

The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

As the result of the ballot, the following is the Executive Committee of the Royal Aero Club for the ensuing year:—

Sir Charles D. Rose, Bart., M.P. (<i>Chairman</i>).	
Griffith Brewer.	J. T. C. Moore-Brabazon.
Col. J. E. Capper, C.B., R.E.	Alec Ogilvie.
G. B. Cockburn.	Mervyn O'Gorman.
Capt. Bertram Dickson, R.F.A.	C. F. Pollock.
John Dunville.	Commander C. R. Samson, R.N.
Capt. J. D. B. Fulton, R.F.A.	A. Mortimer Singer.
Col. H. C. L. Holden, C.B., R.A., F.R.S.	The Marquess of Tullibardine, M.V.O., D.S.O., M.P.
Prof. A. K. Huntington.	Roger W. Wallace, K.C.
K. A. McClean.	

Committee Meeting.

A meeting of the Committee was held on Tuesday, the 26th inst., when there were present:—Sir Charles D. Rose, Bart., M.P., in the Chair, Mr. Griffith Brewer, Mr. G. B. Cockburn, Capt. Bertram Dickson, Capt. J. D. B. Fulton, R.F.A., Col. H. C. L. Holden, C.B., R.A., F.R.S., Prof. A. K. Huntington, Mr. Alec Ogilvie, Mr. C. F. Pollock, Mr. R. W. Wallace, K.C., and Harold E. Perrin, Secretary.

Apologies for absence were received from the Marquess of Tullibardine and Commander C. R. Samson, R.N.

Election of Chairman.—Mr. Roger W. Wallace, K.C., in proposing Sir Charles Rose, Bart., M.P., as Chairman of the Club, said he was sure that his proposal would meet with the unanimous approval of all members of the Committee, and that the traditions of the Club would be in excellent hands. He and all the members of the Committee would give him their cordial support. Mr. Griffith Brewer seconded the motion, which was unanimously carried.

Sir Charles Rose, in accepting the invitation, paid a high tribute to the devoted labours of the retiring Chairman, and expressed the hope that the Club would long enjoy the benefit of Mr. Wallace's counsels and assistance.

Vote of Thanks to Retiring Chairman.—The following resolution was proposed by Prof. A. K. Huntington:—

"The Committee of the Royal Aero Club desires to place on record its high appreciation of the very valuable services rendered to the Club and to the aeronautical movement by Mr. Roger W. Wallace, K.C., in his capacity as Chairman of the Club from 1901 to the present date, during which period enormous strides have been made in the development of the various branches of aeronautics, making the work of the Club extremely arduous. The Committee feels that it is owing to the zeal displayed by its Chairman that the work of the Club has proved so efficient. The Committee desires further to testify to the successful manner in which the prestige of the Club has been upheld and strengthened on all occasions, both at home and abroad, by the labours of Mr. Wallace."

Prof. Huntington stated that it was the intention of the Committee to elect Mr. Roger W. Wallace a Vice-President of the Club, and to ask him to continue to represent the Club in its foreign relations. The Resolution was seconded by Mr. C. F. Pollock, and carried unanimously.

Election of Members.—The following new members were elected:—Capt. E. F. B. Charlton, R.N., A.D.C., and Staff-Surgeon Hardy Vesey Wells, R.N.

Aviators' Certificates.—The following Aviators' Certificates were granted:—

199. William Ewart Hart (Bristol Biplane, Penrith, New South Wales).
200. Capt. Francis John Brodigan (Bristol Biplane, Salisbury).

Competition Rules.

The Competition Rules of the Royal Aero Club are now being issued to all aviators on the Competitors' Register. Particular attention is drawn to the following Rules:—

29. Registration of Competitors.—No competitor shall be eligible to enter an aircraft for, or drive an aircraft in, any competition unless the name of such competitor is duly entered upon the Competitors' Register of The Club, which Register shall be open for inspection at the Offices of The Club at all reasonable times. The Club may refuse to enter the name of any person on the Competitors' Register without assigning any reason. The competitor shall be given a certificate of his entry in the Register, which he shall produce on the demand of an Official at any Meeting.

30. The fee for registration of a competitor shall be 10s., except in the case of a member of The Club, where there shall be no fee, or in the case of a member of a club directly affiliated to The Club, when the fee shall be 5s.

31. Each entry in the Register shall be given a Register Number, and shall hold good only until the 31st day of December next ensuing.

Certified aviators who are members of The Club have been entered on the Competitors' Register, and they will receive a Register Number in a few days. Certified aviators who are not members of The Club are requested to make application for registration should they wish to take part in competitions.

Annual General Meeting.

The 11th Annual General Meeting of the Royal Aero Club was held at 166, Piccadilly, London, W., on Thursday, March 21st, 1912, at 4 p.m., when a large number of members were present.

Mr. Roger W. Wallace, K.C., Chairman of the Club, briefly reviewed the advances made in aviation by Great Britain during the past year. He spoke feelingly of the losses this country had sustained by the deaths of Messrs. Bernard G. Benson, Gerald Napier, Lieut. R. A. Cammell, Hubert Oxley and D. Graham Gilmour. The prize-list for the contests held in Great Britain during the past year had represented a sum of £16,300; in that connection, he proposed a hearty vote of thanks to the following donors of prizes:—Lord Northcliffe (*Daily Mail*), Mr. James Gordon Bennett, Mr. E. Manville, the Michelin Tyre Co., Mr. A. Mortimer Singer, Mr. John Dunville, the Hon. Mrs. Assheton Harbord, Mr. P. Y. Alexander, the proprietors of the *Standard*, the proprietors of the Brighton-Shoreham Aerodrome, and the Brooklands Automobile Racing Club.

The vote of thanks was passed unanimously.

Amongst the notable performances that had been accomplished during the year, flights by the following aviators were specially mentioned by the Chairman:—

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| Pierre Prier, First London-Paris Flight. | |
| James Valentine, in the European Circuit. | |
| Gustav W. Hamel, | } in the Gordon-Bennett Aviation Race. |
| Alec Ogilvie, | |
| S. F. Cody, | } in the <i>Daily Mail</i> Race. |
| James Valentine, | |
| C. Howard Pixton, winner of the "Manville" Prize. | |
| S. F. Cody, winner of the "Michelin Prizes," Nos. 1 and 2. | |
| C. F. Pollock, in many balloon trips. | |

World's records had, he continued, been created by two officers of His Majesty's Forces, namely, by Capt. E. L. Gerrard, R.M.L.I. (World's Duration Record with passenger, 4 hrs. 13 mins.), and by Lieut. B. H. Barrington-Kennett (World's Distance Record with passenger, 249½ miles). The latter performance still held as a World's Record.

The Chairman then referred to the good work accomplished by British machines, specially mentioning the Cody Biplane in the *Daily Mail* Circuit and Michelin Prizes, the Bristol Biplane in the European Circuit and Manville Prizes, and the successes of the Bristol Monoplane in France, Spain, and Germany. He also referred to the progress made by Messrs. Short Bros., Messrs. Martin and Handasyde, Flanders and Co., the Blackburn Aeroplane Co., Messrs. A. V. Roe and Co., and the Aeronautical Syndicate, Ltd. Successful experiments had been carried out with hydro-aeroplanes at Lake Windermere by Capt. E. W. Wakefield, and a very successful type of hydro-aeroplane had been evolved. With regard to British engines, it was interesting to observe that the "Green" motor had been successful in the "Alexander" £1,000 Motor Competition, and that the "N.E.C." engine had put up an excellent performance in the Gordon-Bennett Aviation Race at Eastchurch in July.

Dealing with the work of the Club, the Chairman referred to the results of the recent conference in Rome, at which the protest of the Royal Aero Club against the Statue of Liberty Award had been sustained, the prize of £2,000 being accordingly awarded to Mr. C. Grahame-White. The Club had recently instituted regulations for certified trials, and it was hoped that the manufacturers and others would take advantage of that new departure. The Competition Rules of the Royal Aero Club governing all competitions held in this country would very shortly be issued to all members. The Club had recently drawn up regulations for