

More Aeroplanes for Tripoli.

IN view of the success attained by the Italian airmen at Tripoli, the Italian Government have decided to send two more aeroplane sections to the front. The second section will consist of Manisero (Blériot), Verona (Blériot), Maffei (Blériot), and Dal Mistre (Deperdussin). The third section will consist of Cagno (Farman), Ruggerone (H. Farman), Cavalieri (H. Farman), and Rossi (Blériot). The first section which consists of Captain Piazza, Captain Moizo, Major Falchi, Lieut. Rossi and Lieut. Gavotti, have at their disposal two Blériots, two Etrichs, two H. Farmans and three Nieuports.

A Voisin Canard on the Black Sea.

PRINCE BIBESCO has now taken his Voisin hydro-aeroplane to Kustendje, where with Lieut. Istrati he has carried out several short flights over the Black Sea.

Flying in Roumania.

QUITE a lot of flying is being done in Roumania since Prince Bibesco went home. On the 11th inst., Vlaicu started from Bucharest to fly to Rustchuk, but not knowing his way he got too far to the east and landed at Oltenitza, from whence he was able to fly back to the Cotroceni flying ground at Bucharest. On the following day he made a fresh start, and had only got about 25 kiloms, on his way when he had to land at Kalutareni, where he was delayed while repairing a wheel which had been damaged in landing. Afterwards, however, he was able to fly back to his headquarters. On the 11th inst., two pupils of Prince Bibesco—Lieuts. Capsa and Zorileanu—set out to fly the 80 kiloms, to Tergovishteia on a Blériot. With a strong wind behind them they made the journey in three-quarters of an hour, and on the following day they flew back in 55 minutes.

Military Flying in Rumania.

On the 4th inst., Lieuts. Protopopescu and Negrescu, on their Henry Farman machines, set out from Bucharest to fly the 364 kiloms, to Turnu Severin, on the Servian frontier. Lieut. Negrescu got as far as Sviniseshi and then had to come down for petrol. On the following day he got on to Krajova, after making a stop of five minutes at Karakal.

Lieut. Protopopescu took a more northerly course and his first landing was at Slatina after flying 189 kiloms. He finished the first stage to Krajova on the following day, doing the 61 kiloms. in 30 minutes. The next day he easily completed the final stage to Turnu Severin. On November 10 he started back for Bucharest. His first stop was at Rogova, 84 kiloms., and the next day saw him arriving at Krajova, while the same afternoon he got on as far as Slatina. The very bad weather then delayed him over the last stage of the journey, but he landed in the twilight on the Cotroceni ground at Bucharest on November 13.

The Aero Club of America's Growth.

THE membership of the Ae.C.A. is announced as having increased from 390 to 540 during the past year, and the affiliated clubs now number 24. Pilot certificates have increased from 26 on October 31 last year to 74 on the same date in 1911.

The National Council of the Ae.C.A., which has for some time been practically extinct, has now been finally and formally done away with.

A Three Hours' Flight.

ON October 25, at Nassau Boulevard Aerodrome, in America, Ladis-Lewkowicz was in the air on a Queen monoplane for nearly three hours. During his flight he passed over the surrounding country of Long Island, going to Hicksville and Jamaica on different occasions, and he only finally descended when he found that his fuel tank was emptied.

To Fly Across South America.

ALTHOUGH he was not successful in his effort to fly across the United States, Harry Atwood announces that he will shortly make an attempt to fly across the South American Continent for a prize of £20,000. He will start on the north coast of Brazil and fly down to Buenos Aires along the coast, touching at Bahia, Rio de Janeiro and Monte Video. From Buenos Aires he will fly across the Continent to Valparaiso, crossing the Andes on the way.

Long Flight in Australia.

ON Saturday, Mr. Hart, who it is claimed was the first Australian to secure a pilot's certificate, flew on his biplane from Penrith to Sydney, a distance of 40 miles, in 65 minutes.

MODEL AEROPLANE PERFORMANCES.

RULES AND REGULATIONS FOR THE REGISTRATION OF MODEL AEROPLANES FOR THE PURPOSE OF ESTABLISHING RECORDS.

As recently announced, the Kite and Model Aeroplane Association have been for the year 1912 appointed by the Royal Aero Club as the paramount body in this country to govern model aeroplanes. As a consequence, the Council have drawn up a set of regulations for the purpose of officially registering record performances in connection with models. These we publish below in full, and copies of them, together with application forms for competitors' use, can be obtained on application to the Secretary of the Association at 27, Victory Road, Wimbledon.

The Council of the Association is drawing attention to the facilities for affiliation with themselves, in order that the whole of the model bodies may co-operate with the Association in registering the performances of the models. Observers will be appointed in various districts, those for the London district being: Major B. Baden-Powell, Messrs. T. W. K. Clarke, A.M.I.C.E., T. O'B. Hubbard, J. H. Ledebor, M.A., H. F. Lloyd, G. P. Bragg-Smith, E. W. Twining and W. H. Akehurst (Hon. Sec.).

Secretaries of model clubs should therefore procure from the Association the terms upon which affiliation can be carried out.

The Regulations.

1. Only performances of model aeroplanes made in the presence of at least two official observers, appointed by the Association, shall be registered and qualify for records.
2. Owners of models who desire the Association to appoint observers of performances of their models, and to register particulars in connection therewith, must make an application on the form provided and forward it to the hon. secretary, together with the necessary fee.
3. In the London district the Association shall appoint, for one or more Saturdays in each month, suitable grounds on which flights can be observed. Notification of the grounds will be made one calendar month in advance of the date.

4. An application fee of 1s. (in each class of record; see Rule No. 8) will be charged members, and must accompany the application. Non-members, 2s. The application fee includes a certificate of the performance.

5. A copy of any certificate for a performance duly observed and registered by the Association may be obtained from the hon. secretary, on payment of a fee of 6d.

6. All applications must be made two clear weeks in advance of the date fixed for the proposed flight.

7. Two records are recognised for the present, each record being divided into two classes:—

- (1) *Duration*.—(a) Hand launched; (b) Rising from the ground.
- (2) *Distance*.—(a) Hand launched; (b) Rising from the ground.

8. Three successive trials will be allowed for each attempt on any record or class of record.

9. All performances for records for distance will be measured in units of 1 yard, the duration and wind velocity will be measured, and deduction made for the speed of the wind.

10. The applicant may launch with or against the wind in starting as he prefers, but the distance will be measured in accordance with Rule 3 of the Association.

11. The observers shall time the model from time of starting to time of landing, or till it finally disappears from their view.

12. The Association will, on application, appoint and send observers to any model meeting, but if outside of any district for which official observers have been appointed, their travelling expenses must be paid by the promoters of such meeting.

13. In all tests the observers must use an approved anemometer or registering the wind velocity. The necessary appliances and instruments will be supplied or must be approved by the Association or its observers, and must include a measuring line, two stop-watches, anemometer, scales, and a roll of lino for starting from the ground (if desired).

14. The Association will not be responsible for any damage done by or to the models, but it is imperative that all models be fitted with a protector over the motor rod, such as a wire or cane loop.