



THE ROYAL AERO CLUB OF THE U.K.

OFFICIAL NOTICES TO MEMBERS

Official World's Records Passed by the Fédération Aéronautique Internationale, January 6 to October 20, 1920.

CLASS C (FLYING MACHINES)

No. 1. DURATION: (Returning to the point of departure without alighting).

L. Boussoutrot and Jean Bernard: Villesauvage-La Marmogne. June 3-4, 1920. Farman "Goliath," 2-260 h.p. Salmson 24 h. 19 m. 7 s.

No. 2. DISTANCE: (Returning to the point of departure without alighting).

L. Boussoutrot and J. Bernard: Villesauvage-La Marmogne. June 3-4, 1920. Farman "Goliath," 2-260 h.p. Salmson 1,915.2 Kilometres.

No. 3. HEIGHT: (Returning to the point of departure without alighting).

R. W. Schroeder: Dayton, Ohio. February 27, 1920. Le Père Biplane, 400 h.p. Le Père 10,093 Metres.

No. 4. SPEED: (a) Speed over a Given Distance. (Returning to the point of departure.)

100 Kilometres:
B. de Romanet: Villesauvage-Gidy. September 25, 1920. Spad-Herbemont, 300 h.p. Hispano-Suiza 23 m. 16 1/2 s.

G. Kirsch: Villesauvage-Gidy. September 25, 1920. Nieuport, 300 h.p. Hispano-Suiza 22 m. 18 s.

Sadi Lecointe: Villesauvage-Gidy. September 25, 1920. Nieuport, 300 h.p. Hispano-Suiza 21 m. 28 s.

200 Kilometres:
G. Kirsch: Villesauvage-Gidy. September 28, 1920. Nieuport, 300 h.p. Hispano-Suiza 48 m. 52 3/4 s.

B. de Romanet: Villesauvage-Gidy. September 28, 1920. Spad-Herbemont, 300 h.p. Hispano-Suiza 46 m. 7 s.

Sadi Lecointe: Villesauvage-Gidy. September 28, 1920. Nieuport, 300 h.p. Hispano-Suiza 43 m. 42 3/4 s.

1,000 Kilometres:
L. Boussoutrot and Jean Bernard: Villesauvage-La Marmogne. June 3-4, 1920. Farman "Goliath," 2-260 h.p. Salmson 10 h. 19 m. 46 s.

1,500 Kilometres:
L. Boussoutrot and Jean Bernard: Villesauvage-La Marmogne. June 3-4, 1920. Farman "Goliath," 2-260 h.p. Salmson 16 h. 42 m. 8 s.

(b) Greatest speed per hour. (Over a straight-line course of 1 Kilometre.)

Sadi Lecointe: Villacoublay. February 7, 1920. Nieuport, 300 h.p. Hispano-Suiza 275.862 Kilometres.

Jean Casale: Villacoublay. February 28, 1920. Spad-Herbemont Biplane, 300 h.p. Hispano-Suiza 283.464 Kilometres.

B. de Romanet: Buc. October 9, 1920. Spad-Herbemont, 300 h.p. Hispano-Suiza 292.682 Kilometres.

Sadi Lecointe: Buc. October 10, 1920. Nieuport, 300 h.p. Hispano-Suiza 296.694 Kilometres.

Sadi Lecointe: Villacoublay. October 20, 1920. Nieuport, 300 h.p. Hispano-Suiza 302.529 Kilometres.

No. 5. USEFUL LOAD TRANSPORTED:
Duration, 1,500 Kilogrammes.

G. T. R. Hill: Cricklewood. May 4, 1920. Handley Page W. 8, 2-450 h.p. Napier "Lion" 1 h. 20 m.

Height: 1,500 Kilogrammes.
G. T. R. Hill: Cricklewood. May 4, 1920. Handley Page W. 8, 2-450 h.p. Napier "Lion" 4,267 metres.

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H. E. PERRIN, Secretary.

SUPPLEMENTARY AIR ESTIMATES

FROM a supplementary estimate issued on December 10, it appears that a further sum of £1,935,300 is required for the Air Service for the year ending March 31, 1921. Authority is also sought from Parliament for the utilisation of surpluses on certain Air Votes, including excess appropriations in aid, amounting to £2,050,800. The items in the estimate are the cost of the formation of five additional squadrons, with their ancillary establishments, the cost of certain new works services, the grant of outfit allowances to certain classes of officers, the meeting of deficits on other Air Votes, and also for the increase in the total estimated cost of improvements to regimental and other temporary accommodation. The following is a summary of the figures:—

Estimated cost of the formation of five additional squadrons, etc.	£	267,000	£
Estimated cost of new works services	£	141,550	
Estimated cost of outfit allowances	£	37,300	
Total deficits	£	3,540,250	
			3,986,100
Total surpluses	£	1,613,400	
Excess appropriations in aid	£	437,400	
			2,050,800

Supplementary estimate required £1,935,300

A statement showing the amounts already voted, and the revised totals for the year 1920-21, is given. Nine votes are included, and the aggregate figures are:—

	Gross Total	Appropriations in aid	Net Total
	£	£	£
Original estimate	22,829,619	1,772,689	21,056,930
Supplementary estimate now presented	2,372,700	437,400	1,935,300
Revised estimate	25,202,319	2,210,089	22,992,230

In an explanatory memorandum it is pointed out that the Air Ministry has during the year effected a number of savings and under-spending on its votes which, together with additional credits, aggregate £2,050,800. The savings were sufficient not only to pay for the additional expense involved in raising the five extra squadrons authorised by the Cabinet in July last, and other minor additions, but also to yield a surplus to the Exchequer of approximately £1,500,000. So far, therefore, as the expenditure of the present financial year is concerned, there has been a substantial net saving on Air Ministry votes. This situation has been reversed by an additional charge due by the Air Ministry to the Ministry of Munitions in respect of the liquidation of War-time contracts. To meet all such charges a total sum of £3,250,000 was taken in the original Air Ministry estimates for this year. This has proved insufficient, the total charges for the year being well over £6,000,000. It has been decided that, although the extra charge of approximately £3,000,000 has already been paid by the Ministry of Munitions in 1919-20, it should be borne on the votes of the Air Ministry for 1920-21, and credited to the Ministry of Munitions, and that it is not a proper subject for an excess vote on the estimate for 1919-20. The supplementary vote for Air Services consequently arises solely from these arrears of past expenditure on War contracts, and on the actual expenditure of the present year, in spite of certain additions, there is a substantial net saving.

Signal Experiments at Croydon

WHAT appeared from the outside of the aerodrome to be a firework display was held at Croydon on December 9. As a matter of fact it was a series of demonstrations and tests with rockets, star and smoke shells, parachute lights, etc., designed to facilitate landing at night or in a fog.