrival, however, the wrecked aircraft had been removed by the police from the field where it fell, to a stable, and very little, if any, information could be obtained from an examination of it there. On Friday, December 27th, 1912, Mr. G. B. Cockburn and Mr. H. E. Perrin, the Secretary, joined Mr. Strickland at Marske-on-Sea and examined a number of eye-witnesses of the accident. Their report was submitted to the Accidents Committee at its meeting on Wednesday, the 1st inst.

Royal Aero Club Certified Trials.

SPEED TRIALS.—Regulations (Aeroplanes).

1. Certificates of speed will be delivered in respect of flights over a straight course of not less than 1 kilom. Each trial shall consist of four flights out and back in quick succession, and the times will be taken at the moment of passing each mark. The speed of the trial shall be the mean of the speeds of the flights out and back.

2. The competitor shall rise from the ground to the height at which he proposes to cover the measured distance, and shall maintain approximately the same level throughout the trial.

3. All flights must be controlled by one official observer assisted by at least one official timekeeper, both previously approved by the Club, and a mark keeper, approved by the observer, at each mark.

4. The course over which the flight is accomplished must be certified by a surveyor approved by the Club, and checked by the observer, the surveyor's plan being lodged with the Club.

5. Entries must be made upon the entry form provided for the purpose, and must be accompanied by a cheque for £5 5s., the amount of the fee. The entry form, which must be duly filled up as regards the nature of the test and full particulars of the aeroplane, must reach the Secretary at least seven days prior to the trials.

If desired by the competitor, the carried weight shall be recorded on the certificate. For details, see Regulations 1, 2 and 3, Weight carrying.

VERTICAL SPEED TRIALS.—Regulations (Aeroplanes).

1. Certificates for vertical speed, *i.e.*, climbing speed, will be delivered in respect of flights recorded by barograph and controlled by an official observer appointed by the Club.

2. The barograph must be provided by the competitor, and be provisionally approved, set, and sealed by the observer prior to the start.

3. The record sheet of the barograph must travel at least 6 ins. in one hour.

4. The test shall be reckoned to have commenced at the time when the competitor shall have risen 100 feet as registered on the barograph.

5. The certificate will state the time taken to rise 1,000 feet, 2,000 feet, and so on per 1,000 feet above the 100 feet starting level. Failure to attain a height of 1,000 feet above the starting level will be recorded on the certificate.

6. After the descent the competitor shall deliver the barograph to the observer, who shall take charge of it and deliver it sealed to the Royal Aero Club for examination. In the event of the competitor alighting at a distance from the starting point, he shall immediately take steps to inform the observer of his whereabouts.

7. Entries must be made upon the entry form provided for the purpose, and must be accompanied by a cheque for £5 5s., the amount of the fee. The entry form, which must be duly filled up as regards the nature of the test and full particulars of the aeroplane, must reach the Secretary at least seven days prior to the trials.

If desired by the competitor, the carried weight shall be recorded on the certificate. For details, see Regulations 1, 2 and 3, Weight carrying.

HEIGHT TRIALS.—Regulations (Aeroplanes).

1. Certificates of height will be delivered in respect of flights recorded by sealed barograph. The ascent must be performed in the presence of an official observer, who will independently of the barograph record the time of leaving the ground and, if possible, alighting.

2. The barograph must be provided by the competitor, and be provisionally approved, set, and sealed by the observer prior to the start.

3. After the descent the competitor shall deliver the barograph to the observer, who shall take charge of it and deliver it sealed to the Royal Aero Club for examination. In the event of the competitor alighting at a distance from the starting point, he shall immediately take steps to inform the observer of his whereabouts.

4. Entries must be made upon the entry form provided for the purpose, and must be accompanied by a cheque for £5 5s., the amount of the fee. The entry form, which must be duly filled up as regards the nature of the test and full particulars of the aeroplane, must reach the Secretary at least seven days prior to the trials.

If desired by the competitor, the carried weight shall be recorded on the certificate. For details, see Regulations 1, 2 and 3, Weight carrying.

WEIGHT CARRYING TRIALS.—Regulations (Aeroplanes).

1. Certificates for weight or passenger carrying will be delivered in respect of flights where each passenger carried must be at least 18 years of age and not less than 9 stone 6 lbs. in weight.

2. The carried weight shall comprise the weight of the aviator, passengers (if any) and ballast, but shall not include fuel.

3. The weight must be verified by an observer appointed by the Club, immediately before and after the flight, and all weighing must be done on Government tested machines, provided by the competitor and approved by the Royal Aero Club.

4. The attempt shall be for a minimum flight of 15 minutes.

5. Entries must be made upon the entry form provided for the purpose, and must be accompanied by a cheque for £5 5s., the amount of the fee. The entry form, which must be duly filled up as regards the nature of the test and full particulars of the aeroplane, must reach the Secretary at least seven days prior to the trials.

Should a further certificate be desired for speed with a given weight, vertical speed with a given weight, or height with a given weight, the regulations for the respective tests will be followed, in addition to the above, as far as applicable.

166, Piccadilly.

HAROLD E. PERRIN, Secretary.

Regulations Against Flying in Austria.

REGULATIONS have now been issued by the Austrian Government forbidding flying over certain areas, and should pilots accidentally get over such areas they are required to land at once and report the matter to the Authorities. All aviators, on landing, must report themselves at once to the police. The carrying of arms, explosives or carrier pigeons is forbidden, while photographic apparatus can only be carried if a permit has been obtained from the Authorities. It is stated that offenders against these regulations will be prosecuted, and if they do not land when signalled to, will run the risk of "immediate military measures being taken against them."

A Fire at Issy.

FORTUNATELY the presence of mind of the night watchman at the Astra Co.'s ground at Issy prevented the fire there, on the 19th ult., becoming so serious as it at first threatened to do. Apparently the envelope of the Astra-Torres airship caught alight, and this set fire to the envelope of the "Lieutenant Chauré." The Torres envelope was destroyed and the other one seriously damaged before the fire was got under control, but the cars of these airships, as well as those of two others which were in the shed, were only slightly damaged. M. Henri Deutsche's Blériot limousine as well as his big Voisin hydro-aeroplane were also in the shed and had their wings scorched.