

**Royal Aero Club Year-Book.**

ALTHOUGH in the main the Royal Aero Club Year-book for 1912 follows on the same lines as its predecessors, one or two improvements have been made, and naturally the growth of the sport and industry is reflected by the increased bulk of the book. One new feature which should prove very useful is the inclusion of nine aviation maps, showing the country over a radius of fourteen miles round the flying grounds at Salisbury Plain, Brooklands, Eastchurch, Eastbourne, Farnborough, Hendon, Oxford, Shoreham, and Whitfield (Dover). These maps are of the well-known Clift-Gross type, and prepared by Geographia, Ltd., and the magnetic courses, as well as the distance, to each of the other flying grounds is given on each. The Year-book is a regular *vade mecum* on official aviation matters, and besides giving the rules and regulations governing competitions open to Britishers, including tests for certificate as either aeroplane, dirigible or balloon, gives holders and past holders of the principal prizes, records, &c.

**Typewriting on an Aeroplane.**

INCIDENTAL to the demonstration of the advantage of the Avro enclosed body, was an interesting and unique flight from Salisbury Plain to Upavon during which H. V. Roe, who was the passenger with Lieut. Parke, took a Monarch typewriter with him and typed very clearly particulars of the machine and a note on his impressions during the journey in mid-air.



**THE DAILY MAIL DEMONSTRATION.**

ON Wednesday of last week Mr. C. Grahame-White, accompanied by his wife, went on from Southend to Clacton, taking about half an hour for the trip, and Mr. Noel afterwards took the machine to Walton-on-the-Naze and back in twenty minutes, doing one or two "stunts" at Frinton, as he went by. Mr. Grahame-White afterwards took up several passengers, and later set off for Southend with his wife. Early in the day both Mr. Noel and Mr. Travers had made passenger trips at Southend. At Burton-on-Trent, M. Salmel, after ten minutes at a height of 600 ft., flew over to Chester, covering the 60 miles in 48 minutes. It transpired that Mr. Grahame-White was not successful in getting back to Southend, being brought down near Burnham by motor trouble. To add to the difficulty, a back-fire set the carburettor on fire, and by the time this was put out the machine was drifting five miles from land. Some yachtsmen picked up Mr. and Mrs. Grahame-White, and by the aid of his motor boat Mr. White later towed his machine into the harbour. On the arrival of the mechanics, repairs were at once put in hand. Thursday saw Mr. Hamel making his way, at 100 m.p.h. with the wind behind, from Buxton to Sheffield; M. Salmel went on to Preston, calling at New Brighton on the way, and Mr. Hucks made two flights at Aberdeen. At New Brighton a lady passenger, Miss Murry, had an exciting experience on M. Fischer's hydro-aeroplane. When preparing for a flight the machine broke away before the pilot had taken his seat, and after drifting along the Mersey it eventually turned turtle. Several swimmers went to the assistance of Miss Murry, who was rescued little the worse for her experience. The weather prevented much flying on Friday, but Mr. Travers took Mr. Grahame-White's machine from Burnham to Southend. On Saturday Mr. Grahame-White, Mr. Travers, and Mr. Noel made flights at Southend and the neighbourhood, and in the evening Mr. Travers started for Hendon. He landed at Shoburness and changed the floats for wheels, but found it too dark to go on. M. Salmel crossed Morecambe Bay, going from Preston to Ulverston and Barrow-in-Furness, and in Scotland Mr. Hucks made five flights at Aberdeen, two in the evening with his machine illuminated.



**MRS. LINDSAY CAMPBELL FUND.**

IN continuation of the lists published in our issues of August 24th and 31st, the following subscriptions are gratefully acknowledged by Mrs. Campbell:—

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Further donations will be acknowledged also in the *Daily Mirror* from time to time by Col. H. S. Massy, Vice-Chairman, Aerial League, 6, Coventry Street, W.

**Hon. Alan Boyle in Harness Again.**

FOLLOWERS of aviation will be interested to learn that the Hon. Alan Boyle, the youngest son of the Earl of Glasgow, has joined Messrs. J. D. Macdonald and Co., Ltd., Queensferry Street, Edinburgh, the Scottish agents for Vauxhall and Palladium cars. It will be remembered that Mr. Boyle, who was a flight pioneer, his R.Ae.C. certificate being numbered 13, met with a serious accident at Bournemouth in July, 1910, and since then has more or less spent his time abroad.

**These Helped Mr. Cody to Win.**

IT should not be overlooked that the biplane on which Mr. S. F. Cody won £5,000 in prizes in the War Office Trials, was fitted with a 120-h.p. Austro-Daimler engine, made by the same firm as produce the Austro-Daimler cars. During the whole of the trials Vacuum Mobiloil was used by Mr. Cody, while he also used Shell spirit, and was able to obtain maximum revolutions from the engine. All the prizes were won on Shell spirit, in fact no other fuel was used by any of the competitors. The propeller on the Cody machine was the Chauvière Integral, made by the Integral Propeller Co., Ltd. (L. Chauvière, 307, Euston Road, N.W.). A French-built Integral was used on the Deperdussin second prize winner, a British Integral was fitted to the British Deperdussin, and similar propellers were fitted to the Hanriot, M. Farman, and Blériot machines.



**THE MILITARY TRIAL AWARDS.—Mr. S. F. Cody's £5,000 smile.**