

which is Pegamoid aerocloth, is stretched on to a series of shaped ribs that are fastened to a pair of main spars. The spars are trussed by centre posts and diagonal wires. The rear spar is pivoted to the frame in order to facilitate the warping of the wings.

The overall length of the machine is 31 ft., and in front is fixed a small aeroplane having an area of 18 sq. ft. (6 ft. by 3 ft.). On either side of this fixed plane is a pivoted elevating plane measuring 9 sq. ft. in area (3 ft. by 3 ft.). Immediately above the fixed central plane is a vertical rudder. The horizontal planes are, it will be noticed, mounted below the framework of the machine, the rudder being above.

The machine as a whole is supported on a chassis of "A" formation, the lower members of which consist of a pair of skis provided with wheels attached thereto by an elastic suspension, on the Farman principle. The fore

part of the machine is also independently supported by a light wheeled chassis.

The machine is driven by a two-bladed propeller that is direct coupled to the crank-shaft of a 60-h.p. Green engine. The propeller has a diameter of 8 ft. 2 in., and an actual pitch of 2 ft. Including the engine, the machine weighs 802 lbs., or less than 2½ lbs. per sq. ft. of supporting surface, the wings being 310 sq. ft. in area.

On the ground the angle of incidence made by the chord of the wings to the horizontal is 9°. The angle of incidence of the leading plane is greater than this by an amount that is determined by practical experiment. The designers look forward to extended trials of this type of machine to demonstrate that it possesses a very considerable amount of longitudinal stability, there being much evidence already to show that the principle of the leading plane is associated with this quality.



The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

Committee Meeting.

A meeting of the Committee was held on Tuesday, the 8th inst., when there were present:—Mr. R. W. Wallace, K.C., in the chair, Mr. Ernest C. Bucknall, Vice-Admiral Sir Charles Campbell, K.C.M.G., C.B., D.S.O., Mr. Martin Dale, Professor A. K. Huntington, Mr. J. T. C. Moore-Brabazon, Mr. C. F. Pollock, Hon. C. S. Rolls, Mr. Stapley Spooner, and joint secretaries, Capt. E. Claremont, R.N., and Harold E. Perrin.

New Members.—The following new members were elected:—

D'Arcy Baker.	Cumberland Lowndes.
Lewis Evans, M.I.N.A.,	W. E. de B. Whittaker.
M.I.Mch.E.	Harold Whiteman Woodall.

Pilot-Aviators' Certificates.

The Committee, at their meeting on the 8th inst., granted pilot-aviators' certificates to Mr. J. T. C. Moore-Brabazon and the Hon. C. S. Rolls.

Aero Exhibition at Olympia.

The Aero Exhibition at Olympia, held by the Society of Motor Manufacturers under the auspices of the Royal Aero Club of the United Kingdom, opened on Friday, the 11th March, terminating on Saturday, the 19th. Members of the Royal Aero Club will be admitted free on production of their membership cards. A room in the Princes Gallery will be placed at the disposal of the members during the Exhibition.

The exhibit of the Royal Aero Club includes the machine of Mr. J. T. C. Moore-Brabazon, with which he won the circular mile flight prize of £1,000; a Wright machine, on which the Hon. C. S. Rolls has made many flights; a monoplane, the property of Mr. B. Nicholson; and a French biplane, recently acquired by the Hon. C. S. Rolls.

British Empire Michelin Cup.

Members are reminded that the competition for the British Empire Michelin Cup for the first year closes on 31st March, 1910.

The rules are as follows:—

The Michelin Tyre Co. has presented to the Royal Aero Club of the United Kingdom, for competition by British aviators, a trophy of the total value of £500.

Annually, for five years, a replica of this trophy, together with a sum of £500 in cash, will be given to the successful competitor. This trophy will be competed for under the following conditions, which shall apply for the first year only:—

1. Conditions.—1. The holder of the cup for 1909 will be the competitor who, on March 31st, 1910, shall have accomplished the greatest distance on any heavier-than-air machine without touching the ground.

2. The minimum distance to be covered in order to qualify for

this prize shall be 5 miles round two or more posts for the necessary number of circuits.

3. Entries must be made in writing to the Secretaries of the Royal Aero Club, 166, Piccadilly, London, W. At least two clear days' notice must be given by a competitor before making his attempt.

4. An entrance fee of 10s. will be charged, and a further sum of £1 must accompany every notification of an attempt by any competitor under these rules. Every competitor must be a member of some recognised body dealing with aerial matters in the Empire, and shall, if called upon, satisfy the officials of the Royal Aero Club of his ability to fly at least 500 yards, before making any attempt under these rules.

5. All attempts must be made between the hours of sunrise and sunset, in the presence of the official or officials appointed by the Committee of the Royal Aero Club.

6. The recognised flying ground is at Shellbeach, Island of Sheppey, but the Committee of the Royal Aero Club will be willing to entertain any other ground subject to the competitor paying the necessary expenses incurred.

7. The start for the records will be reckoned from the crossing over the starting line in actual flight.

8. Competitors must be British subjects from any part of the Empire, manipulating a British-made machine. All the principal parts of a competing machine must be British made. All decisions applying to this rule shall be given by the Chairman of the Royal Aero Club, Mr. Roger W. Wallace, K.C., and failing him, by an arbitrator nominated by the President of the Institution of Civil Engineers. This shall not be held to apply to raw material, but all finished or manufactured parts of such machine must comply with the above condition.

9. The decision of the officials of the Royal Aero Club on all matters connected with this competition to be final and without appeal.

Eastchurch Flying Ground.

Railway Arrangements.—The following reduced fares have been arranged with the railway company for members visiting Eastchurch:—

1st Class return, 8s.; 2nd Class return, 6s. 6d.; 3rd Class return, 5s.

Tickets available for one month from date of issue.

Members desiring to avail themselves of these reduced fares are required to produce vouchers at the booking offices. Vouchers can be obtained from the Secretaries of the Royal Aero Club. Trains leave Victoria, Holborn, or St. Paul's.

For the convenience of Members, the best train is the 9.45 a.m. from Victoria, arriving at Queenborough 10.55. At Queenborough change to the Sheppey Light Railway for Eastchurch, which is ½-mile from the flying ground.