

School-type monoplane—			
Length ... ..	24 ft.	Weight ... ..	550 lbs.
Span ... ..	28 „	Speed ... ..	70 m.p.h.
Area ... ..	176 sq. ft.	Motor ... ..	28-h.p. Nieuport
Price ... ..	£720.		

Two-seater military—			
Length ... ..	26 ft.	Weight ... ..	700 lbs.
Span ... ..	36 „	Speed ... ..	70 m.m.h.
Area ... ..	250 sq. ft.	Motor ... ..	50-h.p. Gnome.
Price .. ..	£1,040.		



# The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

**Notice to Members.**

ATTENTION is drawn to the rules governing the Army and Navy Aviation Prizes of £1,000, presented by Mr. A. Mortimer Singer, and the British Empire Michelin Cup, No. 2, £600, which appear hereunder.

The Army and Navy Aviation Prizes close on March 31st, 1912, and the British Empire Michelin Cup, No. 2, £600, closes on October 15th, 1912.

**Army and Navy Aviation Prizes.  
(Presented by Mr. A. Mortimer Singer.)**

*(Under the rules of the Royal Aero Club and Fédération Aéronautique Internationale.)*

Mr. A. Mortimer Singer has presented to the Royal Aero Club the sum of £1,000 for competition by commissioned officers in His Majesty's Regular Army, the Royal Navy, and the Royal Marines, on the active list.

The prize will be divided as follows:—

Army ... .. £500      Navy and Marines ... .. £500

to be competed for under the following conditions:—

1. The winner to be the officer who, accompanied by a passenger, also in the Regular Service (combined net weight to be not less than 20 stone), starting from any recognised flying ground, or other starting point sanctioned by the Royal Aero Club, makes on an aeroplane the longest cross-country flight out and back between April 1st, 1911, and March 31st, 1912, both days inclusive. The flight must be confined to the British Isles.

2. All competitors must hold an aviator's certificate issued by the International Aeronautical Federation, represented in this country by the Royal Aero Club of the United Kingdom.

3. The flight must be observed both at the start and turning point by officials appointed by the Royal Aero Club.

4. The flight shall be out and back, and the distance from the starting point to the turning point, measured in a straight line, shall be not less than 10 miles or more than 50 miles. A competitor may repeat his out and back flight for any number of times without alighting, and in order to arrive at the total distance covered only the completed circuits will be taken into account. The distance covered will be measured in a straight line between the two points on an Ordnance Survey map. The turning point must be a fixed object, selected and declared by the competitor to the observers of the flight.

5. A competitor must obtain a certificate signed by the observers as to the exact point of ascent and turning point and number of completed circuits, which must be forwarded to the Secretary, Royal Aero Club, 166, Piccadilly, London, W., within three days.

6. No prize will be awarded to any competitor who has not accomplished a flight of at least 40 miles.

7. Officers wishing to compete must send in their names to the Royal Aero Club, 166, Piccadilly, London, W., together with an entrance fee of 20s., after which they are at liberty to start at any time they please, subject to the necessary arrangements for observers having been made.

8. Should any questions arise at any time as to whether a competitor has properly fulfilled the above conditions, or should any other questions arise in relation to them, the decision of the Committee of the Royal Aero Club shall be final and without appeal.

**British Empire Michelin Cup, No. 2, £600.**

*(Under the rules of the Royal Aero Club and the Fédération Aéronautique Internationale.)*

The Michelin Tyre Company has presented to the Royal Aero Club of the United Kingdom for competition by British aviators, the sum of £600, to which will be added a trophy to be retained by the winner.

The following are the rules governing the competition for the year 1912:—

1. The winner for the year 1912 shall be the competitor who, on October 15th, 1912, shall have completed a prescribed circuit of about

186 miles on an aeroplane in flight in the fastest time, reckoned in miles per hour.

2. Competitors may select their own circuit of about 186 miles, but the start must be made from a flying ground approved by the Royal Aero Club, and the proposed circuit must be submitted to the Royal Aero Club before the flight is made.

The complete circuit must be accomplished without alighting.

3. The flight must be observed at each point named in the circuit by officials appointed by the Royal Aero Club.

4. A number must be prominently displayed on the aeroplane in places approved by the officials, and when flying round each of the points selected in the circuit, the aviator must fly sufficiently low so that his number may be easily verified by the official observer.

5. The circuit must be completed between the hours of sunrise and sunset, on any one day.

6. The entrant, who must be the person operating the machine, must be a British subject, flying on a British-made aeroplane, must hold an Aviator's Certificate, and must be duly entered on the Competitor's Register of the Royal Aero Club.

7. The complete machine, and all its parts, must have been entirely constructed within the confines of the British Empire, but this provision shall not be held to apply to raw material.

8. An entrance fee of £1 must accompany every notification of an attempt, and at least three clear days' notice must be given to the Secretary, Royal Aero Club, 166, Piccadilly, London, W. A competitor must further deposit a sum of £10 on account of expenses, if any, of observers. Any balance not so expended will be returned to the competitor.

9. Should any questions arise at any time after the date of entry as to whether a competitor has properly filled the above conditions, or should any other question arise in relation to them, the decision of the Royal Aero Club shall be final and without appeal.

10. A competitor by entering waives any right of action against the Royal Aero Club or the Michelin Tyre Co. for any damages sustained by him in consequence of any act or omission on the part of the officials of the Royal Aero Club or the Michelin Tyre Co., or their representatives or servants, or any fellow competitor.

11. The aeroplane shall at all times be at the risk in all respects of the competitor, who shall be deemed by entry to agree to waive all claim for injury either to himself or his aeroplane, or his employees or workmen, and to assume all liability for damage to third parties or their property, and to indemnify the Royal Aero Club and the Michelin Tyre Co. in respect thereof.

12. The Royal Aero Club reserves itself the right to add to, amend, or omit any of these rules should it think fit.

**Gordon-Bennett Aviation Cup.**

The cup having been won by a representative of the Aero Club of America, the race for 1912 will take place in the United States. The exact time and place will be announced later.

At the recent Conference of the Fédération Aéronautique Internationale in Rome, it was decided that the course is to be a closed circuit with a minimum of 5 kilometres, and the total distance to be flown is 200 kilometres.

Each club affiliated to the Fédération Aéronautique Internationale has the right to challenge the holder, the Aero Club of America, and such challenge must be sent in before March 1st, 1912.

The Committee of the Royal Aero Club will select the three competitors to represent the British Empire, and intending candidates are requested to notify the Secretary on or before February 15th, 1912, of their willingness to compete, if chosen. Applications must be accompanied by a cheque for £20, the entry fee, which amount will be returned should the entrant not be selected.

**Balloon Ascents.**

In August last Mr. A. Mortimer Singer offered a Cup to be awarded to the member making the largest number of balloon ascents between September 1st and December 31st, 1911. Members who have made ascents during this period are requested to send a list of such ascents to the Club not later than Tuesday, the 9th inst.

166, Piccadilly.

HAROLD E. PERRIN, Secretary.