

LONDON TERMINAL AERODROME

Monday evening, December 31, 1923

DECEMBER has been one of the worst months from a flying point of view that has yet been experienced by civil aeroplanes. On no less than 18 days out of the whole month flying has been impossible owing to weather conditions. The snowstorms that have occurred along the various airways have been to some extent accountable for this, and in two cases have caused machines to be held up at foreign aerodromes.

There has been a big rush of traffic for the Christmas holidays, and, fortunately, for several days before Christmas the weather was fit for flying, and the various airways were able to cope to some extent with this welcome influx of traffic. Daimler machines have been carrying plum puddings to Berlin for the English Colony there, while the Instone Air Line have had over a ton of geese and turkeys for the Army of Occupation on the Rhine. From Paris the Handley Page Transport Company have been bringing full cargoes of perfumery and wireless headphones. One consignment of perfumery alone weighed considerably over a ton.

On Christmas Eve Mr. Lloyd arranged a party at the Trust House, to which all who were compelled to remain on the

aerodrome were invited. This was quite a bright affair and was greatly appreciated by foreign pilots and mechanics who were stranded at Croydon over the holiday season.

A New Aerodrome Beacon

THE new light which has been erected on the south-west corner of the aerodrome takes the form of a strontium beacon which throws a fan-shaped beam extending from 90° from the horizontal to the vertical. This beam revolves, making one complete revolution every three seconds. The beam is a deep red, and is designed to pierce mists and to indicate the position of the aerodrome when conditions of poor visibility obscure other lights. There has been a considerable amount of night-flying recently, the Daimler air expresses very often arriving from Rotterdam after dusk, and the De Havilland Aircraft Company have a machine at Croydon which is flying over London and the suburbs at night, carrying under its lower plane an illuminated advertisement. There is some controversy at the present time as to what height this machine should fly above London in order to ensure the safety of the crowds in the streets.

COUPE COMMODORE LOUIS D. BEAUMONT

WE publish below the Supplementary Regulations for 1924 for the Coupe Commodore Louis D. Beaumont. The General Regulations were published in full in our issue for May 10, 1923, so it is only necessary for us to remind our readers that this competition is an international one, and is a speed contest for Class C machines for prizes amounting to 200,000 francs, presented by Commodore Louis D. Beaumont of the United States. Competitors must be presented by a National Federation affiliated to the Fédération Aéronautique Internationale. It will be remembered that the competition for 1923 was abandoned.

Supplementary Regulations for 1924

Art. 1.—The contest will take place over 300 kilometres, with a circuit of 50 kilometres, the starting and finishing line being at the Istres Military Aviation Centre (Bouches-du-Rhône).

Landings, repairs, and replenishments are allowed.

Art. 2.—The contest will take place on Sunday, June 22.

Art. 3.—Entries presented by the National Federations must reach the Commission d'Aviation of the Aero Club de France before February 1.

The contest will not be held unless at least two nations are represented. In the event of the contest being annulled on this account, the entry fees shall be returned in full.

Art. 4.—Competitors must send to the Secretary of the Commission d'Aviation before 6 p.m. on May 1 the information required in Art. 9 of the General Regulations.

Art. 5.—Machines must have made a test flight of at least 5 minutes not less than a fortnight before the contest, either in their own country, in the presence of three qualified representatives of their National Federation, or in France, in the presence of three qualified representatives of the French Federation, *i.e.* the Aero Club de France.

The reports of these flights must reach the Commission d'Aviation of the Aero Club de France at least one clear week before the date fixed for the contest.

The representatives must state in their report that the flight and landing were properly carried out.

Art. 6.—Machines must be at the Centre d'Aviation Militaire, Istres, at least two clear days before the Speed Contest. The main planes will then be stamped. Any machine not present two clear days before the contest will not be allowed to compete.

Competitors may fly over the aerodrome prior to the contest with the permission of the Commandant of the Centre Militaire, and in accordance with any regulations laid down by him.

Art. 7.—Each entrant shall nominate, by a declaration in writing to be handed to the Commissaires Sportifs before 6 p.m., on the day before the contest, a person to represent him on the course. This person shall declare the time of departure.

Art. 8.—The contest shall be open from 8 a.m. to 8 p.m. (winter time).

During this period of 12 hours, starts shall be made at times selected by the competitors as follows:—

Each entrant, or the person accredited by him, shall inform the Commissaires Sportifs of his intention of starting, indicating the time at which he wishes to start. The Commissaires Sportifs shall then hand to him a slip fixing the starting time, after which 30 minutes shall be allowed to the competitor to cross the starting line in flight.

The competitor shall be allowed a second start in the event of his first flight not being completed or not being in order. This start shall be made under the same conditions as the first.

Art. 9.—The contest shall not be won if the speed attained is less than 290 kms. per hour.

Art. 10.—In the event of bad weather on the day of the contest, the Commissaires Sportifs may postpone the contest from time to time.

R.A.F. MEMORIAL FUND

At a meeting of the Executive Committee held at No. 7, Idlesleigh House, Caxton Street, on December 19, 1923, the following were present: Sir Charles McLeod (in the Chair), Dame Helen Gwynne-Vaughan, Mrs. Barrington-Kennett, Mrs. L. M. K. Pratt-Barlow, Air Vice-Marshal Sir Vyell Vyvyan, Air Commodore C. A. H. Longcroft, Lieut.-Commr. H. E. Perrin.

The Committee noted with much pleasure the receipt by the Hon. Treasurer of a donation from the Air Council of a handsome sum of £1,200, which was the Royal Air Force share of the profits made at the Royal Tournament, Olympia, in June, 1923, and which profits were wholly delegated to the use of this Fund by the kindness of the Air Council.

Grants made since the last meeting of the Committee, amounting to the sum of £2,587 14s., were approved.

The Secretary of the Vanbrugh Castle School Sub-

Committee (in the absence of the Chairman of that Sub-Committee, Air Vice-Marshal Sir Geoffrey Salmond) informed the meeting that the School would re-open on January 8, 1924, a new wing having been satisfactorily completed, thereby enabling the admission of 12 additional boys, which would make a total of 39, all being the orphan sons of airmen who died during the Great War whilst serving with the Royal Air Force.

The Chairman of the Grants Sub-Committee, Lieut.-Commr. H. E. Perrin, placed before the Committee for their consideration an appeal made by an ex-officer of the R.A.F. for an educational grant for his son, and, after hearing the particulars, the Committee approved of the recommendation of the Sub-Committee, that an annual grant of £37 10s. for three years should be sanctioned from the Salting Benefaction.